



City Council Meeting

March 25, 2024

7:00 PM

Fridley City Hall, 7071 University Avenue N.E.

Agenda

Call to Order

The Fridley City Council (Council) requests that all attendees silence cell phones during the meeting. A paper copy of the Agenda is at the back of the Council Chambers. A paper copy of the entire Agenda packet is at the podium. The Agenda and all related materials may also be found on the City's website at FridleyMN.gov/1564/Agenda-Center.

Pledge of Allegiance

Proclamations/Presentations

Proposed Consent Agenda

The following items are considered to be routine by the Council and will be approved by one motion. There will be no discussion of these items unless a Councilmember requests, at which time that item may be moved to the Regular Agenda.

Meeting Minutes

1. Approve the Minutes from the City Council Meeting of March 11, 2024
2. Receive the Minutes from the City Council Conference Meeting of March 11, 2024

New Business

3. Resolution No. 2024-35, Scheduling a Public Hearing on April 8, 2024 on a Proposed Amendment to the Fridley City Charter Chapter 1 Name, Boundaries, Powers and Construction of Government, and Directing Publication of the Text of Ordinance No. 1421 in Full
4. Resolution No. 2024-36, Approving Minnesota Department of Natural Resources Outdoor Recreation Grant Application for Commons Park Splash Pad
5. Resolution No. 2024-40, Approving Gifts, Donations and Sponsorships Received Between February 15, 2024, and March 15, 2024
6. Resolution No. 2024-41, Approving and Authorizing the Signing of a Settlement Agreement Between the City of Fridley and Stephen A. Ling and Stephanie Ling

Licenses

7. Resolution No. 2024-37, Approving Fridley Historical Society Gambling Permit

Claims

- [8.](#) Resolution No. 2024-39, Approving Claims for the Period Ending March 20, 2024

Open Forum

The Open Forum allows the public to address the Council on subjects that are not on the Regular Agenda. The Council may take action, reply, or give direction to staff. Please limit your comments to five minutes or less.

Regular Agenda

The following items are proposed for the Council's consideration. All items will have a presentation from City staff, are discussed, and considered for approval by separate motions.

New Business

- [9.](#) Resolution No. 2024-38, Approving an Amendment to the 2024 Street Rehabilitation Project No. ST2024-01 Feasibility Report to Address Traffic Calming Measures Along and Adjacent to Channel Road

Informal Status Reports

Adjournment

Upon request, accommodation will be provided to allow individuals with disabilities to participate in any City of Fridley services, programs, or activities. Hearing impaired persons who need an interpreter or other persons who require auxiliary aids should contact the City at (763) 572-3450.



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Roberta Collins, Assistant to the City Manager

Title

Approve the Minutes from the City Council Meeting of March 11, 2024

Background

Attached are the minutes from the City Council meeting of March 11, 2024.

Financial Impact

None.

Recommendation

Staff recommend the approval of the minutes from the City Council meeting of March 11, 2024.

Focus on Fridley Strategic Alignment

- | | |
|--|---|
| ☐ Vibrant Neighborhoods & Places | ☐ Community Identity & Relationship Building |
| ☐ Financial Stability & Commercial Prosperity | ☐ Public Safety & Environmental Stewardship |
| ☒ Organizational Excellence | |

Attachments and Other Resources

- Minutes from the City Council Meeting of March 11, 2024

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.



City Council Meeting

March 11, 2024

7:00 PM

Fridley City Hall, 7071 University Avenue NE

Minutes

Call to Order

Mayor Lund called the City Council Meeting of March 11, 2024, to order at 7:00 p.m.

Present

Mayor Scott Lund
Councilmember Dave Ostwald
Councilmember Tom Tillberry
Councilmember Ann Bolcom

Absent

Councilmember Ryan Evanson

Others Present

Walter Wysopal, City Manager
Scott Hickok, Community Development Director
Nancy Abts, Associate Planner

Pledge Of Allegiance

Proclamations/Presentations

Approval of Proposed Consent Agenda

Motion made by Councilmember Bolcom to adopt the proposed Consent Agenda. Seconded by Councilmember Tillberry.

Upon a voice vote, all voting aye, Mayor Lund declared the motion carried unanimously.

Approval/Receipt of Minutes

1. Approve the Minutes from the City Council Meeting of February 26, 2024.
2. Receive the Minutes from the Council Workshop Meeting of February 26, 2024.
3. Receive the Minutes from the Planning Commission Meeting of February 21, 2024.
4. Receive the Minutes from the Parks and Recreation Commission Meeting of December 4, 2023.

5. Receive the Minutes from the Parks and Recreation Commission Meeting of January 2, 2024.

Old Business

6. Ordinance No. 1419, Creating Title No. 5 (Lands and Buildings) of the Fridley City Code and the Chapters Contained Therein.
7. Ordinance No. 1420, Amending the Fridley City Code Chapter 209, Fees, to Update Parks and Recreation Fees.

New Business

8. Resolution No. 2024-29, Approving a Water Quality Cost Share Agreement with the Coon Creek Watershed District for the Purchase of a Leaf Vacuum System.
9. Resolution No. 2024-30, Approving a Grant Agreement with the Minnesota Department of Natural Resources for Shade Tree Management.
10. Resolution No. 2024-31, Approving the City of Fridley Housing Improvement Area Policy.
11. Resolution No. 2024-33, Approving the City of Fridley's Emergency Operations Plan (EOP) and Continuity of Operations Plan (COOP).

Claims

12. Resolution No. 2024-32 Approving Claims for the Period Ending March 6, 2024.

Adoption of Regular Agenda

Motion made by Councilmember Ostwald to adopt the regular agenda. Seconded by Councilmember Bolkcom.

Upon a voice vote, all voting aye, Mayor Lund declared the motion carried unanimously.

Open Forum, Visitors: (Consideration of Items not on Agenda – 15 minutes.)

No one from the audience spoke.

Regular Agenda

New Business

13. Resolution No. 2024-34 Denying an Interim Use Permit (IUP #24-01) Requested by Amarok, LLC to Allow a 10-Foot-Tall Electric Fence at 4650 Main Street N.E. (Ward 3)

Nancy Abts, Associate Planner, presented a request from Amarok on behalf of Electric Motor Supply Company for an Interim Use Permit (IUP) to allow a ten-foot tall, low-voltage electric security fence at 4650 Main Street NE. She reviewed the site description and history and adjacent property uses. She also reviewed details of the IUP request, the purpose of an IUP, and the criteria that must be met to be eligible for an IUP. She stated that staff recommends denial of the request, as did the Planning Commission after its review on February 21 with a vote of 5-1. She stated that if electric fences are desired more broadly in industrial areas of the Fridley, the Commission agreed that it would be more appropriate to consider a text amendment rather than using the IUP tool.

Councilmember Bolkcom asked if there is any updated information on the offer for the police to meet with the property owner, as was discussed at the Planning Commission meeting.

Ms. Abts confirmed that a member from the department was able to go to the site and provide some recommendations.

Scott Hickok, Community Development Director, reviewed some of the recommendations made by the department related to fencing, lighting and camera use. He noted that a police trailer could also be used on the site.

Councilmember Bolkcom stated that she visited the site and was concerned with the condition of the fence and vegetation growth. She believed that this was a different situation than the previously granted electric fence.

Ted White, Electric Motor Supply, stated that the company has had issues with people cutting the fence and coming into the yard and damaging their equipment for the past ten years. He commented on the different things they have tried to improve security on the site and the path he has taken to reach this potential solution. He noted that because people are cutting the fence, it would not make sense to replace the fence with a new chain link fence. He stated that he did meet with police and fire to discuss potential solutions. He recognized that the steel fence would be quite a bit more expensive. He noted that they do plan to clean vegetation from the site to the extent possible and allowed by the railroad.

Mayor Lund commented that staff always work to help businesses in this community. He stated that he does not want to see electric fences all over the community and this request does not meet the criteria. He commented that other options have also been provided to aid in security and hoped that some of those options would solve the issues.

Councilmember Tillberry asked if the applicant understands the reasoning behind the recommendation of denial from the Planning Commission.

Mr. White commented that while he does understand the reasoning behind their recommendation, he did not believe someone would be injured by the fence which would be 300 feet interior to his property line.

Councilmember Tillberry commented that safety, location and appearance were reasonings for denial in this request compared to the Copart request.

Councilmember Bolkcom asked the applicant for more details on what is kept in that yard area that is becoming damaged.

Mr. White replied that the company buys and sells industrial electrical distribution equipment, noting that it is outdoor equipment that is large, heavy and difficult to move which cannot be stored inside. He stated that although the equipment is locked up, the people are cutting the locks similar to the fences. He explained that the copper wire is valuable to thieves, and the thieves taking out the couple hundred dollars in wire causes thousands of dollars in damage, often making the equipment unable to be resold. He averaged about \$100,000 per year in damages from theft.

Councilmember Bolkcom asked if the steel fence could be installed for less than the yearly damages. Mr. White replied that could be done but the electric fence was a cheaper option.

Councilmember Bolkcom commented that she does not like that aesthetic in a residential neighborhood area.

Councilmember Ostwald asked if a solid fence would be as effective in the opinion of the applicant.

Mr. White replied that the electric fence does provide immediate notification if someone is attempting to tamper with the fence.

Michael Pate, Amarok, commented that people will go over a solid fence and noted that a solid fence also blocks what is occurring inside that perimeter once the person scales the fence. He stated that the electric fence is an alarm, which is installed inside the existing perimeter fence and explained how the low-voltage system works in conjunction with the alarm system. He explained that there are no concerns for safety with this type of system. He said the fence will not be noticeable, although the signs may be visible in the same manner as a license plate would be. He stated that perhaps a three-year period be allowed to try this out, or perhaps the end date would be if the business changes ownership.

Mayor Lund commented that he would think about reviewing this within the City Code as they continue to update the Code.

Councilmember Bolkcom commented that in her discussions with staff, she does not believe staff would like to do that.

Mr. Hickok explained that this is not an apples-to-apples comparison with the previous application that was reviewed for this type of use. He stated that in that previous review the Council did not have an interest in pursuing a text amendment at that time. He stated that staff can only work under the parameters provided by the Council and therefore unless direction is provided by the Council, staff must go under the previous direction. He explained that if the Council approves this, it would be no different than any other business on the corridor.

Mr. Pate commented that he has these fences in 7,000 communities nationwide. He commented that this property is zoned industrial and is across from a residential neighborhood. He commented that

the standards of his company prevent installation within the residential district, again noting that this is an industrial district. He stated that the same type or even more powerful devices can be purchased at Tractor Supply and are installed on residential and farming properties. He noted that the fence would be 300 feet from the trail and further from the residential properties.

Motion made by Councilmember Bolkcom to adopt Resolution No. 2024-34, Denying an Interim Use Permit (IUP #24-01) Requested by Amarok, LLC to Allow a 10-Foot-Tall Electric Fence at 4650 Main Street N.E. Seconded by Councilmember Ostwald.

Councilmember Ostwald commented that he can see both sides of this request. He stated that he is basing his decision on the recommendation of the Planning Commission, staff, and the standards within the Code.

Council encouraged the applicant to continue to work with staff to find a solution for the property. Council agreed to have a discussion on whether a text amendment would be appropriate for this issue.

Upon a voice vote, all voting aye, Mayor Lund declared the motion carried unanimously.

Informal Status Reports

Councilmember Tillberry noted the Springbrook Spree will be held on April 6 at Springbrook Nature Center, and encouraged the public to purchase tickets to attend this fundraising event. Mayor Lund noted that the Springbrook Nature Center Foundation Board is holding the event and all funds raised are used for improvements and enhancements for the Nature Center.

Councilmember Bolkcom congratulated the Public Safety Department, noting that the Council had the opportunity to view the new fire truck and its safety equipment tonight.

Wally Wysopal, City Manager, referenced the discussion on February 12 related to the redevelopment of Commons Park, and he stated staff heard the message from the public relating to the need for ball fields. He said staff have met with representatives from the athletic association and School District 14 to continue to identify needs and solutions.

Adjourn

Motion made by Councilmember Ostwald to adjourn. Seconded by Councilmember Bolkcom.

Upon a voice vote, all voting aye, Mayor Lund declared the motion carried unanimously and the meeting adjourned at 7:54 p.m.

Respectfully Submitted,

Melissa Moore
City Clerk

Scott J. Lund
Mayor



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Roberta S. Collins, Assistant to the City Manager

Title

Receive the Minutes from the City Council Conference Meeting of March 11, 2024

Background

Attached are the minutes from the City Council conference meeting of March 11, 2024.

Financial Impact

Recommendation

Receive the minutes from the City Council conference meeting of March 11, 2024.

Focus on Fridley Strategic Alignment

- | | |
|--|---|
| ☐ Vibrant Neighborhoods & Places | ☐ Community Identity & Relationship Building |
| ☐ Financial Stability & Commercial Prosperity | ☐ Public Safety & Environmental Stewardship |
| ☒ Organizational Excellence | |

Attachments and Other Resources

- Minutes from the City Council Conference Meeting of March 11, 2024.

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.



Council Conference Meeting

March 11, 2024

5:00 P.M.

Fridley City Hall, 7071 University Avenue NE

Minutes

Roll Call

Present: Mayor Scott Lund
Councilmember Dave Ostwald
Councilmember Tom Tillberry
Councilmember Ann Bolkcom

Absent: Councilmember Ryan Evanson

Others Present: Walter Wysopal, City Manager
Ryan George, Director of Public Safety
Maddison Zikmund, Deputy Director - Fire
Jim Kosluchar, Public Works Director
Jason Wiehle, Operations Manager – Water/Sewer

Items for Discussion

1. Fire Truck Tour.

Maddison Zikmund, Deputy Director – Fire, provided a tour and review of the new fire truck to Council.

2. Drinking Water and Public Works Department Update.

Jim Kosluchar, Public Works Director, and Jason Wiehle, Operations Manager – Water/Sewer, provided an update on the City's water system.

3. 2024 Public Safety Update.

Ryan George, Director of Public Safety, provided a continuation of the 2024 Public Safety Update.



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Beth Kondrick, Deputy City Clerk

Title

Resolution No. 2024-35, Scheduling a Public Hearing on April 8, 2024 on a Proposed Amendment to the Fridley City Charter Chapter 1 Name, Boundaries, Powers and Construction of Government, and Directing Publication of the Text of Ordinance No. 1421 in Full

Background

The City Charter (Charter) is the fundamental law which defines the authorities and powers of the City of Fridley (City). Minnesota Statute (M.S.) § 410.05 authorizes the establishing of a Charter Commission (Commission) comprised of fifteen court-appointed residents who meet approximately seven times per year to discuss and refine the Charter in response to the needs of the community.

On February 5, the Commission finalized its review of Chapter 1, Name, Boundaries, Powers and Construction of Government. Pursuant to M.S. § 410.12, subd. 7, the recommended revisions to the Chapter were compiled into Ordinance No. 1421. Resolution No. 2024-35 schedules a public hearing for the ordinance on April 8.

Financial Impact

None.

Recommendation

Staff recommend a motion approving Resolution No. 2024-35.

Focus on Fridley Strategic Alignment

☐ Vibrant Neighborhoods & Places	☐ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☐ Public Safety & Environmental Stewardship
☒ Organizational Excellence	

Attachments and Other Resources

- Resolution No. 2024-35
- Public Hearing Notice for Ordinance No. 1421

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-35

Scheduling a Public Hearing on April 8, 2024 on a Proposed Amendment to the Fridley City Charter Chapter 1, Name, Boundaries, Powers and Construction of Government

Whereas, pursuant to Minnesota Statute § 410.12, Subd. 7, the Fridley City Council may amend the City Charter by ordinance upon recommendation of the Charter Commission; and

Whereas, the Charter Commission reviewed, discussed and recommended an amendment by ordinance to Chapter 1, Name, Boundaries, Powers and Construction of Government, on February 6, 2024; and

Whereas, within one month of receiving a recommendation to amend the Charter by ordinance, the City must publish Notice of a Public Hearing (Notice) on the proposal; and

Whereas, the Notice must contain the text of the recommended amendment (Exhibit A).

Now, therefore be it resolved, that the City Council of the City of Fridley hereby schedules a public hearing for April 8, 2024 in the Council Chambers of the Fridley Civic Campus, 7071 University Avenue NE, Fridley, Minnesota at 7:00 p.m. to consider an amendment to the Fridley City Charter, Chapter 1, Name, Boundaries, Powers and Construction of Government.

Be it further resolved, that the City Council directs the City Clerk to publish the text of the recommended ordinance, as shown in Exhibit A, in full, at least two weeks but not more than one month before the Public Hearing in the Official Publication.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott J. Lund – Mayor

Attest:

Melissa Moore – City Clerk

Ordinance No. 1421

Amending the Name, Boundaries, Powers and Construction of Government Chapter of the Fridley City Charter

The Fridley City Charter Commission has completed its review of the Fridley City Charter Chapter 1 and has recommended an amendment of the City Charter by Ordinance to the City Council on February 5, 2024. The Fridley City Council hereby finds after review, examination and recommendation of the Charter Commission that the Fridley City Charter should be hereby amended and the City of Fridley does ordain:

Fridley City Charter

Chapter 1. Name, Boundaries, Powers and Construction of Government

Section 1.01 Definitions

Home Rule Charter, City Charter, Charter: The City of Fridley's local constitution.

Home Rule Charter Commission: A body of 15 Fridley residents appointed by the district court who work collaboratively to evaluate and propose changes to the Fridley City Charter that reflect the importance of the Charter to enable effective government operations that reflect the values of residents.

Voter: A registered voter who lives in the City.

~~Section 1.01~~Section 1.02 Name and Boundaries

Upon the taking effect of this Chapter, the Village of Fridley in the County of Anoka and State of Minnesota shall become a City under the name of City of Fridley and shall continue to be a municipal corporation with boundaries the same as they now are established or as they may hereafter be established.

Section 1.03 Charter, A Public Act

The Charter was approved by voters on September 10, 1957. It is a public act and need not be pleaded or proved in any case.

~~Section 1.02~~Section 1.04 Powers of the City

The City of Fridley:

shall have perpetual succession;

may sue and be sued;

may use and alter its seal at pleasure;

shall be capable of contracting and being contracted with;

may take by purchase, condemnation, gift, devise, or otherwise, and hold, lease, sell and convey all such real and personal property as its purposes may require, or the transaction of its business may render convenient, within or without the limits of the City;

may acquire, construct, own, lease and operate public utilities, and render public service of every kind;

may grant franchises or licenses for the construction, operation and maintenance of public utilities in, over, upon and under the streets and public places in the City, and shall have power to fix and regulate the fares, tolls, or charges which may be collected, the extensions which shall be made, and regulate the services which shall be rendered by any owner or operator of a public utility franchise or license;

may assess, levy and collect taxes, for general or special purposes, on all subjects or objects which the city may lawfully tax;

may borrow money on the faith and credit of the City or on a public utility or other property owned by the City or the revenues therefrom by the issuance and sale of bonds or certificates of indebtedness;

may appropriate the money of the City for all lawful purposes;

may provide for, construct, regulate, and maintain public works and local improvements;

may levy and collect assessments against real property within the City for local improvements and services including garbage and refuse collection and disposal;

may license and regulate persons, corporations and associations engaged in any occupation, trade or business;

may define, prohibit, abate, and suppress all things detrimental to the health, ~~morals~~, comfort, safety, convenience and welfare of the inhabitants of the City, and all nuisances and causes thereof;

may regulate the construction, height and materials used in all buildings, and the maintenance and occupancy thereof;

may regulate and control the use for whatever purposes of the streets and other public places;

may make and enforce local police, sanitary, and other regulations;

may pass ordinances for maintaining and promoting the peace, good government and welfare of the City, and for the performance of all the functions thereof;

shall have all the powers possessed by municipal corporations at common law;

shall have, retain and may exercise all powers, functions, rights, and privileges, heretofore possessed by the Village of Fridley;

may exercise such powers beyond its corporate limits as may be necessary for the effective exercise of any powers granted herein as now authorized by law;

and in addition thereto, the City of Fridley shall have and exercise all powers, functions, rights, and privileges exercised by, or which are incidental to, or inherent in, municipal corporations and are not denied to it by the Constitution or general laws of the State of Minnesota.

The enumeration of powers herein shall not be construed to limit or restrict the powers granted in general terms, nor shall any specific power granted in this charter be construed to limit or restrict the powers granted in this Section.

In addition to the powers herein and hereafter granted, the City of Fridley shall have full power to deal with all matters of municipal concern and have complete self-government in harmony with and subject to the Constitution and laws of the State of Minnesota.

~~Section 1.03. Charter, A Public Act~~

~~This Charter shall be a public act and need not be pleaded or proved in any case. It shall take effect fifteen (15) days from and after its adoption by the voters.~~

~~Section 1.04. Definitions~~

~~1. — Eligible voter.~~

~~A resident of the City of Fridley who is qualified to register to vote.~~

~~2. — Registered Voter.~~

~~An eligible voter who is currently registered in the City of Fridley.~~

~~3. — Voter.~~

~~A registered voter who has voted in the City of Fridley within the last four years.~~

4. ~~Electorate.~~

~~The whole body of eligible voters.~~

Passed and adopted by the City Council of the City of Fridley on this [xx] day of [Month], 2024.

Scott J. Lund - Mayor

Melissa Moore - City Clerk

Public Hearing:

First Reading:

Second Reading:



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Mike Maher, Parks and Recreation Director

Title

Resolution No. 2024-36, Approving Minnesota Department of Natural Resources Outdoor Recreation Grant Application for Commons Park Splash Pad

Background

The Minnesota Department of Natural Resources (DNR) offers an Outdoor Recreation Grant Program for matching grants up to \$350,000. The approved site design and budget for Commons Park include a splash pad feature. The total project amount is \$700,000 and the \$350,000 City of Fridley match is included in the approved project budget for Commons Park as part of the Park System Improvement Plan.

The grant application is currently being refined after DNR staff review prior to the submission deadline of April 1, 2024.

Financial Impact

A grant award through the Minnesota DNR Outdoor Recreation Grant program would increase the capacity of the approved Commons Park project budget.

Recommendation

Staff recommend the approval of Resolution 2024-36, Approving Minnesota Department of Natural Resources Outdoor Recreation Grant Application for Commons Park Splash Pad.

Focus on Fridley Strategic Alignment

☒ Vibrant Neighborhoods & Places	☒ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☐ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments and Other Resources

- Resolution No. 2024-36

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-36**Approving 2024 Grant Application for Minnesota Department of Natural Resources
Outdoor Recreation Grant for Commons Park Splash Pad**

Whereas, the Minnesota Department of Natural Resources (DNR) offers an Outdoor Recreation Grant Program designed to connect people to the outdoors, promote conservation, and improve access to natural resources; and

Whereas, the City of Fridley (City) has identified that a splash pad feature is a public desire for inclusion in the Commons Park redevelopment project; and

Whereas, through subsequent meetings, staff and other key stakeholder groups find that an application to the DNR's Outdoor Recreation Grant Program for the Commons Park splash pad project would benefit this service offering to the community.

Now, therefore be it resolved, that the Fridley City Council hereby finds and orders:

1. The City of Fridley will act as legal sponsor for the project contained in the Outdoor Recreation Grant application to be submitted on March 29, 2024 and that Mike Maher, Parks and Recreation Director, is hereby authorized to apply to the Department of Natural Resources for funding of this project on behalf of the City.
2. The City maintains an adequate Conflict of Interest Policy and, throughout the term of the contract, will monitor and report any actual or potential conflicts of interest to the State, upon discovery.
3. The City has the legal authority to apply for financial assistance, and it has the financial capability to meet the match requirement (if any) and ensure adequate construction, operation, maintenance and replacement of the proposed project for its design life.
4. The City has not incurred any development costs and has not entered into a written purchase agreement to acquire the property described in the Cost Breakdown section on this application.
5. The City has or will acquire fee title or permanent easement over all the land described in the boundary map or recreational site plan included in the application.
6. Upon approval of its application by the State, the City may enter into an agreement with the State for the above-referenced project, and that the City certifies that it will comply with all applicable laws and regulations as stated in the grant agreement including dedicating the park property for uses consistent with the funding grant program into perpetuity.

7. That Mike Maher, Parks and Recreation Director, is hereby authorized to execute such agreements as necessary to implement the project on behalf of the applicant.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott J. Lund – Mayor

Attest:

Melissa Moore – City Clerk

Commons Park

Splash Pad Design Proposal 02/19/2024

Presented by
Brett Altergott
Flagship Recreation
(763) 550-7860
brett@flagshipplay.com



21

- NOT FOR
CONSTRUCTION

50'-0" [15240mm]

90'-0" [27430mm]

5'-0" CONCRETE APRON (TYP)

SPLASH PAD

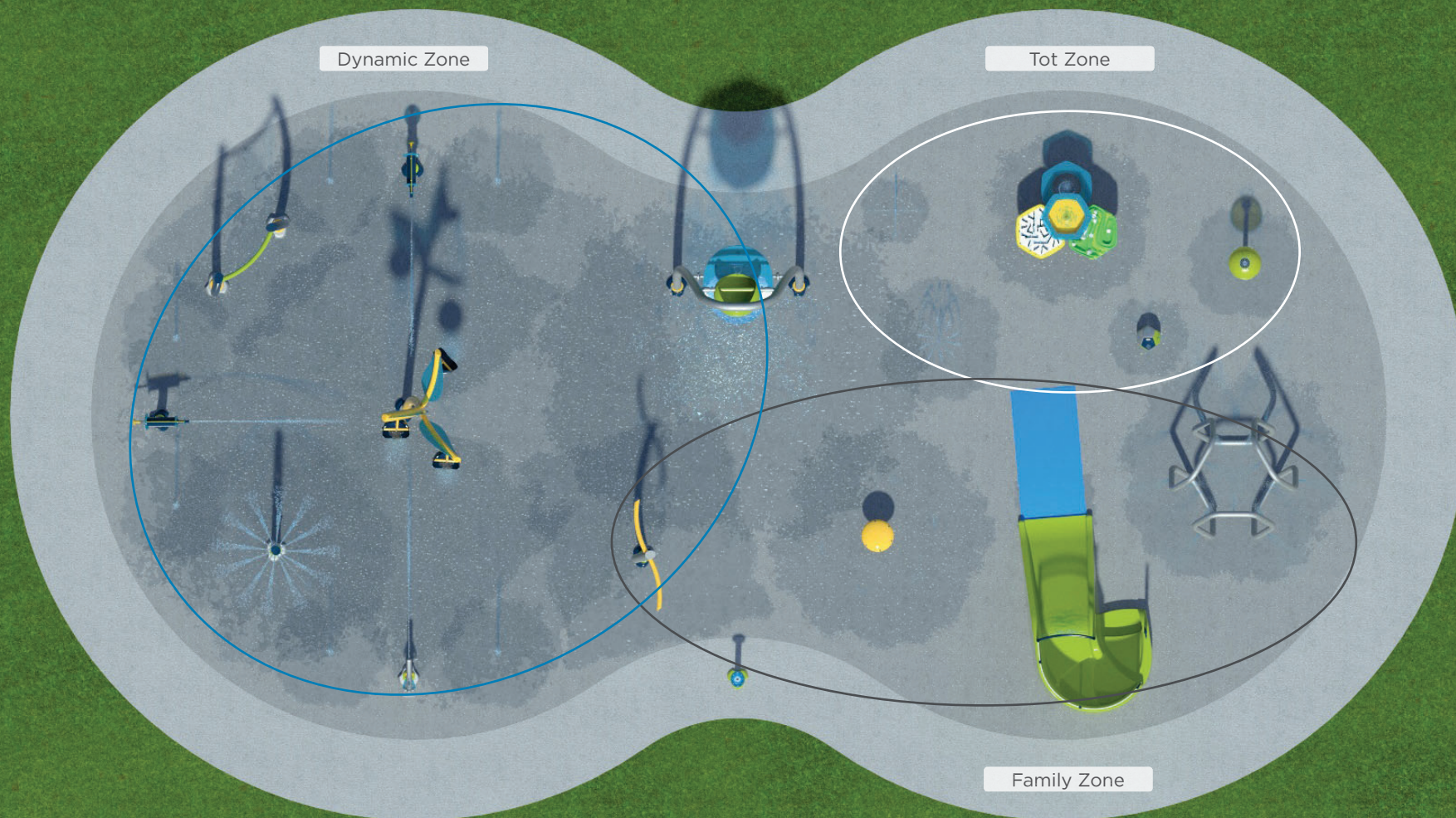
Diagram showing a plan view of a layout with numbered callouts (1-18) and a central feature labeled "SPLASH PAD". The layout includes various shapes and patterns, some enclosed in dashed lines, and a large rectangular area labeled "5'-0" CONCRETE APRON (TYP)".











Design Details

*Surface finishes and/or site furnishings shown are conceptual and provided by others.

Proposed Color Palette

Paint Colors

7



Acrylic Colors



Project Details

Dimensions

90'-0"L x 50'-0"W

Total System Flow Rate

166 GPM

Color Approval

Customer Signature

Date

Colors shown are for representation purposes.
Consult with your Representative for actual color swatches for final color selection.



Proposal

Dated:	2/19/2024	Project Name:	Commons Park Splash Pad
Prepared For:	Brett Altergott Flagship Recreation 763-550-7860 brett@flagshipplay.com	Aquatix Proposal Number:	1183176-01-01
		Total GPM:	166

Dear Brett:

It is our understanding that Aquatix by Landscape Structures is to provide the following water play features for the above referenced project.

Water Play Features

<u>Qty</u>	<u>Description</u>	<u>Model #</u>	<u>Unit Sales Price</u>	<u>Final Sales Price</u>
1	Acrylic Tot Shower Dome	AQ101109	\$5,039.00	\$5,039.00
1	AquaGather	AQ100767	\$21,211.00	\$21,211.00
1	AquaHedra®- SS	AQ101157	\$26,964.00	\$26,964.00
1	Bucket Trio w/Acrylic	AQ101066	\$22,272.00	\$22,272.00
1	Large GeoMister	AQ100752	\$4,167.00	\$4,167.00
2	Jet Stream	AQ100835	\$10,353.00	\$20,706.00
1	Nautilus1	AQ100844	\$35,700.00	\$35,700.00
1	RocketStream	AQ100819	\$8,333.00	\$8,333.00
1	SprayStacker	AQ200303	\$11,633.00	\$11,633.00
1	UniFlow	AQ101055	\$13,556.00	\$13,556.00
1	VersoSplash®	AQ101095	\$35,185.00	\$35,185.00
1	WaterWay	AQ100785	\$14,698.00	\$14,698.00
1	WhirlPad	AQ200501	\$8,900.00	\$8,900.00
1	Funnel Twist- SS	316626	\$750.00	\$750.00
1	Sea Crawler- SS	AQ101160	\$750.00	\$750.00
6	Stream Jet - SS	AQ101159	\$750.00	\$4,500.00
				\$234,364.00

Water play feature design notes:

- All above water play features are to be the standard product of Aquatix by Landscape Structures.
- All ground spray features are imbed and installed prior to concrete being poured.
- Pricing reflects painted products.
- * Additional fees may apply for products to be powdercoated.
- * Any surface finishes shown on renders are conceptual and provided by others.
- * Level mounting area required for all products.
- * Recommended Pool Water Depths:
 - Do not exceed 6" water depth on our underwater bubbler and structures up to 24" tall
 - Do not exceed 12" water depth on structures up to 48"
 - Do not exceed 18" water depth on structures taller than 48"
 - Do not exceed 12" water depth on Multi Level platforms . No water spray or crawl tunnels to be underwater.

Domestic Water System:

\$47,595.00

1 Aquavator

To consist of an stainless steel activation bollard with bulldog touch sensor that will signal a control panel to activate feature supply system for set duration of time.

1 Control Panel - Sequencing

To be a UL listed control panel with integrated color touchscreen that will provide complete operating system power and controls. Programmable features allow customization of hours of operation, feature sequencing, and activate water flow via a touch enabled activation device. System is also internet enabled to allow remote access (requires network connection, by others). Typical electrical requirements for sequencing domestic systems are 120v 1/Ph

3 Drain Box

To consist of a 13" diameter PVC sump and HDPE grate top. Each collector box has a nominal capacity of 120 gpm gravity supply to waste outlet

1 Distribution Manifold - Sequencing

To consist of a Sch. 80 PVC distribution manifold with electric solenoid valves for sequencing on / off of water play elements and manual valves for adjusting water flows to water play elements. Solonoids and valves provided for field installation.

1 Aboveground Mechanical Enclosure

To consist of metal structure with hinged access panels mounted on a concrete pad. Above ground equipment enclosures house the control panel and water distribution manifold. Enclosure is vented to allow for air movement and lower screened drain openings. Enclosure size (L x W x H): 118" x 42" x 46"

Mechanical system design notes:

- All mechanical components are per the described products above. If there are code requirements that have different product capabilities, Aquatix will need to be notified for a revised proposal. Aquatix is not responsible for specific code related requirements.

Design & Construction drawings:

\$4,096.00

Including: All design and construction drawings for splash pad project construction to consist of construction of concrete pad, mechanical system, electrical and control systems, inbed spray fixtures / collector box installation details, water plays structure assembly / installation on concrete splash pad, equipment systems installation and hookups.

Splash Pad Design Notes:

1. Aquatix by Landscape Structures design services are based on ideal site locations and conditions.
2. Aquatix by Landscape Structures design services do not include soil corrections, demolition planning, site elevation plans, utility planning / design or relocation of utilities. (i.e. based on water, waste and power being available at designed area's of splash pad by others.)
3. All permits and costs of permits are not included in our splash pad design package.
4. Design package will be prepared based on Aquatix's interpretation of Local health code.
5. The fee for design services is non-commissionable.
6. Any additional drawings associated with project outside of splash pad to be made by others. (sidewalks, landscaping, electrical)

Sealed Engineer Stamp:

\$2,560.00

Aquatix by Landscape Structures to have drawings stamped by a licensed PE in the State of project. The fee for design services is non-commissionable.

Please note: Subsequent requests for additional revisions and PE Stamps can result in additional charges ranging between \$1,500-\$4,000 per stamp.

Lead times for revisions will vary based on timing and detail.

Pricing Summary

Total Price for Equipment as Described Above:

\$288,615.00

FOB Delano:

\$3,000.00

Optional Services (Non-Commissionable):

System Startup and Training

Add:

750 Per Day

Aquatix by Landscape Structures to provide (1) factory direct technician for (2) day of system startup, balancing, and owner training. Aquatix requires 2-4 weeks advance notice depending on seasonal demand.

*Aquatix by Landscape Structures offers on-site supervision and startup services at additional costs.

*Terms of payment are Net 30. A deposit may be required dependent on receiving an LSI signed credit agreement and credit review

*Proposal is subject to the attached terms and conditions.

*Proposal and pricing valid for 30 days.

*All pricing provided is in USD.

*This proposal and pricing is based on our interpretation of the sections of the RFP or specification that have been made available to us. Exceptions have been noted where ever possible. In the event of a conflict between the language in the specification and the proposal, the language in the proposal takes precedence and is the basis of the proposed pricing. Aquatix by Landscape Structures reserves the right to reject any order based on differences in pricing. Aquatix by Landscape Structures reserves the right to reject any order based on differences in interpretation of the specification, or for any reason, at the time an order is tendered.

*Aquatix by Landscape Structures will not initiate work with out a fully executed contract or purchase order. Fabrication will not be initiated until complete submittal approvals have been received.

*Submittals will be provided upon receipt of a fully executed contract or purchase order.

The proposed equipment can generally be shipped within 10-12 weeks after receipt of completely approved submittals. Lead time will be updated at the time of order execution.

*Custom equipment is subject to longer lead times.

*Sales tax is not included in the prices quoted. All applicable Federal, State and Local sales or use taxes must be paid by the customer.

*Freight is FOB Delano, MN.

*RETURN POLICY: As an indication of our commitment to our customers, Aquatix by Landscape Structures will accept returns of new structures and/or new equipment purchased within 60 days of the original invoice date. Advance notification is necessary to ensure proper credit. Parts not included in this return policy are custom parts, as well as used or damaged parts. A 20% restock fee plus all return freight charges will apply to all product returns. NOTE: All parts are subject to inspection upon return. Parts returned damaged may not receive a full credit. For this reason, it is important that all returned parts are properly packaged to prevent damage while in transit.

If you have any questions or comments concerning this information, please feel free to call me at 763-972-4978. Thank you for the opportunity to bid on this project.

Sincerely,

Aaron Skogen
General Manager



City of Fridley
7071 University Ave. NE
Fridley, MN 55432
Mike Maher - Parks & Recreation Director

PRELIMINARY BUDGET - THIS IS AN ESTIMATE & NOT A FORMAL QUOTE

	Preliminary Budget	Possible Additions	Possible Reductions	QTY	Notes
Play Equipment					
Commons Park Splash Pad Domestic System (1183176-01-01)	234,364.00				2024 List Price of Equipment
State Contract Discount	(11,718.20)			5%	State Contract Discount
Mechanical	47,595.00				
Design Services	4,096.00				
Stamped Engineered Plan	3,447.47				
Sales Tax - if applicable	0.00				
Delivery of Play equipment	3,000.00				Estimated / Final quote will be provided upon final design
State of MN Health Department Permit	2,000.00				
Mobilization	750.00				
Dumpster(s) - 30 Yard	750.00				Disposal of packaging material
Installation of the Splash Pad	235,466.67				Includes excavation & bedding for pad and equipment vaults. Gray concrete wet pad and dry apron w/ broom finish per spec. By Others: Domestic water supply & waste water connection to be stubbed within 10' of pad & All backflow prevention and pressure reduction to be completed by utility contractor
Payment & Performance Bonds	11,224.05				
	Budget Total	Total Additions	Total Reductions		Total w/ Additions & Reductions
	530,974.99	0.00	0.00		530,974.99



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Korrie Johnson, Assistant Finance Director

Title

Resolution No. 2024-40, Approving Gifts, Donations and Sponsorships Received Between February 15, 2024, and March 15, 2024

Background

Each month, the City of Fridley (City) receives various donations and gifts to support City operations, programs and projects. Pursuant to Minnesota Statute § 465.03, the City may accept these donations and gifts for the benefit of residents. For specific donations or gifts, the donor may prescribe certain requirements, such as for a specific activity or department.

Consistent with the abovementioned statute, staff prepared Schedule No. 1 (Exhibit A), which outlines the various donations, gifts and/or sponsorships received by the City between February 15, 2024, and March 15, 2024. To accept the same, the Council must adopt the attached resolution by a two-third majority vote.

Lastly, for each donation, gift or sponsorship, staff ensure it meets an identified need, does not create a quid-pro-quo or long-term maintenance obligation, and the donor received an acknowledgment of their gift through a letter or publication.

Financial Impact

Every donation benefits the City of Fridley's finances.

Recommendation

Staff recommend the approval of Resolution No. 2024-40, Approving Gifts, Donations and Sponsorships Received Between February 15, 2024, and March 15, 2024

Focus on Fridley Strategic Alignment

- | | |
|---|---|
| ☐ Vibrant Neighborhoods & Places | ☐ Community Identity & Relationship Building |
| ☒ Financial Stability & Commercial Prosperity | ☐ Public Safety & Environmental Stewardship |
| ☐ Organizational Excellence | |

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Attachments and Other Resources

- Resolution No. 2024-40
- Exhibit A: Schedule No. 1

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-40**Approving Gifts, Donations and Sponsorships for the City of Fridley**

Whereas, throughout the year the City of Fridley (City) receives various gifts and donations; and

Whereas, the City is sincerely grateful for the support it receives from an array of organizations and individuals; and

Whereas, without this support, the continuation of different events or programs would be difficult to sustain; and

Whereas, the attached schedule (Exhibit A) lists all of the donations and gifts received by various City departments between February 15, 2024, and March 15, 2024; and

Whereas, all of the items listed on the attached schedule (Exhibit A) are required to be accepted by the City Council by a two-thirds majority vote; and

Whereas, all items have been determined to be donated free of any quid-pro-quo expectation by the donor.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves and accepts the various donations, gifts and sponsorships made between February 15, 2024, and March 15, 2024.

Passed and adopted by the City Council of the City of Fridley this 25th day of March 2024.

Scott J. Lund – Mayor

Attest:

Melissa Moore – City Clerk

Gifts, Donations, and Sponsorships - City of Fridley

Schedule No. 1

Date Received	Department or Division	Program	Donor Name, if not anonymous	Amount/ Value	Fund
12/21/2023	Public Safety - Police	Donation to Safety Camp	Maduro Distributors Inc	\$15,000.00	101
12/29/2023	SNC	SNCF Grant Reimbursement	Xcel Energy	\$7,500.00	270
12/31/2023	Public Safety - Fire	Donation for Fire Prevention Activities	MINCO	\$1,000.00	101
1/3/2024	Public Safety - Police	Donation for 'Night to Unite' Supplies	MINCO	\$1,000.00	101
1/12/2024	SNC	Donation Box Contents	Various	\$190.00	270
1/18/2024	Public Safety - Police	Donation for Patient Memorial	Dawn Fennig	\$600.00	101
1/18/2024	SNC	General Donation	Marvin Kolling	\$25.00	270
1/24/2024	Parks and Recreation	Donation for Winterfest	Fridley Lions Club	\$800.00	101
1/18/2024	Public Safety - Fire	Donation for Patient Memorial	Dawn Fennig	\$600.00	101
1/26/2024	SNC	International Paper Grant Reimbursement (SNCF)	SNCF	\$3,000.00	270
2/2/2024	SNC	Donation Box Contents	Various	\$142.00	270
2/14/2024	SNC	Fireplace Donation at SNC	Springbrook Foundation	\$28,192.30	407
3/1/2024	Parks and Recreation	Memorial Bench	Owen and Kathleen	\$2,500.00	101
3/8/2024	SNC	Donation Box Contents	Various	\$218.00	270
3/8/2024	Public Safety - Police	General Donation	Denise Larson	\$1,000.00	101
Report to Date Total				\$61,767.30	



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Walter T. Wysopal, City Manager

Title

Resolution No. 2024-41, Approving and Authorizing the Signing of a Settlement Agreement Between the City of Fridley and Stephen A. Ling and Stephanie Ling

Background

Attached is a Settlement Agreement between the City of Fridley and Stephen and Stephanie Ling relating to the claims and defenses raised in the lawsuit they filed in Anoka County District Court. The lawsuit involved matters and disputes with respect to the City's special assessment against Plaintiffs' property in the amount of \$3,400 for certain improvements related to the City's 2022 Street Rehabilitation Project No. ST-2022-01. A settlement was reached between the parties in the amount of \$1,700.

The City was originally going to receive \$311,964 through the special assessments on this project. The Settlement Agreement will reduce the funding received by the amount of \$1,700 and lower the total amount received to \$310,264. The City's Municipal State Aid System funding will make up for the reduction in the assessment.

Financial Impact

Absorbed.

Recommendation

Staff recommend the approval of Resolution No. 2024-41, Approving and Authorizing the Signing of a Settlement Agreement Between the City of Fridley and Stephen A. Ling and Stephanie Ling.

Focus on Fridley Strategic Alignment

☒ Vibrant Neighborhoods & Places	☐ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☐ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments and Other Resources

- Resolution No. 2024-41
- Settlement Agreement

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-41

Approving and Authorizing the Signing of a Settlement Agreement Between the City of Fridley and Stephen A. Ling and Stephanie Ling

Whereas, pursuant to Minnesota Statute, Chapter 429, the Fridley City Council (Council) conducted a public hearing on January 24, 2022, on the City of Fridley's (City) 2022 Street Rehabilitation Project No. ST-2022-01 (Project); and

Whereas, on July 24, 2023, the Council adopted Resolution No. 2023-81 approving the assessment for the Project, and the City Clerk was directed to transmit the assessment to the Anoka County Auditor to be put on the property tax lists of Anoka County; and

Whereas, pursuant to Minnesota Statute, Chapter 429, an appeal of the special assessment was filed by Stephen A. Ling and Stephanie Ling in Anoka County District Court as District Court File No. 02-CV-23-4466; and

Whereas a settlement between the parties has been mutually agreed upon, which resulted in the preparation of the attached Settlement Agreement (Exhibit A).

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves said agreement, and the Mayor and City Clerk are hereby authorized to execute the attached Settlement Agreement.

Be it further resolved, the City Attorney is hereby authorized to process the settlement pursuant to the terms of the Settlement Agreement and to file a Stipulation and Order of Dismissal with Prejudice with the Anoka County District Court.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott J. Lund – Mayor

Attest:

Melissa Moore – City Clerk

SETTLEMENT AGREEMENT

This Settlement Agreement ("Agreement") is entered into by and between the Defendant City of Fridley ("City") and Plaintiffs Stephen A. Ling and Stephanie Ling ("Plaintiffs") (referred to individually as "Party" and collectively as the "Parties") relating to the claims and defenses in the action captioned *Stephen A. Ling and Stephanie Ling v. City of Fridley*, Court File No. 02-CV-23-4466, venued in Anoka County District Court, Anoka County, Minnesota (hereinafter, the "Lawsuit"). The Lawsuit involves, principally, matters and disputes over the City's special assessments against Plaintiffs' property for certain improvements related to the City's 2022 Street Rehabilitation Project No. ST2022-01 in the amount of \$3,400 (the "Assessment").

Now, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree to the following terms and conditions of settlement of the Lawsuit.

1. **Agreement Subject to City Council Final Approval.** This Agreement is contingent on approval of the City Council. City staff will recommend that the City Council approve the terms and conditions of this Agreement with the understanding that the City Council will take action at its Council meeting of March 11, 2024, to confirm either acceptance or rejection of this Agreement. If the meeting does not occur on March 11, 2024, or for any reason the consideration of this Agreement is delayed, the Parties agree that the City Council will take action as soon as scheduling so allows. If accepted, this Agreement shall be fully executed and thereafter shall be fully enforceable. If rejected, this Agreement, including without limitation, the releases herein, shall be null and void and the Parties shall proceed with their claims, defenses, and remedies as outlined in Paragraph 4 of this Agreement.

2. **Agreement on the Assessment Amount.** In the Lawsuit, Plaintiffs challenge the validity and amount of the City's Assessment. The Assessment on the Plaintiffs' property located at 120 Hartman Circle and identified as Anoka County Property I.D. No. 15-30-24-12-0027 originally amounted to \$3,400 in total. The City agrees to adjust, and Plaintiffs agree to pay, an assessment amount of **One Thousand, Seven Hundred Dollars and No/100 (\$1,700)** (the "Agreed Assessment").

3. **Plaintiffs' Payment of the Agreed Assessment.** Plaintiffs agree to pay the above Agreed Assessment to the City, and may do so as provided by the provisions in Minnesota Statutes Chapter 429 through payments on the property tax statements of the Plaintiffs' property identified in Paragraph 2 of this Agreement.

4. **Rights in the Event of Council Rejection of Agreement.** In the event that the City Council rejects the recommendation to approve this Agreement on March 11, 2024, as provided in Paragraph 1, then Plaintiffs and the City shall proceed with their claims and defenses in the Lawsuit with respect to the Assessment challenge.

5. **Mutual Releases.** Upon execution of this Agreement, and the City Council's approval of the same, Plaintiffs and the City, on behalf of themselves, and on behalf of each and all of their respective past and present representatives, council members, managers, engineers, attorneys, officers, members, agents, employees, insurers, heirs, and assigns, shall and do hereby fully and finally release each other, and each and all of their respective past and present representatives,

council members, managers, engineers, attorneys, officers, members, agents, employees, insurers, heirs, and assigns, from any and all claims, demands, or causes of action that the Parties may have, or may claim to have against each other arising out of or related to the Assessment or the claims stated in the Lawsuit, including litigation costs, expenses, expert fees, and attorney's fees. This mutual release is intended to be full and final between the Parties with respect to any matter or thing relating to the Assessment and the Lawsuit as to all claims, whether now known, or as may arise in the future.

6. **Dismissal of Lawsuit.** If the City Council approves this Agreement, the Parties shall execute and file a stipulation and order of dismissal with prejudice, and with each of the Parties bearing its own costs, fees, and other expenses related to the Lawsuit. Neither Party shall appeal the dismissal. If the City Council rejects this Agreement, the Parties shall proceed as outlined under Paragraph 4 of this Agreement.

7. **Non-Admission of Liability.** Nothing in this Agreement shall constitute an admission of fault or responsibility by either Plaintiffs or the City. This settlement is made in compromise of disputed matters.

8. **No Publicity.** Plaintiffs will not seek out publicity or make any public statements for the purpose attempting to generate business from other residents from the City of Fridley to appeal future special assessments. For purposes of clarity, Plaintiffs shall be permitted to make public statements, including, but not limited to, writing of online reviews, social media, any other public forum or publication, or verbal statements in response to any statements and comments made by City in connection with the Lawsuit or the Assessment, but Plaintiff shall not make public statements to advertise Plaintiff's legal services to residents for assessment appeals or to encourage other residents to appeal their future special assessments. Nothing in this Section is intended to limit the right of the Parties to give truthful testimony in a court of competent jurisdiction or to a governmental agency when required to do so by subpoena, court order, law, or administrative regulation or to discuss the Litigation or Assessment in a non-public forum. Nothing in this Section is intended to modify the City's obligations to provide public information pursuant to the Minnesota Government Data Practices Act.

9. **Signatory Authority/Voluntary Execution.** Each of the signatories to this Agreement acknowledge that they are signing the same of their own free act, without being under any coercion, promise, or commitment, except as those expressly contained herein. The persons signing this Agreement in their representative capacities represent and warrant by signing this Agreement that it is their intent to bind their respective principals to the terms and conditions set forth herein, that the persons signing in their representative capacity have been authorized to bind their respective principals to such terms, and that it is the respective principals' intent to be so bound.

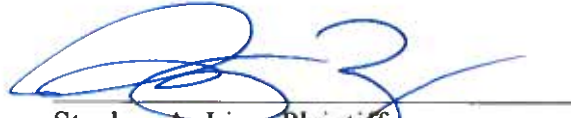
10. **Complete Agreement.** It is understood and agreed that this Agreement is the complete agreement between the Parties, which supersedes any oral agreements and negotiations between the Parties.

11. **Execution in Counterpart.** This Agreement may be executed in counterparts.

[Remainder of page intentionally left blank]

Signature Page for Plaintiffs

DATED: March 13, 2024.



Stephen A. Ling, Plaintiff

DATED: March 13, 2024.



Stephanie Ling, Plaintiff

Signature Page for Defendant City of Fridley

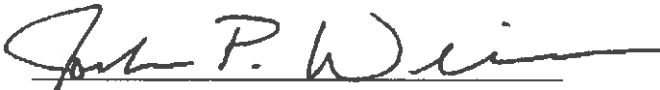
DATED: _____, 2024.

Scott J. Lund, Mayor

DATED: _____, 2024.

Melissa Moore, City Clerk

DATED: March 5, 2024.



Joshua P. Weir, Attorney for Defendant



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Beth Kondrick, Deputy City Clerk

Title

Resolution No. 2024-37, Approving Fridley Historical Society Gambling Permit

Background

Pursuant to sections of the Fridley City Code (Code), certain business licensing activities require approval of the Fridley City Council (Council), including Temporary Lawful Gambling permits.

The City received an application from Mary Sue Meyers of the Fridley Historical Society for a Lawful Gambling permit for a Raffle event to be held at the Fridley Community Center on October 5, 2024.

Staff have performed the required verification steps spelled out in the Lawful Gambling Chapter of the Code. Upon approval of the Council, the City permit and associated certifications will be forwarded to the State for issuance.

Financial Impact

All revenues for similar licenses were anticipated as part of the 2024 Budget.

Recommendation

Staff recommend the approval of Resolution No. 2024-37, Approving Fridley Historical Society Gambling Permit.

Focus on Fridley Strategic Alignment

☐ Vibrant Neighborhoods & Places	☒ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☒ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments

- Resolution No. 2024-37

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-37**Approving Temporary Lawful Gambling Permit for Fridley Historical Society**

Whereas, the Fridley City Code (Code) and various sections of Minnesota Statute (M.S.) direct licensing requirements for certain business activities within the City of Fridley (City); and

Whereas, pursuant to the Lawful Gambling Chapter of the Code, the City Council must approve exempt lawful gambling permits; and

Whereas, a Temporary Lawful Gambling permit application was submitted by Mary Sue Meyers for a raffle event to be held at the Fridley Community Center on October 5, 2024; and

Whereas, applicable City staff have reviewed the applications and conditions of the City's permit and have recommended the permit for approval.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves the Temporary Lawful Gambling permit to be issued to Mary Sue Meyers for a raffle event to be held on October 5, 2024 at the Fridley Community Center.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott Lund - Mayor

Attest:

Melissa Moore – City Clerk



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: Roberta Collins, Assistant to the City Manager

Title

Resolution No. 2024-39, Approving Claims for the Period Ending March 20, 2024

Background

Attached is Resolution No. 2024-39 and the claims report for the period ending March 20, 2024.

Financial Impact

Included in the budget.

Recommendation

Staff recommend the approval of Resolution No. 2024-39, Approving Claims for the Period Ending March 20, 2024.

Focus on Fridley Strategic Alignment

☐ Vibrant Neighborhoods & Places	☐ Community Identity & Relationship Building
☒ Financial Stability & Commercial Prosperity	☐ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments and Other Resources

- Resolution No. 2024-39
- City Council Claims Report

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-39**Approving Claims for the Period Ending March 20, 2024**

Whereas, Minnesota Statute § 412.271 generally requires the City Council to review and approve claims for goods and services prior to the release of payment; and

Whereas, a list of such claims for the period ending March 20, 2024, was reviewed by the City Council.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves the payment of the claims as presented.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott J. Lund - Mayor

Attest:

Melissa Moore – City Clerk



City of Fridley, MN

Bank Transaction Report

Transaction Detail

Item 8.

Issued Date Range: 03/07/2024 - 03/20/2024

Cleared Date Range: -

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
Bank Draft							
03/15/2024		DFT0004878	EMPOWER RETIREMENT (for MN/MSRS)	Accounts Payable	Outstanding	Bank Draft	-1,973.83
03/15/2024		DFT0004879	EMPOWER RETIREMENT (for MN/MSRS)	Accounts Payable	Outstanding	Bank Draft	-1,186.79
03/15/2024		DFT0004880	CITY OF FRIDLEY-MISSION SQUARE-457 Def.Comp	Accounts Payable	Outstanding	Bank Draft	-19,858.74
03/15/2024		DFT0004881	CITY OF FRIDLEY-MISSION SQUARE-457 Def.Comp	Accounts Payable	Outstanding	Bank Draft	-4,768.43
03/15/2024		DFT0004883	CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Savi	Accounts Payable	Outstanding	Bank Draft	-374.40
03/15/2024		DFT0004885	OPTUM BANK (HSA)	Accounts Payable	Outstanding	Bank Draft	-4,416.71
03/15/2024		DFT0004886	OPTUM BANK (HSA)	Accounts Payable	Outstanding	Bank Draft	-2,760.66
03/15/2024		DFT0004887	PERA - PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-46,248.44
03/15/2024		DFT0004888	PERA - PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-164.46
03/15/2024		DFT0004889	PERA - PUBLIC EMPLOYEES	Accounts Payable	Outstanding	Bank Draft	-64,577.92
03/15/2024		DFT0004890	CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Savi	Accounts Payable	Outstanding	Bank Draft	-125.00
03/15/2024		DFT0004891	CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Savi	Accounts Payable	Outstanding	Bank Draft	-2,550.00
03/15/2024		DFT0004892	CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Savi	Accounts Payable	Outstanding	Bank Draft	-2,763.94
03/15/2024		DFT0004893	CITY OF FRIDLEY-MISSION SQUARE Roth IRA	Accounts Payable	Outstanding	Bank Draft	-5,419.81
03/15/2024		DFT0004894	BENEFIT RESOURCE LLC - BPA/VEBA	Accounts Payable	Outstanding	Bank Draft	-950.00
03/15/2024		DFT0004895	INTERNAL REVENUE SERVICE - PAYROLL TAXES	Accounts Payable	Outstanding	Bank Draft	-43,938.06
03/15/2024		DFT0004896	INTERNAL REVENUE SERVICE - PAYROLL TAXES	Accounts Payable	Outstanding	Bank Draft	-16,654.26
03/15/2024		DFT0004897	MINN DEPT OF REVENUE - PAYROLL TAX	Accounts Payable	Outstanding	Bank Draft	-24,216.83
03/15/2024		DFT0004898	INTERNAL REVENUE SERVICE - PAYROLL TAXES	Accounts Payable	Outstanding	Bank Draft	-51,578.34
Bank Draft Total: (19)							-294,526.62
Check							
03/13/2024		203902	ABM EQUIPMENT & SUPPLY	Accounts Payable	Outstanding	Check	-1,313.01
03/13/2024		203903	ALEX PRO FIREARMS LLC	Accounts Payable	Outstanding	Check	-41,619.93
03/13/2024		203904	ALL AUTO GLASS INC	Accounts Payable	Outstanding	Check	-350.42
03/13/2024		203905	AMERICAN SOLUTIONS FOR BUSINESS	Accounts Payable	Outstanding	Check	-21.55
03/13/2024		203906	ARAMARK UNIFORM SERVICES	Accounts Payable	Outstanding	Check	-490.18
03/13/2024		203907	ASPEN MILLS INC	Accounts Payable	Outstanding	Check	-449.30
03/13/2024		203908	BEAUDRY OIL & PROPANE	Accounts Payable	Outstanding	Check	-12,587.87
03/13/2024		203909	CENTURY LINK	Accounts Payable	Outstanding	Check	-1,176.94
03/13/2024		203910	CMT JANITORIAL SERVICES	Accounts Payable	Outstanding	Check	-2,737.00
03/13/2024		203911	COMCAST/XFINITY	Accounts Payable	Outstanding	Check	-315.89
03/13/2024		203912	COON RAPIDS, CITY OF	Accounts Payable	Outstanding	Check	-31,186.05
03/13/2024		203913	CORE & MAIN LP	Accounts Payable	Outstanding	Check	-165.71
03/13/2024		203914	DEM-CON COMPANIES LLC	Accounts Payable	Outstanding	Check	-1,542.79
03/13/2024		203915	DO-GOOD BIZ INC	Accounts Payable	Outstanding	Check	-2,104.00

Bank Transaction Report

Issued Date Range

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
03/13/2024		203916	ECOSAFE ZERO WASTE USA INC	Accounts Payable	Outstanding	Check	-349.68
03/13/2024		203917	EDI-DOLEJS INC - CONSULTING ENGINEERS	Accounts Payable	Outstanding	Check	-550.00
03/13/2024		203918	EMERGENCY AUTOMOTIVE TECHNOLOGIES	Accounts Payable	Outstanding	Check	-1,597.05
03/13/2024		203919	ERICKSON ENGINEERING	Accounts Payable	Outstanding	Check	-139.00
03/13/2024		203920	FLEET PRIDE TRUCK & TRAILER PARTS	Accounts Payable	Outstanding	Check	-771.38
03/13/2024		203921	GARELICK STEEL CO	Accounts Payable	Outstanding	Check	-30.86
03/13/2024		203922	GENUINE PARTS CO/NAPA	Accounts Payable	Outstanding	Check	-247.48
03/13/2024		203923	GUNDERSON, PETER	Accounts Payable	Outstanding	Check	-20.50
03/13/2024		203924	HAMMER SPORTS LLC	Accounts Payable	Outstanding	Check	-544.00
03/13/2024		203925	HAWKINS INC	Accounts Payable	Outstanding	Check	-1,872.80
03/13/2024		203926	HUMERATECH	Accounts Payable	Outstanding	Check	-357.00
03/13/2024		203927	INNOVATIVE OFFICE SOLUTIONS	Accounts Payable	Outstanding	Check	-2,153.16
03/13/2024		203928	INSTRUMENTAL RESEARCH INC	Accounts Payable	Outstanding	Check	-422.00
03/13/2024		203929	LEAGUE OF MN CITIES INS TRUST	Accounts Payable	Outstanding	Check	-217,333.00
03/13/2024		203930	LED PROS WORLDWIDE	Accounts Payable	Outstanding	Check	-6,000.00
03/13/2024		203931	LEPAGE & SONS	Accounts Payable	Outstanding	Check	-1,136.28
03/13/2024		203932	LOFFLER COMPANIES-131511	Accounts Payable	Outstanding	Check	-118.33
03/13/2024		203933	LRG TECHNOLOGIES LLC/MOBILE PRO SYSTEMS	Accounts Payable	Outstanding	Check	-70,400.00
03/13/2024		203934	MARTIN MARIETTA	Accounts Payable	Outstanding	Check	-808.84
03/13/2024		203935	MENARDS - FRIDLEY	Accounts Payable	Outstanding	Check	-83.38
03/13/2024		203936	METERING & TECHNOLOGY SOLUTIONS	Accounts Payable	Outstanding	Check	-19,356.24
03/13/2024		203937	METRO-INET	Accounts Payable	Outstanding	Check	-4,964.00
03/13/2024		203938	MINN HWY SAFETY/RESEARCH-MHSRC	Accounts Payable	Outstanding	Check	-635.00
03/13/2024		203939	MINNEAPOLIS SAW INC	Accounts Payable	Outstanding	Check	-175.54
03/13/2024		203940	NEW BRIGHTON, CITY OF	Accounts Payable	Outstanding	Check	-1,995.44
03/13/2024		203941	NORTHWESTERN TIRE CO INC	Accounts Payable	Outstanding	Check	-1,143.76
03/13/2024		203942	REPUBLIC SERVICES #899	Accounts Payable	Outstanding	Check	-24,099.40
03/13/2024		203943	REVSPRING INC	Accounts Payable	Outstanding	Check	-2,904.18
03/13/2024		203944	STANTEC CONSULTING SERVICES INC	Accounts Payable	Outstanding	Check	-2,055.93
03/13/2024		203945	STAR TRIBUNE	Accounts Payable	Outstanding	Check	-265.44
03/13/2024		203946	STIMEY ELECTRIC	Accounts Payable	Outstanding	Check	-1,144.45
03/13/2024		203947	STREICHER'S	Accounts Payable	Outstanding	Check	-16,190.67
03/13/2024		203948	SUBURBAN TIRE WHOLESALE INC	Accounts Payable	Outstanding	Check	-928.66
03/13/2024		203949	TENNANT SALES & SERVICE CO	Accounts Payable	Outstanding	Check	-321.72
03/13/2024		203950	TITAN MACHINERY	Accounts Payable	Outstanding	Check	-404.40
03/13/2024		203951	TYLER TECHNOLOGIES INC	Accounts Payable	Outstanding	Check	-50,899.95
03/13/2024		203952	USA BLUEBOOK	Accounts Payable	Outstanding	Check	-6,969.80
03/13/2024		203953	VERIZON WIRELESS	Accounts Payable	Outstanding	Check	-1,935.82
03/13/2024		203954	VESSCO INC	Accounts Payable	Outstanding	Check	-202.00
03/15/2024		203900	FRIDLEY POLICE ASSOCIATION	Accounts Payable	Outstanding	Check	-216.00
03/15/2024		203901	MINN CHILD SUPPORT PAYMENT CENTER	Accounts Payable	Outstanding	Check	-511.76
03/15/2024	03/12/2024	32	32	Payroll	Cleared	Check	0.00
03/19/2024		203955	ESTATE OF LYNN EYLER	Utility Billing	Outstanding	Check	-188.97

Bank Transaction Report

Issued Date Range

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
03/19/2024		203956	ALLISON STAMBAUGH & MARCUS STOMBAUGH	Utility Billing	Outstanding	Check	-170.88
03/19/2024		203957	KATHLEEN SINNER	Utility Billing	Outstanding	Check	-171.22
03/19/2024		203958	JANINE MATTHEWS	Utility Billing	Outstanding	Check	-108.80
03/19/2024		203959	OPEN DOOR PROPERTY TRUST 1	Utility Billing	Outstanding	Check	-200.00
03/19/2024		203960	SUSAN BARTUAH	Utility Billing	Outstanding	Check	-51.56
03/19/2024		203961	LARS G ANDERSON TRUST	Utility Billing	Outstanding	Check	-118.89
03/19/2024		203962	MICHAEL MANIA	Utility Billing	Outstanding	Check	-358.87
03/19/2024		203963	DE ETTA WATTS	Utility Billing	Outstanding	Check	-56.10
03/19/2024		203964	HSR MSP LLC	Utility Billing	Outstanding	Check	-158.84
03/19/2024		203965	ALEX WINTER	Utility Billing	Outstanding	Check	-25.50
03/19/2024		203966	AICHA BENAOUIS	Utility Billing	Outstanding	Check	-155.95
03/19/2024		203967	MICHELLE FOARD	Utility Billing	Outstanding	Check	-72.82
03/19/2024		203968	FADUMO ALI	Utility Billing	Outstanding	Check	-30.53
03/19/2024		203969	BELVA RASMUSSEN	Utility Billing	Outstanding	Check	-33.38
03/19/2024		203970	RUSSELL REINBOLD	Utility Billing	Outstanding	Check	-109.51
03/19/2024		203971	MATT & ALICIA ROUSE	Utility Billing	Outstanding	Check	-38.38
03/19/2024		203972	STEVEN S MATSON & DOROTHEA I MATSON	Utility Billing	Outstanding	Check	-328.94
03/20/2024		203973	ANOKA COUNTY HIGHWAY DEPARTMENT	Accounts Payable	Outstanding	Check	-193,920.85
03/20/2024		203974	ARAMARK UNIFORM SERVICES	Accounts Payable	Outstanding	Check	-155.52
03/20/2024		203975	ASPEN MILLS INC	Accounts Payable	Outstanding	Check	-469.69
03/20/2024		203976	AT & T WIRELESS SERVICE	Accounts Payable	Outstanding	Check	-275.00
03/20/2024		203977	BOB'S PRODUCE RANCH	Accounts Payable	Outstanding	Check	-17.95
03/20/2024		203978	BOUND TREE MEDICAL LLC	Accounts Payable	Outstanding	Check	-106.90
03/20/2024		203979	BROADWAY AWARDS	Accounts Payable	Outstanding	Check	-909.36
03/20/2024		203980	BUDDHU, ANDREA	Accounts Payable	Outstanding	Check	-64.03
03/20/2024		203981	CAMPBELL KNUTSON	Accounts Payable	Outstanding	Check	-92.50
03/20/2024		203982	CENTERPOINT ENERGY-MINNEGASCO	Accounts Payable	Outstanding	Check	-5,683.42
03/20/2024		203983	CENTURY LINK	Accounts Payable	Outstanding	Check	-69.74
03/20/2024		203984	CHINOOK MEDICAL GEAR INC	Accounts Payable	Outstanding	Check	-71.99
03/20/2024		203985	COMCAST/XFINITY	Accounts Payable	Outstanding	Check	-129.76
03/20/2024		203986	DATAWORKS PLUS LLC	Accounts Payable	Outstanding	Check	-485.00
03/20/2024		203987	EMC EQUIPMENT MANAGEMENT COMPANY	Accounts Payable	Outstanding	Check	-114.00
03/20/2024		203988	ENTERPRISE FM TRUST	Accounts Payable	Outstanding	Check	-35,052.62
03/20/2024		203989	Void Check	Accounts Payable	Voided	Check	0.00
03/20/2024		203990	FAUL PSYCHOLOGICAL PLLC	Accounts Payable	Outstanding	Check	-665.00
03/20/2024		203991	FIRE SAFETY USA	Accounts Payable	Outstanding	Check	-15,194.00
03/20/2024		203992	FLEET PRIDE TRUCK & TRAILER PARTS	Accounts Payable	Outstanding	Check	-7.14
03/20/2024		203993	FLEXIBLE PIPE TOOL CO	Accounts Payable	Outstanding	Check	-750.00
03/20/2024		203994	FRIENDLY CHEVROLET INC	Accounts Payable	Outstanding	Check	-73,745.00
03/20/2024		203995	HAWKINS INC	Accounts Payable	Outstanding	Check	-140.00
03/20/2024		203996	HOISINGTON KOEGLER/HKGI	Accounts Payable	Outstanding	Check	-6,337.29
03/20/2024		203997	INDELCO PLASTICS CORPORATION	Accounts Payable	Outstanding	Check	-1,967.98
03/20/2024		203998	LEAGUE OF MN CITIES INS TRUST	Accounts Payable	Outstanding	Check	-451.28

Bank Transaction Report

Issued Date Range

Issued Date	Cleared Date	Number	Description	Module	Status	Type	Amount
03/20/2024		203999	LEPAGE & SONS	Accounts Payable	Outstanding	Check	-124.53
03/20/2024		204000	MENARDS - FRIDLEY	Accounts Payable	Outstanding	Check	-147.96
03/20/2024		204001	METERING & TECHNOLOGY SOLUTIONS	Accounts Payable	Outstanding	Check	-677.90
03/20/2024		204002	METROPOLITAN COUNCIL	Accounts Payable	Outstanding	Check	-453,647.56
03/20/2024		204003	MINN INTL ASSOC/ARSON INVESTIGATORS - MNIAAI	Accounts Payable	Outstanding	Check	-275.00
03/20/2024		204004	MINN IT	Accounts Payable	Outstanding	Check	-338.10
03/20/2024		204005	NYKANEN, ANDREW	Accounts Payable	Outstanding	Check	-3,606.40
03/20/2024		204006	OVERHEAD DOOR COMPANY	Accounts Payable	Outstanding	Check	-4,945.00
03/20/2024		204007	RESPEC	Accounts Payable	Outstanding	Check	-8,859.38
03/20/2024		204008	ROSENBAUER MINNESOTA LLC	Accounts Payable	Outstanding	Check	-159.79
03/20/2024		204009	STANDARD INSURANCE COMPANY (LIFE)	Accounts Payable	Outstanding	Check	-1,901.50
03/20/2024		204010	STANDARD INSURANCE COMPANY LTD/STD	Accounts Payable	Outstanding	Check	-7,585.82
03/20/2024		204011	SUN BADGE CO	Accounts Payable	Outstanding	Check	-147.75
03/20/2024		204012	TRI-STATE BOBCAT INC	Accounts Payable	Outstanding	Check	-30,861.74
03/20/2024		204013	XCEL ENERGY	Accounts Payable	Outstanding	Check	-11,871.58
03/20/2024		204014	Void Check	Accounts Payable	Voided	Check	0.00
03/20/2024		204015	ZIKMUND, MADDISON	Accounts Payable	Outstanding	Check	-405.04
Check Total: (117)							-1,403,125.75
Check Reversal							
03/07/2024		203419	MID-STATES ORGANIZED CRIME INFO CENTER - MOCIC Rev	Accounts Payable	Outstanding	Check Reversal	200.00
03/20/2024		203577	MAMA - METRO AREA MGMT ASSOC Reversal	Accounts Payable	Outstanding	Check Reversal	45.00
03/20/2024		203746	BLAINE AREA PET HOSPITAL Reversal	Accounts Payable	Outstanding	Check Reversal	993.26
Check Reversal Total: (3)							1,238.26
EFT							
03/15/2024		931	CITY OF FRIDLEY-IAFF DUES/INTL ASSOC/FIRE FIGHTERS	Accounts Payable	Outstanding	EFT	-100.00
03/15/2024		EFT0000208	Payroll EFT	Payroll	Outstanding	EFT	-381,006.67
EFT Total: (2)							-381,106.67
Report Total: (141)							-2,077,520.78

Bank Account	Count	Amount
0000100479 City of Fridley	141	-2,077,520.78
Report Total:	141	-2,077,520.78

Cash Account	Count	Amount
No Cash Account	3	0.00
999 999-101100 Cash in Bank - CITY Pooled Cash	138	-2,077,520.78
Report Total:	141	-2,077,520.78

Transaction Type	Count	Amount
Bank Draft	19	-294,526.62
Check	117	-1,403,125.75
Check Reversal	3	1,238.26
EFT	2	-381,106.67
Report Total:	141	-2,077,520.78



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: James Kosluchar, Public Works Director
 Brandon Brodhag, Assistant City Engineer
 Carl Lind, Graduate Engineer

Title

Resolution No. 2024-38, Approving an Amendment to the 2024 Street Rehabilitation Project No. ST2024-01 Feasibility Report to Address Traffic Calming Measures Along and Adjacent to Channel Road

Background

Resolution No. 2024-38 approves an amendment to the 2024 Street Rehabilitation Project No. ST2024-01 Feasibility Report to address traffic calming measures along and adjacent to Channel Road, as were requested by residents. The original Feasibility Report was approved by the Fridley City Council (Council) through Resolution No. 2023-142 on November 27, 2023.

On December 18, 2023 the Council conducted a Public Hearing regarding the 2024 Street Rehabilitation Project. Along with comments received by the Council and staff relating to the project improvements, comments from residents from the Channel Road project area expressed concern regarding traffic volume and requested traffic calming measures be done in conjunction with the 2024 Street Rehabilitation Project No. ST2024-01.

On February 6, 2024, City staff held an additional project open house for the residents along and adjacent to Channel Road to gauge interest in the implementation of various traffic calming options. A total of 63 property owners along Channel Road and the adjacent streets were invited via public mailing to review traffic calming options, provide feedback to staff and vote on desired options. Those unable to attend the meeting were encouraged to review the traffic calming options and provide feedback via an online survey available on the City's project webpage.

Meeting materials presented for the six traffic calming options below included typical design, potential effect on traffic speed/volume and other design considerations:

- Option 1: Speed Humps
- Option 2: Speed Cushions (Speed Pads)
- Option 3: Curb Bump-Outs
- Option 4: Realigned Intersection
- Option 5: Traffic Circle
- Option 6: One-Way Conversion (68th Avenue).

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

The materials presented at the meeting were also made available on the project webpage for those unable to attend.

Meeting attendance included 13 residents from the project area as well as Councilmember-at-Large, David Ostwald. Five Engineering Division staff were in attendance to answer questions regarding the various traffic calming measures. The City received five online feedback responses pertaining to the presented options. Below is a summary of the feedback received by the City regarding the six options presented to both in-person and online survey participants:

Option	Feedback
Option 1: Speed humps along Channel Road	Favorable
Option 2: Speed cushions along Channel Road	Neutral
Option 3: Installation of curb bump-outs along Channel Road	Unfavorable
Option 4: Realigned intersection of Channel Road and 66 th Avenue	Neutral
Option 5: Traffic circle at the intersection of Channel Road and 66 th Avenue	Favorable
Option 6: Conversion of 68 th Avenue to a one-way for westbound traffic only	Unfavorable

At the February 26, 2024 City Council Conference Meeting, staff presented feedback on data on the six options offered. More detailed information pertaining to the proposed additions are outlined in pages 32-55 of the amended Feasibility Report (attached).

From the discussion with the Council and based on feedback received from the public, staff affirm that Options 1 and 5 are feasible. Staff are working on preliminary design to incorporate one or both of these elements. Staff estimate the cost of adding Option 1 will be approximately \$15,000 for three speed humps and Option 5 will be approximately \$10,000. The total funding required for adding traffic calming along Channel Road will be approximately \$25,000.

Staff recommend these improvements are paid for through traffic funding included in the Traffic Safety Upgrades item in the 2024-2028 Capital Investment Plan (CIP), which budgets \$30,000 for this purpose. The CIP has the budget to fund the additional traffic calming measures and staff have determined in this case that, 1) this street has a high number of vehicles that travel through this corridor to higher volume roadway connections at Mississippi Street and Trunk Highway 65, and 2) the 1800 foot length of the straight street without any traffic control is excessive and promotes increased driver speed.

The amendment to the Feasibility Report includes the CIP as the source of funding for traffic calming improvements along and adjacent to Channel Road. The amended plan will have no bearing on any property assessments related to the 2024 Street Rehabilitation Project No. ST2024-01.

Financial Impact

Funding for the additional project components is feasible and provided by the Traffic Safety Upgrades item in the Capital Investment Program.

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Recommendation

Staff recommend the approval of Resolution No. 2024-38, Approving Amendment to the 2024 Street Rehabilitation Project No. ST2024-01 Feasibility Report to Address Traffic Calming Measures Along and Adjacent to Channel Road.

Focus on Fridley Strategic Alignment

☒ Vibrant Neighborhoods & Places	☐ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☒ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments and Other Resources

- Resolution No. 2024-38
- Amended Feasibility Report

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Resolution No. 2024-38**Approving an Amendment to the 2024 Street Rehabilitation Project No. ST2024-01
Feasibility Report to Address Traffic Calming Measure Along and Adjacent to Channel Road**

Whereas, the City of Fridley (City) prepares a Capital Investment Program to systematically reconstruct and rehabilitate streets and utilities within the City to maintain infrastructure quality and performance; and

Whereas, the construction of certain roadway and utility improvements (Improvements) are included within the 2024 Street Rehabilitation Project No. ST2024-01 (Project) as identified within the Capital Investment Program and deemed to be in the interest of the City and adjacent property owners; and

Whereas, the Fridley City Council (Council) adopted Resolution No. 2023-142 on November 27, 2023, which received the feasibility report and set a public hearing regarding the estimated costs, funding and construction of the Improvements on December 18, 2023; and

Whereas, at the December 18, 2023 Public Hearing, the Council took comment from residents along and adjacent to Channel Road who expressed concern regarding traffic volume and requested additional traffic calming measures be done; and

Whereas, the Engineering Division held an additional project open house on February 6, 2024 for residents along and adjacent to Channel Road to gauge interest in the implementation of various traffic calming options; and

Whereas, feedback given was shared with the Council at the February 26, 2024 City Council Conference Meeting; and

Whereas, the project will be cost-effective, necessary and feasible from an engineering standpoint as described in the attached amended report; and

Whereas, the Engineering Division recommends this project as cost-effective, necessary and feasible and at the direction of the Council, has described its recommendation in the amended Feasibility Report (Exhibit A); and

Whereas, the proposed changes would be funded through Traffic Safety Upgrades allocation in the Capital Investment Plan.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves Approval Amendment of Feasibility Report for 2024 Street Rehabilitation Project No. ST2024-01.

Passed and adopted by the City Council of the City of Fridley this 25th day of March, 2024.

Scott J. Lund – Mayor

Attest:

Melissa Moore – City Clerk



Feasibility Report for 2024 Street Rehabilitation Project No. ST2024-01

November 2023

Amended March 2024



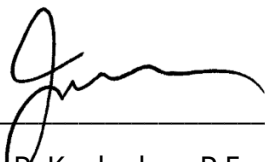
**CITY OF FRIDLEY, MINNESOTA
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION**



**FEASIBILITY REPORT
FOR
2024 STREET REHABILITATION PROJECT
NO. ST2024-01**

**November 2023
Amended March 2024**

I hereby certify that this plan, specifications, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer with the laws of the State of Minnesota.



James P. Kosluchar, P.E.
Registration No. 26460

Date: November 21, 2023
March 25, 2024

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Introduction

The City of Fridley has an ongoing obligation to maintain its streets in an efficient manner, and to provide a high level of service while maintaining a minimum budget. To enable the City to identify improvements that will provide for an efficient level of service and life-cycle cost, staff inspect and rate the City’s pavements on a regular basis. The City has also developed a pavement improvement plan based on resurfacing pavement and base treatment with intermittent sealcoating. The goal is to provide maintenance improvements at scheduled intervals. For example:

Activity	Schedule
Initial Construction	Year 0
Sealcoating	Year 8
Sealcoating	Year 16
Resurfacing	Year 24
Sealcoating	Year 32
Sealcoating	Year 40
Reconstruction	Year 48

This is an ideal and aggressive sequence for street maintenance. Note that the final reconstruction may be substituted with resurfacing activities if the roadway base is in good condition, with the intent to extend road life for an additional cycle of 24 years.

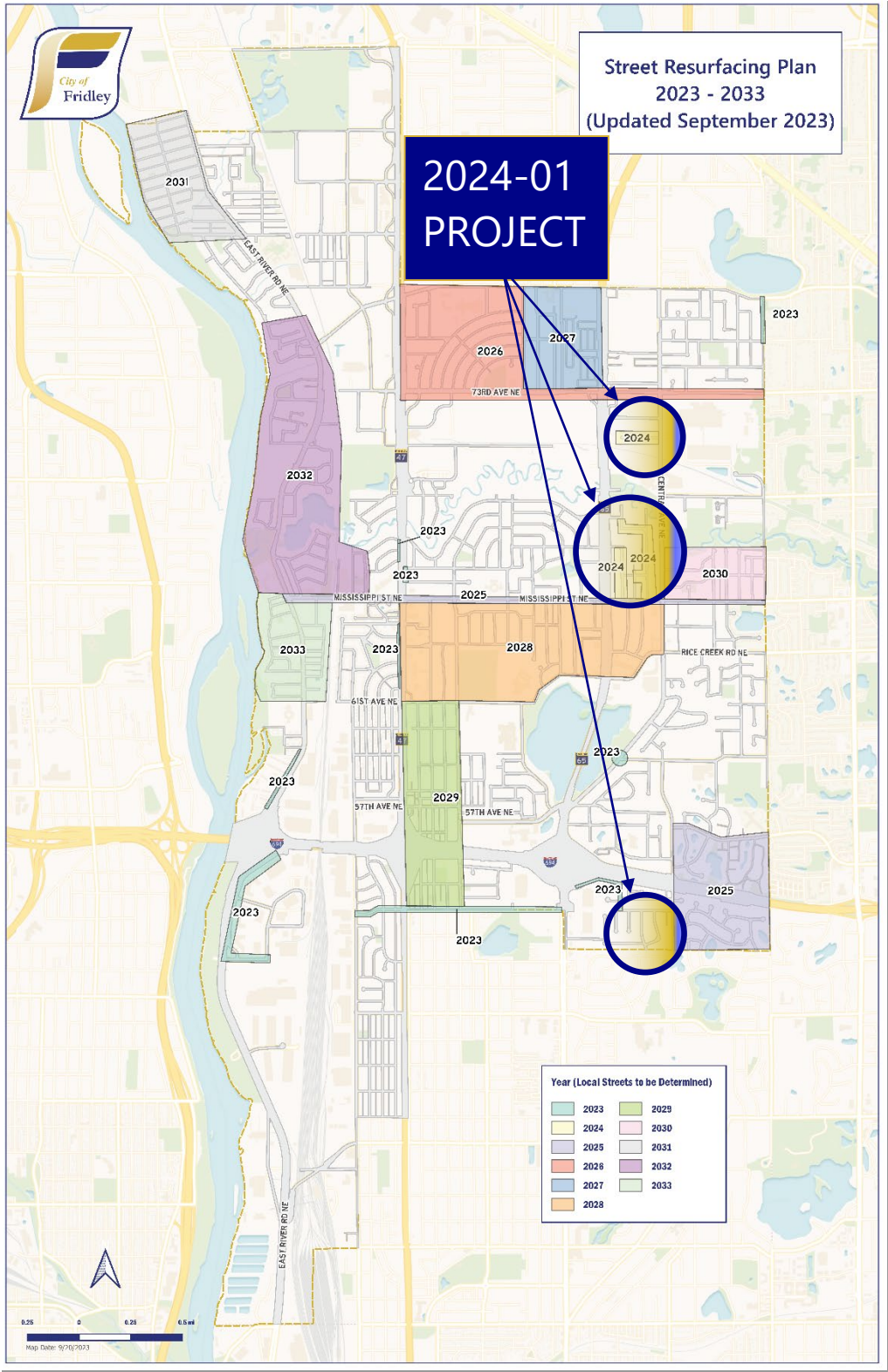
Due to the variability with budgets, road configurations, traffic patterns, condition of utilities, source of funds, other projects, etc., the basic schedule above varies and fluctuates for each roadway segment.

As part of identifying the best candidate for this year’s pavement resurfacing project, City of Fridley Engineering Division staff worked with Street Maintenance Division staff to develop a list of candidate projects. Factors including physical pavement characteristics and budgetary considerations among others were then considered to assist in selection of the best candidate.

The Engineering Division monitors existing pavements through semi-annual inspections. From this inspection information, the Engineering Division prepares a Street Resurfacing Plan consistent with the Street Capital Improvement Plan, which designates candidate street segments for construction, reconstruction, and rehabilitation. The City of Fridley also performs preventative surface maintenance (e.g. sealcoating), routine crack sealing and pothole patching maintenance. The amount of street maintenance on this segment is increasing annually due to the rapid deterioration of the existing pavements.

The Engineering Division has prepared a Street Resurfacing Plan consistent with the Long-Term Street Maintenance Program, which designates candidate street segments for construction, reconstruction, and rehabilitation. The Plan identifies the areas within the city and the anticipated year for maintenance projects. Please refer to the following map summarizing the Long-Term Street Maintenance Program.

Street Resurfacing Plan



Background

The 2024 Street Rehabilitation Project is composed of three distinct project locations across the City of Fridley. The proposed project scope includes pavement rehabilitation and miscellaneous utility improvements across all project locations. The project extents and street segment history of each project location are included below.

See Figure A in the Appendices for a map of proposed project locations.

Lucia Lane/Channel Road/66th Avenue

Street segments selected for rehabilitation include:

LUCIA LANE	from MISSISSIPPI STREET (CSAH 6) to 68 TH PLACE
CHANNEL ROAD	from MISSISSIPPI STREET (CSAH 6) to 68 TH AVENUE
66 TH AVENUE	from PIERCE STREET to CHANNEL ROAD

The streets and underground utilities along Lucia Lane, Channel Road and 66th Avenue within the project limits were initially constructed from the mid-1950s to the late 1970s. Since their initial construction, the streets have received routine sealcoat treatment, with the latest occurring in 2016, as well as other preventative surface maintenance.

Existing street widths are 30 feet and 35 feet for 66th Avenue and Lucia Ln/Channel Rd, respectively, and all streets provide 2-way traffic with no shoulder striping from Mississippi Street (CSAH 6) to the neighborhood to the north. Construction records and pavement core data indicate existing pavement thicknesses ranging from 3 to 5 inches and an underlying aggregate base of 2 to 4 inches.

Each street is categorized as a local city street with approximate Annual Average Daily Traffic (AADT) of 600, 800 and less than 500 for Lucia, Channel and 66th Avenue, respectively. Heavy traffic along these street segments is considered to be low to typical.

Norton Avenue

Street segments selected for rehabilitation include:

NORTON AVENUE	from CENTRAL AVENUE (CSAH 35) to WESTERN TERMINUS
---------------	---

The street and underground utilities along Norton Avenue were originally constructed in the late 1960s. Since its initial construction, the street has received routine sealcoat treatment as part of the City's roadway maintenance program, with the last occurring in 2016.

Currently, the street is approximately 35 feet wide and provides 2-way traffic with no shoulder striping between Central Avenue (CSAH 35) and its western terminus. Construction records and

pavement core data indicate an existing pavement thickness ranging from 3 to 4.5 inches and an underlying stabilized subgrade of 4 inches.

Norton Avenue is categorized as a local city street with an estimated Annual Average Daily Traffic of less than 500 vehicles per day. Heavy vehicle traffic along this segment is considered low to typical.

Buchanan Street

Street segments selected for rehabilitation include:

BUCHANAN STREET from CITY LIMITS to 53RD AVENUE

The street and underground utilities along Buchanan Street were originally constructed from the late 1950s to early 1960s. In 2003, the street was reconstructed as part of the City's 2003 Street Improvement Project No. ST2003-1 where it received 3.5 inches of bituminous pavement, 6 inches of aggregate base and concrete curb & gutter. The street has also received routine maintenance throughout its life, including sealcoat treatment, with the last occurring in 2017.

The street is currently 30 feet wide and provides 2-way traffic with no shoulder striping from 53rd Avenue to the City's boundary with Columbia Heights to the south. Construction records and pavement core data indicate an existing pavement thickness of 3.5 to 4.5 inches and an underlying aggregate base thickness of 6 to 8 inches.

Buchanan Street is categorized as a local city street and receives an approximate Annual Average Daily Traffic of less than 500 vehicles per day. Heavy truck traffic along this segment is considered low to typical.

Proposed Improvements

Overview

The total project area includes approximately 1.2 miles of proposed street improvements across three distinct project areas. The proposed improvements include pavement rehabilitation and spot replacement of concrete curb & gutter in addition to improvements to the City's existing water, sanitary sewer and storm sewer networks.

Due to varying size and scope among the project areas, staff conducted preliminary public outreach with project residents using a combination of in-person open house for the Lucia Lane/Channel Road/66th Avenue project area and virtual informational presentation uploaded to the City's project webpage for the remaining project areas. Invitations for the open house and virtual presentation were mailed to residents and property owners in the project areas in September 2023. A project questionnaire was included with the mailed invitations to encourage resident feedback and proactively coordinate with residents on future construction. Staff will compile resident feedback from the open house and questionnaires and address any comments and concerns in the final design as is feasible.

Staff has also conducted a Living Streets evaluation of the project area and will address the findings as feasible in the design of the project. The Worksheet has been included as Figure E of the appendices.

In July 2023, Resolution No. 2023-78 was adopted by the City Council to initiate the 2024 Street Rehabilitation Project No. ST2024-01 and prepare a preliminary report, plans and specifications.

Street Improvements

Street and pavement improvements are determined based upon several factors including the current pavement condition, last major roadway maintenance, and the need for coordinated utility improvements. The primary pavement rehabilitation methods proposed for this project are full-depth reclamation (FDR) and mill & overlay.

Full-depth reclamation grinds and reduces the existing pavement to aggregate for in-place reuse in the roadway base. Mill & overlay preserves some of the existing pavement, partially grinding and removing the pavement to a specified depth. In both instances, new asphalt is then installed to match the existing roadway conditions. In addition to the proposed pavement rehabilitation methods, each project street would also receive spot replacement of severely damaged or heaved concrete curb & gutter as well as miscellaneous utility improvements.



Exhibit 1. Full-depth pavement reclamation.

To verify existing roadway construction and evaluate the underlying soil conditions in each project location, geotechnical exploration was performed by Braun Intertec. Additional pavement coring was conducted along each project street by Streets Division staff to evaluate existing pavement thicknesses. The resulting typical roadway sections for each project street have been included as Figure F of the Appendices.

An overview of the existing roadway conditions and recommended pavement improvements for each project street are summarized below:

Lucia Lane/Channel Road/66th Avenue

Construction records and pavement core data along Lucia Lane, Channel Road and 66th Avenue indicate existing pavement thicknesses ranging from 3 to 5 inches with an underlying aggregate base thickness of 2 to 4 inches. Further geotechnical exploration of the roadway core by Braun Intertec indicates a subgrade of sand to silty sand, which provides a suitable sub-base for roadway construction.

Current pavement distressing as seen in Exhibits 2 and 3 indicate advanced pavement deterioration typical with a roadway of this age. Frequent and severe fatigue cracking also indicates potential failures in the underlying aggregate base.

Based upon the existing roadway sections, pavement distressing and underlying soil conditions, staff recommends a full-depth reclamation and pavement rehabilitation across all street segments in this project area. The fortified reclaimed aggregate base section would be overlaid with a 3.5" bituminous pavement section, installed in two lifts consistent with the City's typical urban roadway section.

Traffic Modifications (Lucia Lane)

In addition to the proposed pavement rehabilitation along the Lucia Lane/Channel Road/66th Avenue project area, Engineering Division staff evaluated the feasibility of a cul-de-sac conversion of Lucia Lane and other traffic modifications to address historic traffic volume/speed concerns in area.

Since 2018, Engineering Division and Public Safety staff have responded to resident concerns on traffic volume/speed along Lucia Lane. Traffic data has been collected since that time and temporary traffic modifications, including temporary speed bump installation along Lucia Lane and one-way conversion of the street at 68th Place, have been employed to present. With the project's proposed



Exhibit 2. Lucia Lane looking south.



Exhibit 3. Channel Road looking south.

street improvements, there exists a cost-effective opportunity to employ permanent traffic measures in this location.

At the project open house in September 2023, Engineering Division staff proposed the cul-de-sac conversion of Lucia Lane at 68th Place to project residents along Lucia Lane and Channel Road. The preliminary cul-de-sac design presented can be seen in Exhibit 4. Project residents along Lucia Lane south of the cul-de-sac were largely supportive of the cul-de-sac conversion. Some road users north of the proposed cul-de-sac expressed concerns that the design would be restrictive to traffic north of the cul-de-sac, forcing road users to access those properties from Central Avenue (Trunk Highway 65).

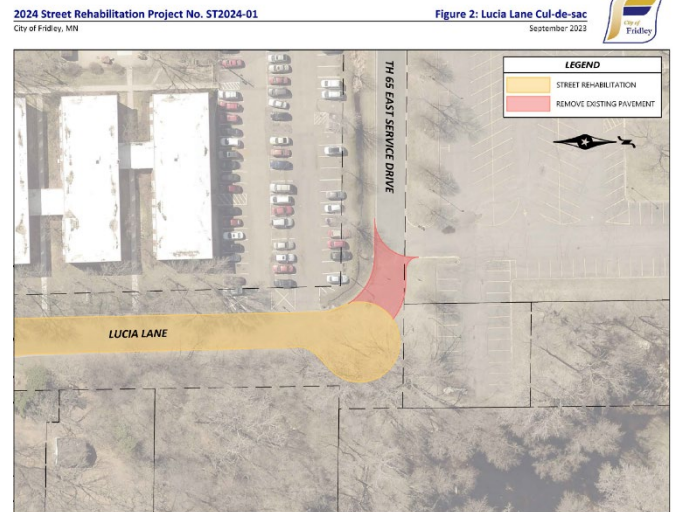


Exhibit 4. Lucia Lane cul-de-sac conversion.

The Engineering Division will consider all feedback received on the proposed traffic modifications and address any comments or concerns in the final design as feasible. Additional considerations with the final design will include improvements to existing surface water quality features and pedestrian routes in the area.

There remains the possibility of implementing additional traffic control measures along 68th Avenue and Channel Road (one-way conversion, speed bumps, etc.) following completion of the project, if warranted. Following construction, Engineering Division staff will monitor traffic behavior in the project area and identify volume/speed criteria for the addition of such measures.

Norton Avenue

Construction records and pavement core data along Norton Avenue indicate an existing pavement thickness ranging from 3 to 4.5 inches with an underlying stabilized base thickness of 4 inches. Further geotechnical exploration of the roadway core by Braun Intertec indicates a subgrade of silty sand, suitable for roadway construction and not requiring subgrade correction.

The current pavement distressing as seen in Exhibit 5 indicates a significant deterioration of the existing pavement. Additionally, severe fatigue cracking indicates potential failures in the underlying aggregate base.



Exhibit 5. Norton Avenue looking east.

In order to address the deteriorating pavement and aggregate base conditions, staff recommends a full-depth reclamation and pavement rehabilitation. The fortified reclaimed aggregate base section would be overlaid with a 3.5" bituminous pavement section, installed in two lifts and consistent with the City's typical urban roadway section.

Buchanan Street

Construction records and geotechnical data along Buchanan Street indicate an existing pavement thickness of 3.5 to 4.5 inches with an underlying aggregate base thickness of 6 inches. Further geotechnical exploration of the roadway core by Braun Intertec indicates a subgrade of silty sand, which provides a suitable sub-base for roadway construction.

Present pavement distressing, as visible in Exhibit 6, indicate a top-down wear of the existing surface consistent with "stripping" of the existing seal coat as recently seen in other street segments in the City. The surface-level distressing shows no indication of deeper deterioration of the roadway base.



Exhibit 6. Buchanan Street looking south.

Based upon the existing roadway section, current pavement distress and underlying soil conditions, staff recommends a 1" mill and pavement overlay along the project area. It is anticipated that a pavement mill and overlay should result in a pavement surface lasting 20 years or more. It should be noted that reflective cracking from the remaining existing pavement is to be expected after such mill and resurfacing. This distressing cannot be controlled without a full reconstruction of the roadway.

Water Utility Improvements

Coordinated improvements to the City's water distribution system are an efficient and cost-effective method of maintaining the City's existing utility infrastructure and ensuring a resilient, quality water supply in the future. In preparation for the project, the existing water main, fire hydrants and other system appurtenances within the project area were reviewed by Utilities Division staff. Replacement or rehabilitation of these systems was then identified based upon age and functionality.

The proposed improvements to the water utility system in conjunction with the project include the replacement of approximately 1,600 lineal feet (LF) of water main, 12 fire hydrants and the rehabilitation replacement of other appurtenances project-wide.

Lucia Lane/Channel Road/66th Avenue

Proposed water utility improvements in the Lucia Lane/Channel Road/66th Avenue project area include the removal and replacement of approximately 1,600 lineal feet (LF) of existing water main along Channel Road as well as replacement of seven fire hydrants and other miscellaneous system improvements. The water main, fire hydrants and other system infrastructure to be replaced or rehabilitated have been identified by Utilities Division staff due to their age and reduced utility.



Exhibit 7. Water main replacement.

Replacement of the existing water main and fire hydrants would occur in the location of the existing utility and would include replacement of other system appurtenances such as gate valves. Additionally, the water main replacement work along Channel Road would include the reconnection of existing water services and replacement of curb stops on the short side of the water main.

Buchanan Street

Proposed water utility improvements along the Buchanan Street project area include the removal and replacement of two fire hydrants and rehabilitation of three existing gate valves. These hydrants and valves have been identified by Public Works staff during preliminary review due to their age and reduced utility.

Hydrant assembly replacement would occur in the location of the existing hydrants and would additionally include the replacement of the hydrant gate valve to the existing water main. Rehabilitation of the existing gate valves would include the replacement of bolts throughout the valve assembly and installation of a new valve box to the surface.



Exhibit 8. Fire hydrant assembly replacement.

Norton Avenue

Proposed water utility improvements along the Norton Avenue project area include the replacement of three fire hydrants and rehabilitation of one existing gate valve. The need for these improvements were identified by Public Works staff during review for the project due to their age and reduced utility. Hydrant assembly replacement would occur in the location of the existing hydrants and would additionally include the replacement of the hydrant gate valve to the existing water main. Rehabilitation of the existing gate valve would include the replacement of bolts throughout the valve assembly and installation of a new valve box to the surface.

Sanitary Sewer Improvements

In preparation for the project, Utilities Division staff evaluated the existing sanitary sewer main, structures and surface facilities across each project location. Staff did not identify any severe defects with the existing system and there are currently no major proposed improvements to the sanitary sewer system in any project locations. However, there will be improvements to system surface features, namely manhole castings, in concurrence with each project area's street improvements. Existing surface features will be salvaged or replaced and reset as part of this work.

In coordination with the project, staff also will provide a complimentary inspection service to project residents to televise existing sewer service laterals for severe root intrusion, deterioration or other defects. Property owners have been notified and may coordinate with the Sewer Division to complete a video inspection of their service line. Any subsequent cleaning or repair services for resident service laterals are born by and are the responsibility of the property owner, per City Code.

Storm Sewer Improvements

During review of the existing storm sewer system throughout the project, Utilities Division staff identified the need for rehabilitation or replacement of three existing block-fabricated drainage structures along Channel Road and Buchanan Street based upon their existing condition and the presence of infiltration. Staff will evaluate the existing conditions of the structures and rehabilitate via spray-in liner or replace with precast concrete structures.

Additional improvements to the existing storm sewer system across all project areas will include the spot replacement of severely damaged or heaved concrete curb & gutter as well as the replacement of existing catch basin and manhole castings in poor condition and readjustment of other surface facilities located in the curb replacements or pavement area.

Water Quality Improvements

In addition to the previously detailed improvements to the City's underground utility networks, City project staff evaluated other opportunities to improve stormwater quality through the addition of various best management practices (BMPs). City project staff has worked closely with the Anoka Conservation District (ACD) to evaluate the existing drainage networks within the City and identify potential locations for water quality improvements. The location of proposed water quality BMPs have been selected based upon the existing drainage network and location of greatest water quality improvement.

Lucia Lane/Channel Road/66th Avenue

Proposed water quality improvements along the Lucia Lane/Channel Road/66th Avenue project area include the construction of a hydrodynamic separator structure along Channel Road and three rain gardens throughout the project area. Other minor water quality improvements would include maintenance of the existing surface drainage swale at the northern terminus of Lucia Lane.

The hydrodynamic separator structure along Channel Road would be installed downstream of the street's inletting catch basins and would aid in the reduction of phosphorus and suspended solids before stormwater



Exhibit 9. Rain garden water quality feature.

discharging to Rice Creek. Similarly, the addition of rain gardens along the project corridor would serve as a first line of water quality improvement as stormwater is collected, reducing the total phosphorus and suspended solids entering the storm sewer system.

The proposed water quality improvements would be eligible for cost-share with the Rice Creek Watershed District (RCWD) through their Stormwater Management Grant program. City project staff will continue to evaluate the feasibility of the proposed BMPs and pursue grant funding for implementation with the project.

Buchanan Street

Proposed water quality improvements along the Buchanan Street project area include the construction of a hydrodynamic separator structure and rain garden, both aimed at the reduction of total phosphorus and suspended solids entering the storm sewer network. Selection of the proposed BMPs and their locations are consistent with the future projects identified in the Mississippi Watershed Management Organization's (MWMO) Stormwater Retrofit Analysis of the drainage area in 2019.

The proposed water quality improvements would be eligible for cost-share with the Mississippi Watershed Management Organization (MWMO) through their Action Grant program. City project staff will continue to evaluate the feasibility of the proposed BMPs and pursue grant funding for implementation with the project.

Norton Avenue

There are currently no proposed water quality improvements within the Norton Avenue project area. As project design progresses, Engineering Division staff will evaluate the addition of minor water quality improvements within the project area and implement as feasible.

Private Utility Coordination

The proposed project scope will be provided to private utilities in an effort to coordinate system repairs and upgrades with the upcoming project construction. At this time, no private utilities have provided notification of upcoming upgrades or repairs in the proposed project area.

Estimated Costs

The project cost is estimated to be **\$1,484,400.00**. This estimate includes contingency for minor changes in project scope as well as 5% reserve for project engineering and administrative services. All costs expressed in this report are preliminary but are expected to stay within the budgeted amount. An itemized breakdown of estimated project costs can be found on Figure B of the Appendices.

Funding Sources

Street and utility rehabilitation projects are typically funded through a combination of sources including the Minnesota State Aid System (MSAS) funding, utility enterprise funds, and special assessments. Costs associated with the street rehabilitation work are subject to special assessment; utility work is not proposed to be subject to special assessment. A breakdown of the preliminary project budget and special assessment funding can be found in Figure C of the Appendices.

Street Improvements

Proposed street and pavement improvements with the project are estimated at **\$673,000** and will be funded using monies from special assessments to benefitting properties as well as funds from the City's MSAS account. The City will assess benefitting properties in accordance with its Roadway Major Maintenance Financing Policy for local streets. In total, special assessments will provide approximately \$445,050 based on the preliminary project scope and is currently only included for the proposed rehabilitated street segments.

Using the preliminary project scope and previous applications of the City's assessment policy for Low Density Residential (single family, duplex, etc.) and Non-Low Density Residential (high density residential, commercial, etc.) properties, staff have estimated the following preliminary special assessments: \$3,600 per unit and \$46.76 per front-foot for low density residential and non-low density residential properties along the Lucia Lane/Channel Road/66th Avenue project area, respectively, \$3,200 per unit for low density residential properties along the Norton Avenue project area, and \$1,350 per unit for low density residential properties along the Buchanan Street project area. It should be noted that the three project areas were not combined for special benefit evaluations due to varying proposed improvements and property types as well as the lack of a combined benefit between distinct project areas. Variances in the preliminary special assessment rates among project areas are a reflection of these considerations.

The remaining balance of approximately \$227,950 for proposed pavement improvements will be reimbursed from the City's MSAS account. The proposed 2024-2028 Capital Investment Program (CIP) currently identifies \$170,000 in State Aid funding as a capital expenditure in 2024, however, additional State Aid funds are available as construction costs funded by special assessments are also eligible for State Aid reimbursement.

Water Utility Improvements

Proposed improvements to the water main distribution system are estimated at \$595,800 and will be funded using monies from the City's Water Utility Fund. In 2024, \$675,000 in funding is identified within the CIP as a capital expenditure.

Sanitary Sewer Improvements

Improvements to the sanitary sewer collection system with the project are estimated at \$19,600 and will be funded using monies from the City's Sanitary Sewer Utility Fund. In 2024, \$50,000 in funding is identified within the CIP as a capital expenditure.

Storm Sewer Improvements

Proposed improvements to the storm sewer conveyance network and additional water quality improvements are estimated at \$196,000 and will be funded using monies from the City's Storm Water Utility Fund. In 2024, \$215,000 in funding is identified within the CIP as a capital expenditure. An additional \$50,000 in funding from the Storm Water Utility Fund is identified in the CIP for 2024 as a capital expenditure for watershed BMP implementation, which would also contribute to funding the proposed water quality improvements within the system.

Construction

Construction sequencing will include access considerations for all properties. Minor exceptions to this may include critical construction items including asphalt and concrete construction, which is most likely to occur during weekday daytime hours. For all street segments, the project will be phased in a manner to best preserve access. Similarly, minor disruptions to utility services may occur during the project but this will be limited to several hours at most.

In order to provide the best access and eliminate conflicts between contractors, the project is proposed to start in May and conclude by September.

Summary

The work proposed for the 2024 Street Rehabilitation project number ST2024-01 is consistent with the City of Fridley's Active Transportation Plan, Long-Term Street Maintenance Program, 2024-2028 Capital Investment Program and can be fully funded by its 2024 Budget. The project is cost-effective, necessary and feasible from an engineering standpoint as described in this report. The Engineering Division recommends that the City Council approve this project for final design as presented.

Appendices

Figure A – Project Area Map

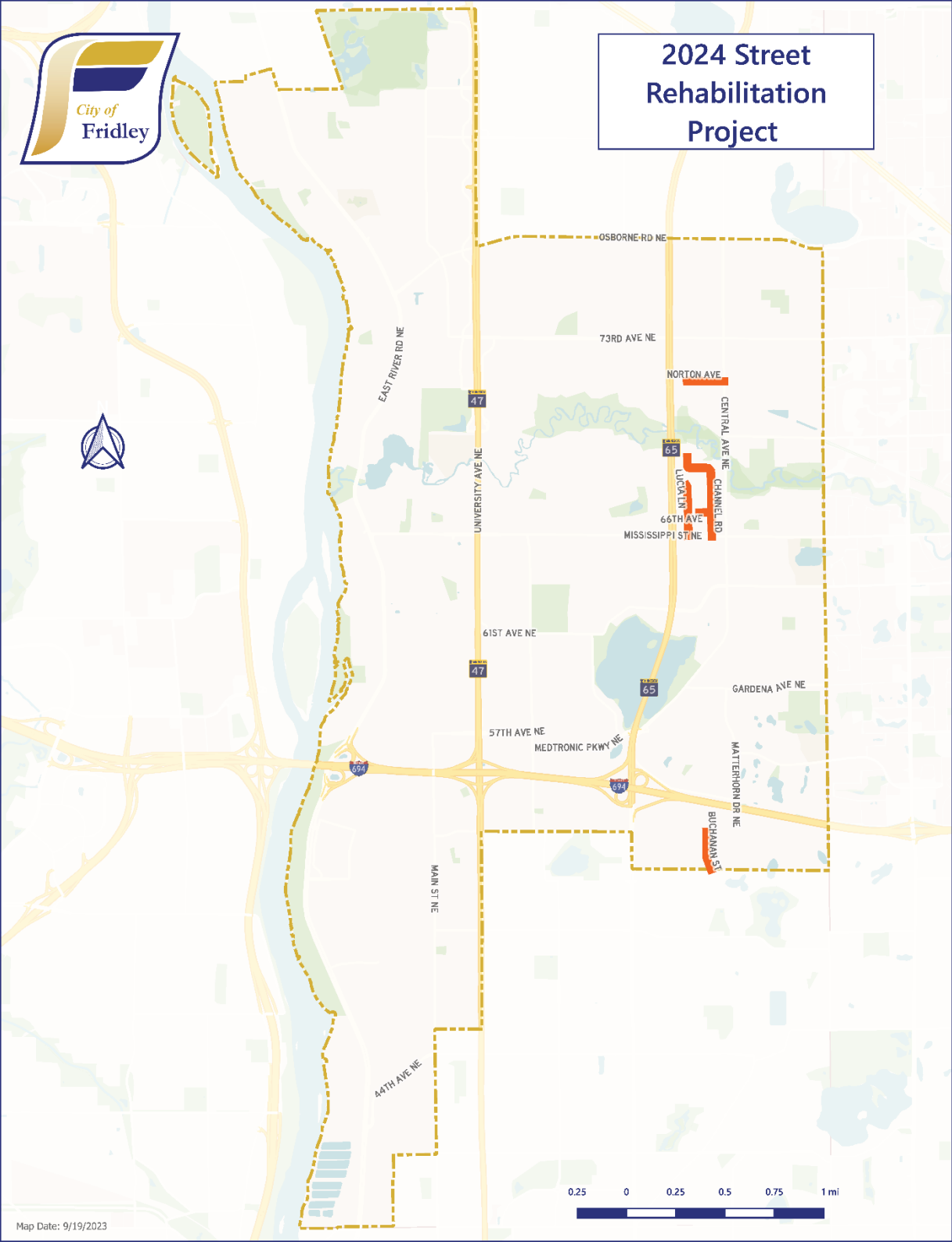
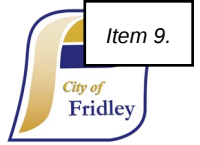
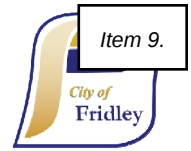


Figure B - Opinion of Probable Cost
2024 STREET REHABILITATION PROJECT
PROJECT NO. ST2024-01
CITY OF FRIDLEY, MN
11/20/2023


ITEM NO.	MnDOT SPEC NO.	DESCRIPTION	NOTES	UNIT	UNIT PRICE	TOTAL ESTIMATED QUANTITY	TOTAL AMOUNT
SCHEDULE 1 - LUCIA LANE - CHANNEL ROAD - 66TH AVENUE							
Part A - Streets							
1	2021.501	Mobilization		LS	\$77,000.00	0.50	\$38,500.00
2	2104.503	Sawing Bituminous Pavement (Full Depth)		LF	\$3.00	267	\$801.00
3	2105.607	Common Excavation (P) (Excess Reclaim)		CY	\$20.00	1459	\$29,180.00
4	2112.519	Subgrade Preparation (P)		RDST	\$500.00	43.5	\$21,750.00
5	2215.504	Full Depth Reclamation (P)		SY	\$2.00	15006	\$30,012.00
6	2331.603	Bituminous Joint Saw & Seal		LF	\$4.00	4002	\$16,008.00
7	2357.506	Bituminous Material For Tack Coat		GAL	\$3.50	901	\$3,153.50
8	2360.509	Type SP 9.5 Wearing Course Mix (3,C)		TON	\$90.00	1424	\$128,160.00
9	2360.509	Type SP 12.5 Non Wearing Course Mix (3,C)		TON	\$87.00	1899	\$165,213.00
10	2563.601	Traffic Control		LS	\$15,000.00	0.50	\$7,500.00
11		Traffic Circle		LS	\$10,000.00	1.00	\$10,000.00
12		Speed Humps		EA	\$5,000.00	3.00	\$15,000.00
Part B- Water							
13	2104.502	Remove Hydrant And Gate Valve		EA	\$1,000.00	7	\$7,000.00
14	2104.502	Remove Curb Stop & Box		EA	\$200.00	18	\$3,600.00
15	2104.502	Remove Gate Valve & Box		EA	\$600.00	4	\$2,400.00
16	2104.503	Remove Concrete Curb & Gutter		LF	\$6.00	500	\$3,000.00
17	2104.503	Remove Water Service Pipe		LF	\$15.00	330	\$4,950.00
18	2104.503	Remove Watermain		LF	\$20.00	1600	\$32,000.00
19	2104.504	Remove Bituminous Driveway Pavement		SY	\$10.00	50	\$500.00
20	2104.504	Remove Concrete Driveway Pavement		SY	\$15.00	50	\$750.00
21	2360.504	3" Bituminous Driveway w/ 6" Class 5 Aggregate		SY	\$55.00	50	\$2,750.00
22	2502.601	Repair/Replace Pet Fence Irrigation System		LS	\$3,000.00	1.00	\$3,000.00
23	2503.603	Repair Sewer Pipe (Sanitary Sewer Lateral)		LF	\$65.00	180	\$11,700.00
24	2504.601	Temporary Water Service		LS	\$25,000.00	1	\$25,000.00
25	2504.602	Rebuild Gate Valve (Includes Excavation Pit)		EA	\$3,500.00	1	\$3,500.00
26	2504.602	Gate Valve Box (Water)		EA	\$1,500.00	1	\$1,500.00
27	2504.602	Hydrant with 6" Gate Valve Assembly (Install Only)		EA	\$9,000.00	7	\$63,000.00
28	2504.602	6" Gate Valve & Box		EA	\$3,500.00	7	\$24,500.00
29	2504.602	Connect to Existing Watermain		EA	\$1,000.00	7	\$7,000.00
30	2504.602	1" Corporation Stop		EA	\$750.00	36	\$27,000.00
31	2504.602	1" Curb Stop & Box		EA	\$750.00	18	\$13,500.00
32	2504.602	Connect to Existing Water Service		EA	\$500.00	36	\$18,000.00
33	2504.603	6" Ductile Iron Watermain, CL 52		LF	\$80.00	1600	\$128,000.00
34	2504.603	1" Water Service Pipe		LF	\$65.00	330	\$21,450.00
35	2504.608	Fittings		LB	\$15.00	425	\$6,375.00
36	2506.062	Adjust Gate Valve Box (Water)		EA	\$500.00	8	\$4,000.00
37	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	500	\$15,000.00
38	2531.504	6" Concrete Driveway Pavement		SY	\$110.00	50	\$5,500.00
39	2574.507	Common Topsoil Borrow		CY	\$50.00	121	\$6,050.00
40	2574.508	Fertilizer Type 3		LB	\$2.00	53	\$106.00
41	2575.505	Seeding		AC	\$5,000.00	0.15	\$750.00
42	2575.508	Seed Mixture 25-151		LB	\$7.00	18	\$126.00
43	2575.508	Hydraulic Bonded Fiber Matrix		LB	\$4.00	523	\$2,092.00
Part C- Sanitary Sewer							
44	2506.602	Adjust Existing Frame and Ring Casting (Sanitary)		EA	\$850.00	14	\$11,900.00

ITEM NO.	MnDOT SPEC NO.	DESCRIPTION	NOTES	UNIT	UNIT PRICE	TOTAL ESTIMATED QUANTITY	TOTAL AMOUNT
Part D- Storm Sewer							
45	2104.503	Remove Concrete Curb & Gutter (Spot Replacement)		LF	\$6.00	1290	\$7,740.00
46	2506.502	Water Quality Structure/Improvements (Cost-Share)		EA	\$35,000.00	1	\$35,000.00
47	2506.502	Rain Guardian Turret		EA	\$1,800.00	6	\$10,800.00
48	2506.602	Drainage Structure Liner		EA	\$5,000.00	1	\$5,000.00
49	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	1290	\$38,700.00
50	2573.501	Stabilized Construction Exit		EA	\$1,500.00	2	\$3,000.00
51	2573.502	Storm Drain Inlet Protection		EA	\$200.00	2	\$400.00
52	2574.507	Common Topsoil Borrow		CY	\$50.00	72	\$3,600.00
53	2574.508	Fertilizer Type 3		LB	\$2.00	32	\$64.00
54	2575.505	Seeding		AC	\$5,000.00	0.09	\$450.00
55	2575.508	Seed Mixture 25-151		LB	\$7.00	11	\$77.00
56	2575.508	Hydraulic Bonded Fiber Matrix		LB	\$4.00	311	\$1,244.00
SCHEDULE 1 - LUCIA LANE - CHANNEL ROAD - 66TH AVENUE - CONSTRUCTION SUBTOTAL							\$1,027,351.50
Part A - Streets							\$465,277.50
Part B - Water							\$444,099.00
Part C - Sanitary Sewer							\$11,900.00
Part D- Storm Sewer							\$106,075.00
Contingency (5%)							\$51,367.58
Eng/Admin (5%)							\$51,367.58
SCHEDULE 1 - LUCIA LANE - CHANNEL ROAD - 66TH AVENUE - CONSTRUCTION TOTAL							\$1,130,086.65

Figure B - Opinion of Probable Cost
2024 STREET REHABILITATION PROJECT
PROJECT NO. ST2024-01
CITY OF FRIDLEY, MN
11/20/2023


ITEM NO.	MnDOT SPEC NO.	DESCRIPTION	NOTES	UNIT	UNIT PRICE	TOTAL ESTIMATED QUANTITY	TOTAL AMOUNT
SCHEDULE 2 - BUCHANAN STREET							
Part A - Streets							
1	2021.501	Mobilization		LS	\$75,000.00	0.20	\$15,000.00
2	2232.504	Mill Bituminous Surface (1.0")		SY	\$2.00	3120	\$6,240.00
3	2357.506	Bituminous Material For Tack Coat		GAL	\$3.50	188	\$658.00
4	2360.509	Type SP 9.5 Wearing Course Mix (3,C)		TON	\$90.00	198	\$17,820.00
5	2563.601	Traffic Control		LS	\$15,000.00	0.20	\$3,000.00
Part B- Water							
6	2104.502	Remove Hydrant And Gate Valve		EA	\$1,000.00	2	\$2,000.00
7	2104.503	Remove Concrete Curb & Gutter		LF	\$6.00	40	\$240.00
8	2504.602	Rebuild Gate Valve (Includes Excavation Pit)		EA	\$3,500.00	3	\$10,500.00
9	2504.602	Gate Valve Box (Water)		EA	\$1,500.00	3	\$4,500.00
10	2504.602	Adjust Gate Valve Box (Water)		EA	\$500.00	3	\$1,500.00
11	2504.602	Hydrant with 6" Gate Valve Assembly (Install Only)		EA	\$9,000.00	2	\$18,000.00
12	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	40	\$1,200.00
Part C- Sanitary Sewer							
13	2506.602	Adjust Frame and Ring Casting (Sanitary)		EA	\$850.00	3	\$2,550.00
Part D- Storm Sewer							
14	2104.502	Salvage Casting		EA	\$350.00	1	\$350.00
15	2104.503	Remove Concrete Curb & Gutter (Spot Replacement)		LF	\$6.00	100	\$600.00
16	2502.601	Repair/Replace Pet Fence Irrigation System		LS	\$1,000.00	1	\$1,000.00
17	2506.502	Water Quality Structure/Improvements (Cost-Share)		EA	\$35,000.00	1	\$35,000.00
18	2506.502	Rain Guardian Turret		EA	\$1,800.00	1	\$1,800.00
19	2506.602	Adjust Frame and Ring Casting (Storm)		EA	\$850.00	3	\$2,550.00
20	2506.602	Drainage Structure Liner		EA	\$5,000.00	2	\$10,000.00
21	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	100	\$3,000.00
22	2573.501	Stabilized Construction Exit		EA	\$1,500.00	1	\$1,500.00
23	2573.502	Storm Drain Inlet Protection		EA	\$200.00	11	\$2,200.00
24	2574.507	Common Topsoil Borrow		CY	\$50.00	6	\$300.00
25	2574.508	Fertilizer Type 3		LB	\$2.00	3	\$6.00
26	2575.505	Seeding		AC	\$5,000.00	0.01	\$50.00
27	2575.508	Seed Mixture 25-151		LB	\$7.00	0.81	\$5.67
	2575.508	Hydraulic Bonded Fiber Matrix		LB	\$4.00	24	\$96.00
SCHEDULE 2 - BUCHANAN STREET - CONSTRUCTION SUBTOTAL							\$141,665.67
Part A - Streets							\$42,718.00
Part B- Water							\$37,940.00
Part C- Sanitary Sewer							\$2,550.00
Part D- Storm Sewer							\$58,457.67
Eng/Admin (5%)							\$7,083.28
SCHEDULE 2 - BUCHANAN STREET - CONSTRUCTION TOTAL							\$148,748.95

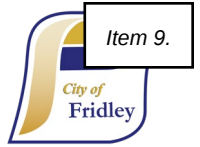
Figure B - Opinion of Probable Cost

2024 STREET REHABILITATION PROJECT

PROJECT NO. ST2024-01

CITY OF FRIDLEY, MN

11/20/2023



ITEM NO.	MnDOT SPEC NO.	DESCRIPTION	NOTES	UNIT	UNIT PRICE	TOTAL ESTIMATED QUANTITY	TOTAL AMOUNT
SCHEDULE 3 - NORTON AVENUE							
Part A - Streets							
1	2021.501	Mobilization		LS	\$77,000.00	0.30	\$23,100.00
2	2104.503	Sawing Bituminous Pavement (Full Depth)		LF	\$3.00	75	\$225.00
3	2105.607	Common Excavation (P) (Excess Reclaim)		CY	\$20.00	337	\$6,740.00
4	2112.519	Subgrade Preparation (P)		RDST	\$500.00	9.50	\$4,750.00
5	2215.504	Full Depth Reclamation (P)		SY	\$2.00	3462	\$6,924.00
6	2331.603	Bituminous Joint Saw & Seal		LF	\$4.00	937	\$3,748.00
7	2357.506	Bituminous Material For Tack Coat		GAL	\$3.50	208	\$728.00
8	2360.509	Type SP 9.5 Wearing Course Mix (3,C)		TON	\$90.00	329	\$29,610.00
9	2360.509	Type SP 12.5 Non Wearing Course Mix (3,C)		TON	\$87.00	438	\$38,106.00
10	2563.601	Traffic Control		LS	\$5,000.00	0.30	\$1,500.00
Part B- Water							
11	2104.502	Remove Hydrant And Gate Valve		EA	\$1,000.00	3	\$3,000.00
12	2104.503	Remove Concrete Curb & Gutter		LF	\$6.00	60	\$360.00
13	2504.602	Rebuild Gate Valve (Includes Excavation Pit)		EA	\$3,500.00	1	\$3,500.00
14	2504.602	Gate Valve Box (Water)		EA	\$1,500.00	1	\$1,500.00
15	2504.602	Hydrant with 6" Gate Valve Assembly (Install Only)		EA	\$9,000.00	3	\$27,000.00
16	2504.602	Adjust Gate Valve Box (Water)		EA	\$500.00	1	\$500.00
17	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	60	\$1,800.00
Part C- Sanitary Sewer							
18	2506.602	Adjust Existing Frame and Ring Casting (Sanitary)		EA	\$850.00	5	\$4,250.00
Part D- Storm Sewer							
19	2104.502	Salvage Casting		EA	\$250.00	3	\$750.00
20	2104.503	Remove Concrete Curb & Gutter (Spot Replacement)		LF	\$6.00	390	\$2,340.00
21	2502.601	Repair/Replace Pet Fence Irrigation System		LS	\$1,000.00	1	\$1,000.00
22	2506.602	Adjust Existing Frame and Ring Casting (Storm)		EA	\$850.00	3	\$2,550.00
23	2531.503	Concrete Curb & Gutter Design B618		LF	\$30.00	390	\$11,700.00
24	2573.501	Stabilized Construction Exit		EA	\$1,500.00	1	\$1,500.00
25	2573.502	Storm Drain Inlet Protection		EA	\$200.00	3	\$600.00
26	2574.507	Common Topsoil Borrow		CY	\$50.00	22	\$1,100.00
27	2574.508	Fertilizer Type 3		LB	\$2.00	10	\$20.00
28	2575.505	Seeding		AC	\$5,000.00	0.03	\$150.00
29	2575.508	Seed Mixture 25-151		LB	\$7.00	4	\$28.00
30	2575.508	Hydraulic Bonded Fiber Matrix		LB	\$4.00	94	\$376.00
SCHEDULE 3 - NORTON AVENUE - CONSTRUCTION SUBTOTAL							\$179,455.00
Part A - Streets							\$115,431.00
Part B- Water							\$37,660.00
Part C- Sanitary Sewer							\$4,250.00
Part D- Storm Sewer							\$22,114.00
Contingency (10%)							\$17,945.50
Eng/Admin (5%)							\$8,972.75
SCHEDULE 3 - NORTON AVENUE - CONSTRUCTION TOTAL							\$206,373.25
PROJECT SUBTOTALS							
SCHEDULE 1 - LUCIA LANE - CHANNEL ROAD - 66TH AVENUE							\$1,027,351.50
SCHEDULE 2 - BUCHANAN STREET							\$140,065.67
SCHEDULE 3 - NORTON AVENUE							\$179,455.00
CONSTRUCTION TOTAL							\$1,346,872.17
CONTINGENCY							\$69,313.08
ENGINEERING/ADMINISTRATION (5%)							\$67,343.61
PROJECT TOAL							\$1,483,528.85



Figure C - Funding Sources

2024 STREET REHABILITATION PROJECT
PROJECT NO. ST2024-01
CITY OF FRIDLEY, MN
11/20/2023

Funding Sources

No.	Description	Estimated Construction	
		Amount	2023 Budgeted Amount
1	Special Assessments*	\$445,050.00	\$590,000.00
2	Water Fund	\$595,800.00	\$675,000.00
3	Sanitary Sewer Fund	\$19,600.00	\$50,000.00
4	Storm Water Fund	\$196,000.00	\$215,000.00
5	MSA Funding	\$202,950.00	\$170,000.00
6	Traffic Safety Upgrades	\$25,000.00	\$30,000.00
GRAND TOTAL		\$1,484,400.00	\$1,730,000.00

*Note that Special Assessments amounts are calculated need for Estimated Amount based on the project estimate, and the Budgeted Amount is calculated based upon the project scope and property information.

Special Assessment Breakdown

Assessments (Lucia Ln - Channel Rd - 66th Ave)

Low-Density Residential (LDR) - Unit	76	x	\$3,600.00	=	\$273,600.00
Non-LDR (Commercial) - Front-Footage	250	x	\$46.76	=	\$11,700.00
TOTAL					\$285,300.00

Assessments (Norton Avenue)

Low-Density Residential (LDR) - Unit	42.75	x	\$3,200.00	=	\$136,800.00
TOTAL					\$136,800.00

Assessments (Buchanan Street)

Low-Density Residential (LDR) - Unit	17	x	\$1,350.00	=	\$22,950.00
TOTAL					\$22,950.00

SPECIAL ASSESSMENT GRAND TOTAL \$445,050.00

Figure D – Project Schedule

The tentative schedule for this project is as follows:

PRELIMINARY ACTIVITIES

Neighborhood Informational Meeting:	September 2023
Virtual Project Presentation	September 2023
Preliminary Assessment Hearing:	December 18, 2023

DESIGN AND SUBMITTALS

Agency Submittals Complete:	January 2023
Design Completed:	January 2023

LETTING, AWARD, AND CONSTRUCTION

Resolution Advertising for Bids:	February 2023
First Advertisement for Bids:	February 2023
Bid Letting:	February 2023
Contract Award:	March 2023
Begin Construction (earliest):	May 2024
Complete Construction (deadline):	September 2024

FINAL ACTIVITIES

Final Assessment Hearing:	October 2024
Certified Assessment Roll Complete:	November 2024

Note: Subsequent activities may be influenced by changes in schedule of previous activities.

Figure E – Living Streets Worksheet

Project Narrative

1) Project Information:

2024-01: Lucia Ln (Mississippi St to East Service Rd Dr), Channel Rd (Mississippi St to northern terminus), Norton Avenue (western terminus to Central Avenue), Buchanan Street (53rd Avenue to southern terminus)

2) Project Manager:

Brandon Brodhag

3) Is the project area, or streets it intersects, referenced in any of the following plans:

City's Active Transportation Plan

Safe Routes to School Plan (Hayes, North Park, Stevenson, Fridley Middle)

Roadway Corridor Study (ex: East River Road corridor study, TH 47/65 corridor study)

Transit Overlay District

Fridley Park System Improvement Plan

Local Water Management Plan

Stormwater Retrofit Analysis

4) If so, how does the plan reference Living Street components within the project area or streets it intersects?

The Highland and Sullivan Lakes SRA proposed biofiltration basins at Buchanan Street and 53rd Avenue, north of the Buchanan Street and 53rd Avenue intersection, and Buchanan Street and Lincoln Avenue, as well as a hydrodynamic device at Buchanan Street and 52nd Avenue

Existing Conditions

5) Describe existing and projected modal volumes, if available:

Volumes	Existing	Projected (Year)
Average Daily Traffic	N/A	
Pedestrian Counts	N/A	
Bicycle Counts	N/A	
Truck Volumes	N/A	
Transit Volumes	N/A	

Speed Conditions	N/A	
------------------	-----	--

6) Detail crash data, if available, and known conflict locations:

a. Do crashes tend to be between certain modes?

No

b. Are there known conflict points between specific modes?

No

7) Who are the users of the project area and through what mode do they travel?

- *The primary users of the project area are residential. Users travel mainly by car as well as some walking and biking*
- *Through traffic to the E Highway 65 Service Rd NE use Lucia Ln*
- *There is an entrance to the Rice Creek West Regional Trail north of Lucia Ln from the E Highway 65 Service Dr*

8) How does the existing area accommodate different modes travelling north-south and/or east-west? Are additional routes needed?

All pedestrian and bicyclist traffic is on local roads

9) Are there any problematic or dangerous pedestrian crossings in the area? How can those crossings be addressed? If so, do they comply with the Local Road Research Board Uncontrolled Pedestrian Crosswalk Reference Guide?

No

10) Describe any public transit facilities along the project area:

There is a bus stop at the corner of Norton Avenue and Central Avenue that does not have a bench.

11) Describe any significant destinations along the routes or for which the project area is a connector (schools, parks, libraries, Civic Campus, commercial corridors):

Lucia Ln, Channel Rd, and Norton Ave have poor park connectivity

12) Are there areas of identified speeding or other dangerous driving? How can these areas be addressed?

Yes, temporary bump outs on Lucia Ln have been installed to narrow the roadway.

13) Describe any barriers to pedestrian/bicyclist movement in the project area. How can these barriers be addressed?

Norton Ave and Channel Rd terminate at one end without a connection. Lucia Ln transitions to the E Highway 65 Service Dr NE which has a connection to the Rice Creek West Regional Trail

14) Are there known water quality or quantity concerns in the project area or downstream of the project area?

- *Lucia Ln and Channel Rd drain northward to Rice Creek which has impairments.*
- *Norton Avenue drains to Norton Creek which has known flooding issues.*
- *Buchanan Avenue drains to Highland Lake*

15) How does the existing area manage stormwater? How can stormwater management be improved?

There are a couple of small raingardens on Channel Rd. Stormwater management could be improved by:

- *Adding raingardens in targeted locations*
- *Adding hydrodynamic separator at Buchanan St and 52nd Avenue as recommended in the Highland Lake SRA*
- *Adding a hydrodynamic separator at Channel Rd as recommended by Anoka Conservation District*
- *Collecting Lucia Lane runoff within the public right-of-way*

16) Describe the existing landscaping. Any opportunities for enhanced vegetation or water conservation?

This project is in the 2024 Ash Tree Removal Zone; however, there are no ash trees located in this area. The boulevard in front of Lucia Lane Apartments is rutted and could be improved.

17) Mark any Living Streets components exist in the project and on streets that it intersects?

☐ Trails, sidewalks, and on-street, striped bike lanes

☐ Median islands

☐ Accessible pedestrian signals

☒ Curb extensions/bump outs

☐ Narrower travel lanes/road diets

- ___ Speed limits and other traffic calming improvements
- ___ Safe crossing facilities, including pavement markings
- ___ Safe and effective lighting
- ___ Diverse tree plantings
- X** ___ Stormwater management
- ___ Pollinator-friendly/water efficient landscaping
- ___ Bike racks
- ___ Benches
- ___ Water fountains
- ___ Waste receptacles
- ___ Public art
- ___ Other components as determined based on latest and best "Living Streets" standards

18) Are there any areas that are "under-lit"?

No

19) Describe any user needs/challenges along the project corridor that you have observed or been informed of:

Lucia Ln is used as a through street to the E Highway 65 Service Dr NE

Proposed Conditions:

- 1) What public engagement has been done or is planned related to Living Streets components?

Residents that were determined to be in an ideal location for rain gardens received a direct mailer to learn about the curb-cut raingarden program.

- 2) What modes does the proposed facility accommodate?

No additional modes

- 3) How does the proposed facility accommodate different modes north-south and/or east-west?

No additional modes

- 4) How does the proposed facility assist different modes in reaching significant destinations?

No additional modes

- 5) Does the proposed landscaping enhance the urban forest or promote pollinator habitat/water-efficient landscaping?

Currently, four rain garden locations are being evaluated which could provide enhanced landscaping.

- 6) Does the proposed project improve any identified water quality or quantity concerns within or downstream of the project area?

Staff is investigating the feasibility of installing rain gardens at four locations on Channel Rd. Sumps at Channel Rd and Buchanan St could be evaluated.

- 7) Does the proposed project remediate any design challenges that prevent pedestrian/bicyclist movement?

Modification of Lucia Ln could negatively impact pedestrian/bicyclist movement to the Rice Creek West Regional Trail

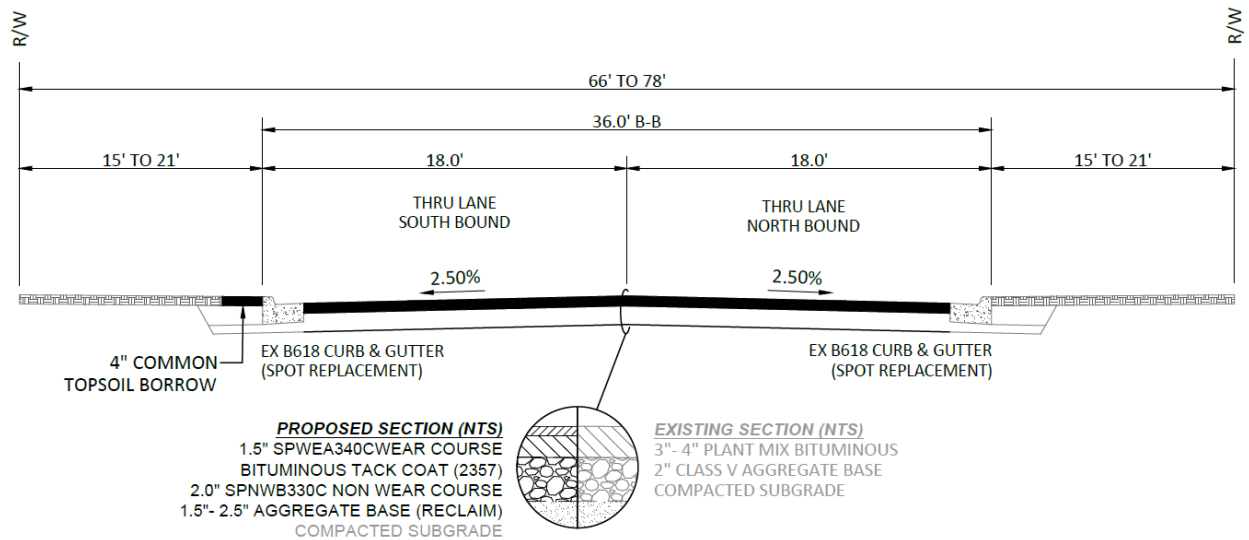
- 8) Provide an alternative cross section that was considered, list trade-offs associated with alternative cross-section:

- 9) If Living Streets components are not included, mark and explain which exception under the Living Streets policy is the motivation to not include the components:

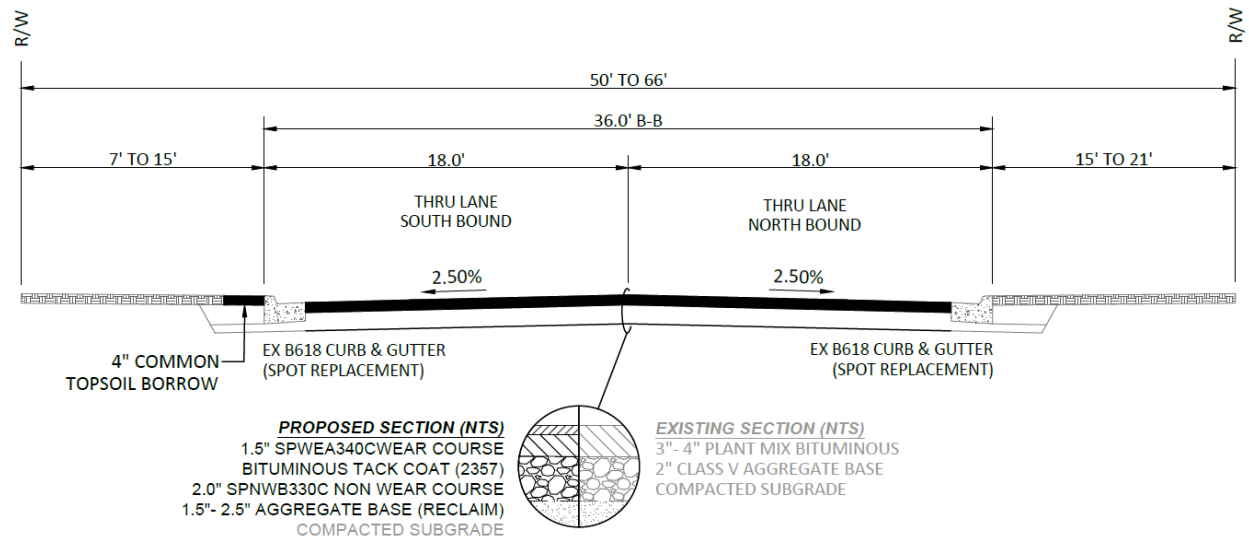
- ☐ The project involves a transportation system on which certain modes and users are prohibited either by law or significant safety reasons.
- ☐ The street jurisdiction (Anoka County of the State of Minnesota for non-city streets) refuses suggested plans.
- ☐ The cost of accommodation is excessively disproportionate to the need or probable use.
- ☐ The corridor has severe topographic, environmental, historic or natural resource constraints.
- ☐ There is a well-documented absence of current and future need.
- ☐ Other exceptions are allowed when recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council.

Figure F – Typical Roadway Sections

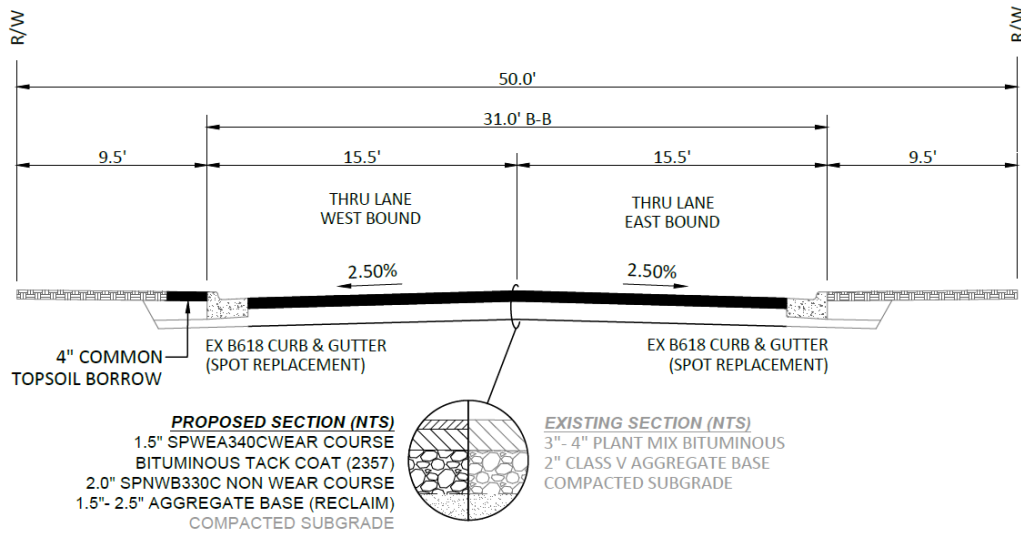
Lucia Lane



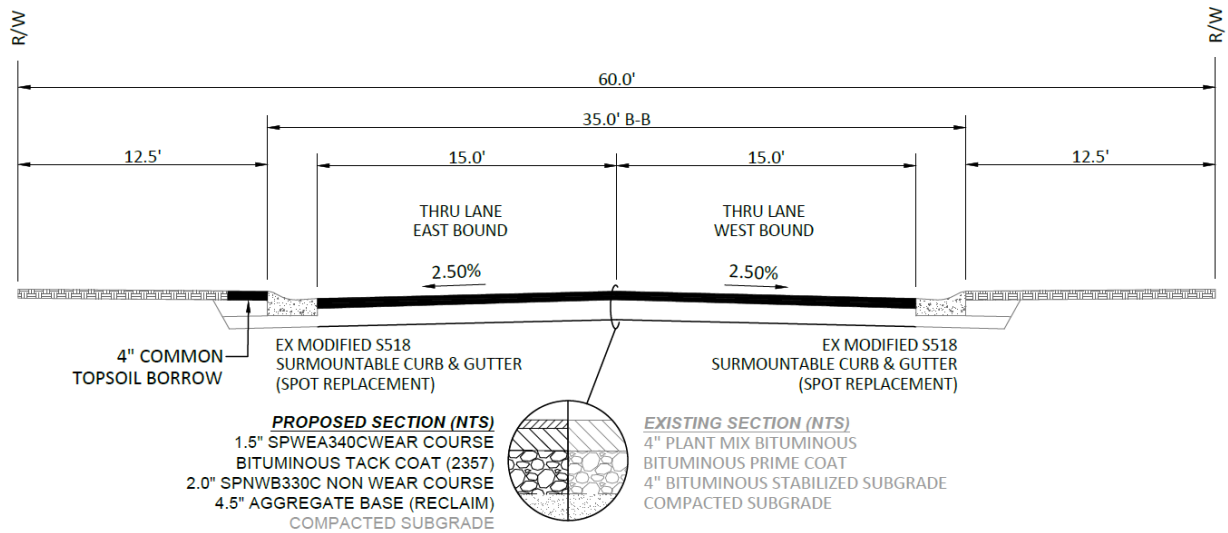
Channel Road



66th Avenue



Norton Avenue



Buchanan Street

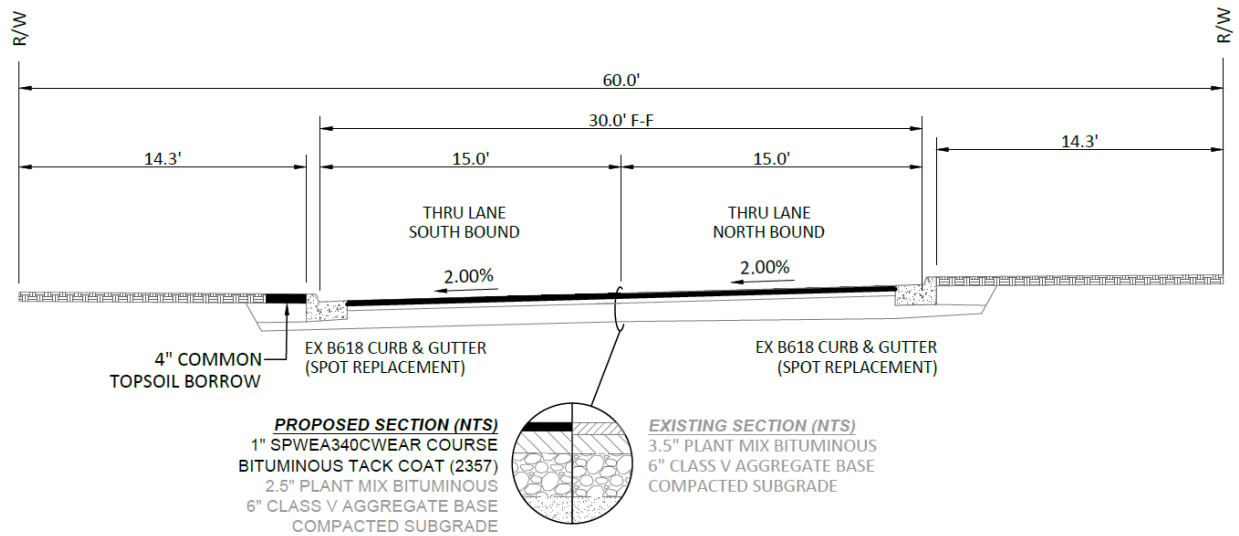
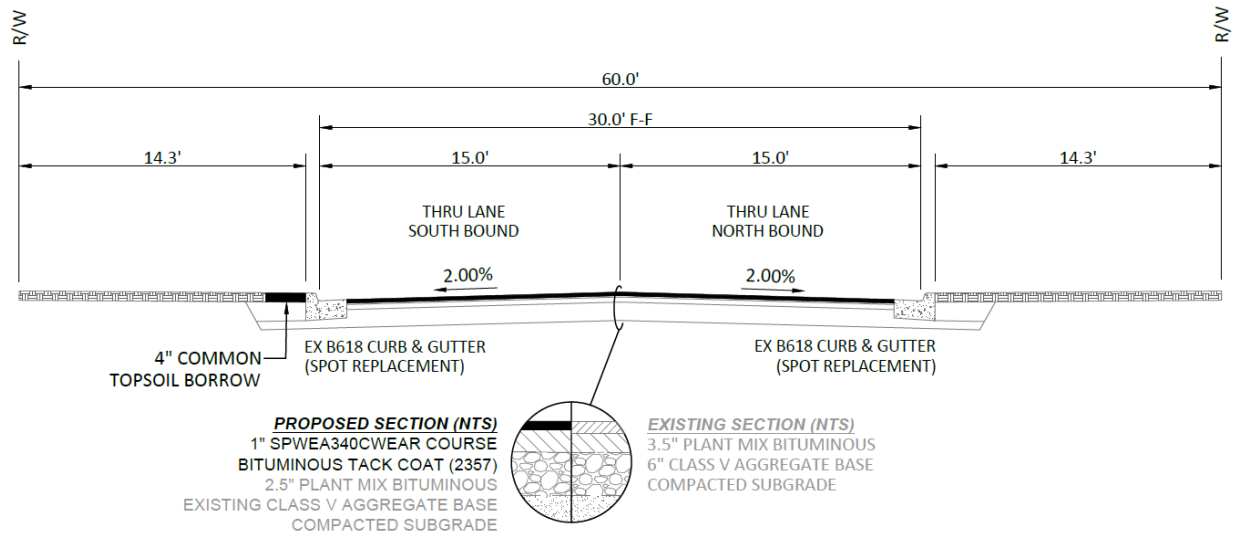


Figure G – Traffic Calming Memo



AGENDA REPORT

Meeting Date: March 25, 2024

Meeting Type: City Council

Submitted By: James Kosluchar, Public Works Director
 Brandon Brodhag, Assistant City Engineer
 Carl Lind, Graduate Engineer

Title

Resolution No. 2024-38 Approve Amendment of Feasibility Report for 2024 Street Rehabilitation Project No. ST2024-01

Background

On December 18, 2023, the Fridley City Council held a public Hearing on Improvements regarding the 2024 Street Rehabilitation Project No. ST2024-01. At the hearing, the City Council and staff heard all those who wished to address the Council regarding the proposed improvements.

Among the comments received at the hearing, residents from the Channel Road project area expressed concern over current traffic volume/speed along the street and requested the implementation of additional traffic calming measures in conjunction with the project. In addition, the Council was served a petition in 2023 requesting measures to control speed on Channel Road from residents along its segment.

On February 6, 2024, City staff held an additional project open house meeting for the residents along and adjacent to Channel Road to gauge interest in the implementation of various traffic calming options along Channel Road in conjunction with the 2024 Street Rehabilitation Project No. ST2024-01. A total of sixty-three (63) property owners along Channel Road and the adjacent streets were invited via public mailing to review traffic calming options, provide feedback to staff and vote on desired options. Those unable to attend the meeting were encouraged to review the traffic calming options and provide feedback via an online survey available on the City's project webpage.

Meeting materials presented for the six (6) traffic calming options below included typical design, potential effect on traffic speed/volume and other design considerations:

- Option 1: Speed Humps

- Option 2: Speed Cushions (Speed Pads)
- Option 3: Curb Bump-Outs
- Option 4: Realigned Intersection
- Option 5: Traffic Circle
- Option 6: One-Way Conversion (68th Avenue)

The materials presented at the meeting were also made available on the project webpage for those unable to attend.

Meeting attendance included thirteen (13) residents from the project area as well as Councilmember-at-Large, David Ostwald. Five (5) Engineering Division staff were also in attendance to answer questions regarding the various traffic calming measures. Of the options presented, attendees voted in support of a traffic circle at the intersection of Channel Road & 66th Avenue and the installation of traffic humps along Channel Road. Attendees voted in opposition to the installation of curb bump-outs along Channel Road and the conversion of 68th Avenue to one-way westbound traffic only. Finally, attendees were generally neutral to slightly opposed to speed cushions along Channel Road and the realigned intersection at Channel Road & 66th Avenue. In addition to the feedback received at the meeting, five (5) online survey responses have been received to date. The results of the online survey are consistent with the results of the physical meeting, favoring the traffic circle and speed humps and opposing a one-way conversion at 68th Avenue.

Staff presented to City Council at the February 26, 2023, City Council Conference Meeting, the Channel Road Traffic Calming Options. Staff presented the potential traffic calming options, the feedback received, and the project schedule.

From the discussion with City Council and from the feedback received from the public, staff believes the two traffic calming options to be feasible, and is working on preliminary design to incorporate one or both of these elements. Those two elements are a traffic circle with additional concrete curb and gutter modifications at the intersection of 66th Avenue and Channel Road and adding a set of speed humps along Channel Road between Mississippi Street and the first curve on Channel Road. Staff have reviewed the costs of adding these traffic calming measures and have estimated that adding a traffic circle would be approximately \$10,000, and the speed humps would be \$5,000 per each. The total funding required for adding traffic calming along Channel Road would be approximately \$25,000.

Staff recommends these improvements are paid for through traffic funding included in the 2024-2028 Capital Investment Plan (CIP) and outside the special assessment to any benefitting properties. The CIP has the budget to fund the additional traffic calming measures and staff has determined in this case that 1) this street has a high number of vehicles that travel through this corridor to higher volume roadway connections at Mississippi Street and Trunk Highway 65, and 2) the XXX' length of the straight street without any traffic control is excessive and promotes

increased driver speed. Therefore, the amendment to the feasibility report includes the CIP-source of funding in lieu of increasing special assessments to any benefitting properties.

Financial Impact

Funding for the additional project components is feasible and provided by the Traffic Safety Upgrades item in the Capital Investment Program.

Recommendation

Staff recommends the approval of Resolution No. 2024-38. Approving Amendment of Feasibility Report for 2024 Street Rehabilitation Project No. ST2024-01.

Focus on Fridley Strategic Alignment

X	Vibrant Neighborhoods & Places		Community Identity & Relationship Building
	Financial Stability & Commercial Prosperity	X	Public Safety & Environmental Stewardship
	Organizational Excellence		

Attachments and Other Resources

- Resolution 2024-38
- Amended Feasibility Report with Attachments



AGENDA REPORT

Meeting Date: February 26, 2023

Meeting Type: City Council Conference Meeting

Submitted By: James Kosluchar, Public Works Director
Brandon Brodhag, Assistant City Engineer

Title

2024 Street Rehabilitation Project No. ST2024-01 – Channel Road Traffic Calming Options

Background

City staff recently hosted an Open House for residents and property owners adjacent to Channel Road, within the City's 2024 Street Rehabilitation Project ST2024-01 area. Attached is a summary of the Open House. We would like to discuss with the City Council the feedback received, potential traffic calming options, and project schedule.

Financial Impact

Funding for the additional project components is provided by project funds through the Capital Investment Program.

Recommendation

Discuss items presented.

Focus on Fridley Strategic Alignment

☐ Vibrant Neighborhoods & Places	☐ Community Identity & Relationship Building
☐ Financial Stability & Commercial Prosperity	☒ Public Safety & Environmental Stewardship
☐ Organizational Excellence	

Attachments and Other Resources

- Open House Summary Memo

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.



MEMORANDUM

Public Works Department

Streets • Parks • Water • Sewer • Stormwater • Fleet • Facilities • Forestry • Engineering

Date: 2/09/2024

PW24-015

To: Wally Wysopal, City Manager

From: James Kosluchar, Public Works Director
Brandon Brodhag, Assistant City Engineer
Carl Lind, Graduate Engineer

RE: 2024 Street Rehabilitation Project No. ST2024-01 - Summary of Channel Road Traffic Calming Meeting

On February 6, 2024, City staff held an additional project open house meeting for the residents along and adjacent to Channel Road to gauge interest in the implementation of various traffic calming options along Channel Road in conjunction with the 2024 Street Rehabilitation Project No. ST2024-01. A total of sixty-three (63) property owners along Channel Road and the adjacent streets were invited via public mailing to review traffic calming options, provide feedback to staff and vote on desired options (sample letter and meeting sign-in attached). Those unable to attend the meeting were encouraged to review the traffic calming options and provide feedback via an online survey available on the City's project webpage.

Meeting materials presented for the six (6) traffic calming options below included typical design, potential effect on traffic speed/volume and other design considerations:

- Option 1: Speed Humps
- Option 2: Speed Cushions (Speed Pads)
- Option 3: Curb Bump-Outs
- Option 4: Realigned Intersection
- Option 5: Traffic Circle
- Option 6: One-Way Conversion (68th Avenue)

The materials presented at the meeting were also made available on the project webpage for those unable to attend (see attached).

Meeting attendance included thirteen (13) residents from the project area as well as Councilmember-at-Large, David Ostwald. Five (5) Engineering Division staff were also in attendance to answer questions regarding the various traffic calming measures. Of the options presented, attendees voted in support of a traffic circle at the intersection of Channel Road & 66th Avenue and the installation of traffic humps along Channel Road. Attendees voted in opposition to the installation of curb bump-outs along Channel Road and the conversion of 68th Avenue to one-way westbound traffic only. Finally, attendees were generally neutral to slightly opposed to

speed cushions along Channel Road and the realigned intersection at Channel Road & 66th Avenue. In addition to the feedback received at the meeting, five (5) online survey responses have been received to date. The results of the online survey are consistent with the results of the physical meeting, favoring the traffic circle and speed humps and opposing a one-way conversion at 68th Avenue. Results of in-person and online survey voting to date have been attached.

A new suggestion received from a couple of the residents at the meeting expressed interest in adding concrete sidewalk to the street in conjunction with the project. Improvements to the City's pedestrian facilities are currently prioritized in accordance with the City's Active Transportation Plan, updated in 2020, targeting highly trafficked routes and high-density residential or employment areas. The Channel Road corridor is not currently identified in the Plan as a priority route, however, sidewalk construction could be added to the project scope by way of neighborhood petition. All costs associated with the sidewalk construction would be assessed to the benefitting property owners. Sidewalk construction along one side of Channel Road from Mississippi Street to 68th Avenue would total to approximately \$200,000, with an average special assessment of roughly \$3,300 per benefitting property. Staff will relay the information above to the interested property owners along the corridor and provide residents with a petition for pedestrian facilities.

Based upon the public feedback received and internal discussions with City operations personnel, staff propose further analysis and demonstration, if warranted, of speed hump and traffic circle traffic calming measures along Channel Road. The results of this analysis and a final recommendation on traffic calming implementation would be presented at the February 26th, 2024 City Council Conference Meeting.

JPK/BJB/CRL/crl

Attachments



Fridley Civic Campus

7071 University Ave N.E. Fridley, MN 55432
763-571-3450 | FAX: 763-571-1287 | FridleyMN.gov

January 26, 2024

PW24-006

Property Owner/Current Resident

Subject: 2024 Street Rehabilitation Project No. ST2024-01 – Channel Road Traffic Calming Meeting

Dear Property Owner/Current Resident:

On December 18, 2023, the Fridley City Council held a public Hearing on Improvements regarding the 2024 Street Rehabilitation Project No. ST2024-01. At the hearing, the City Council and staff heard all those who wished to address the Council regarding the proposed improvements, and subsequently the City Council authorized the project to proceed.

Based upon comments received at the hearing, an additional meeting will be held by City staff to discuss traffic calming options along Channel Road in conjunction with the project. The meeting will be an open forum where residents and property owners are invited to review the potential traffic calming options and provide feedback to project staff.

When: Tuesday, February 06, 2024; 5:00 p.m – 6:30 p.m.

Where: Fridley Civic Campus, Fireside Room
7071 University Avenue NE, Fridley, MN

Information and options for traffic calming on Channel Road is posted to the City's 2024 Street Rehabilitation project webpage. Property owners unable to attend are encouraged to provide feedback via the online survey available on the project webpage or using the email address web-StreetProjects@fridleymn.gov and subject "2024 Street Rehabilitation – Channel Road Traffic Calming"

We look forward to seeing you at the meeting. If you have questions, please call the Engineering Division at 763-572-3554.

Sincerely,

James P. Kosluchar, P.E.
Director of Public Works



VISIT THE PROJECT WEBPAGE!

2024 Street Rehabilitation Project - Channel Road Traffic Calming Meeting

Sign-in Sheet

2/06/2024

Name	Address or name of retail business	Telephone No.	Email
Larry & Cardyn Perron	6610 CHANNEL RD	612-987-3916	cdperron@gmail.com
Emily Sippola	6880 Channel Rd	651-341-4894	emilysippola@yahoo.com
Parth Bhakta	6881 HWY 65 NE	763-571-0420	ParthBhakta@gmail.com
Divyesh Bhakta	6881 HWY 65 NE	763-571-0420	divyeshbhakta@gmail.com
Laura Brewster	6619 Channel Rd NE	612-237-0781	brew.la6@hotmail.com
Abdelhadi Fejdi	6887 channel Rd NE	952-237-2935	
Jilda Mastrey	6609 Channel Rd	612-616-1649	jmastrey@gmail.com
John Sippola	6880 Channel Rd	763-807-3414	jsippola@comcast.net
David Holzer	6886 Channel Rd	612-865-9443	d.holzer@gmail.com
Korrie Holzer	" "	612-865-9453	Kholzer2010@gmail.com
Bob Wells	6648 CHANNEL RD	612 423-6788	



2024 Street Rehabilitation Project

Channel Road Traffic Calming

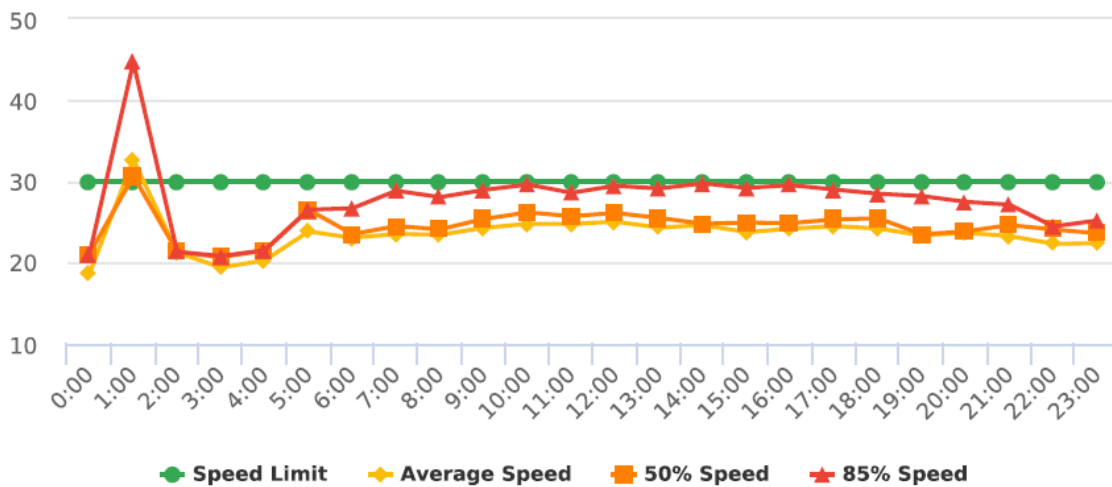
Traffic Speed Data (Channel Road)

Description

- Traffic volume and speed data gathered using StatTrak Traffic Data Collector

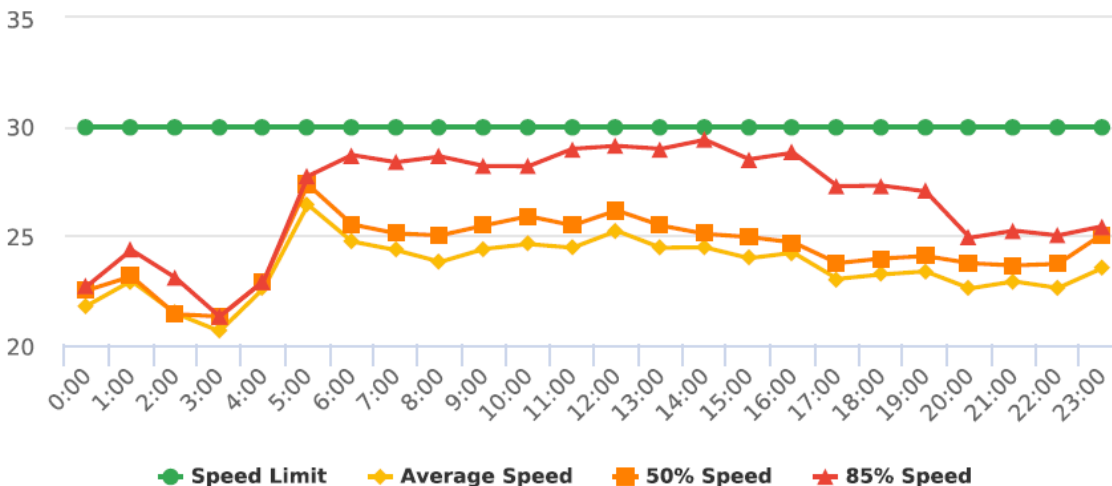
10/02/2023 – 10/10/2023 – Existing Conditions

- Average Speed: 23.96 MPH
- 85th Percentile Speed: 28.54 MPH



12/11/2023 – 01/01/2024 – Lucia Lane Closed

- Average Speed: 24.02 MPH
- 85th Percentile Speed: 28.05 MPH





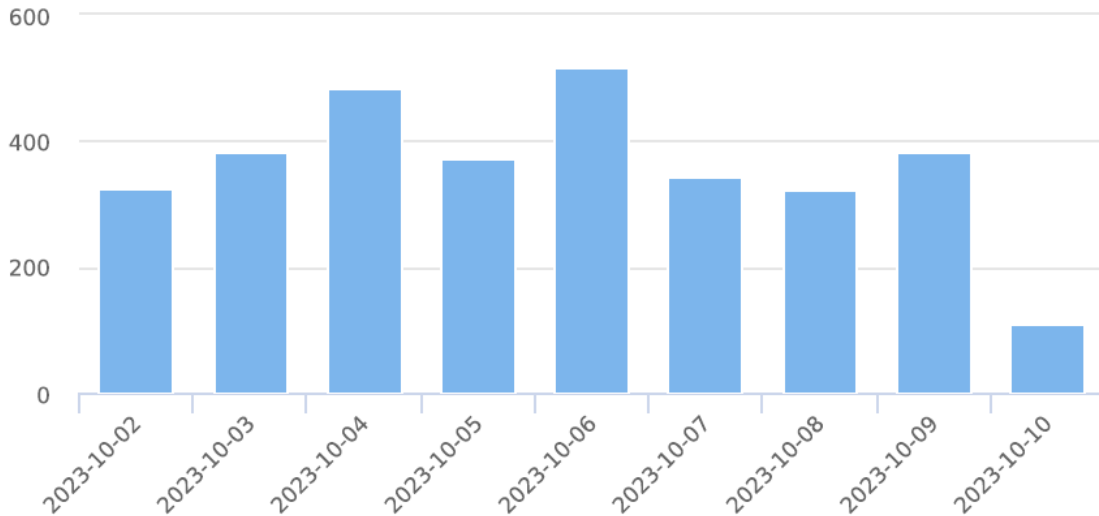
2024 Street Rehabilitation Project

Channel Road Traffic Calming

Traffic Volume Data (Channel Road)

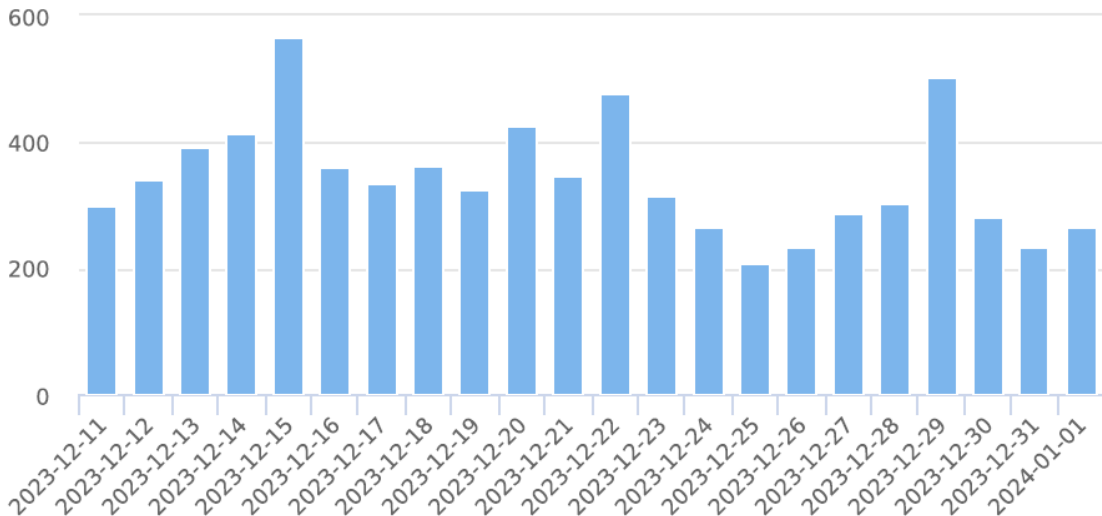
10/02/2023 – 10/10/2023 – Existing Conditions

- Average Daily Volume: 360 Vehicles per Day



12/11/2023 – 01/01/2024 – Lucia Lane Closed

- Average Daily Volume: 343 Vehicles per Day



Other Daily Traffic Volumes

- Pierce Street: 200 Vehicles per Day
- Lucia Lane: 454 Vehicles per Day
- 68th Avenue: 700 Vehicles per Day
- Mississippi Street: 3,925 Vehicles per Day



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 1: Speed Humps

Description

- Raised pavement placed lateral to vehicle traffic to create vertical deflection and reduce traffic speed

Design

- Typically 12 feet in length along the full roadway width, with a 3" vertical deflection
- Installed in series with spacings of 200 – 500 feet to control speeds for extended lengths
- Delineated by pavement markings or signage



Exhibit 1 Speed Hump Traffic Calming

Effect on Traffic

- Vehicle speed reduced to 15-20 mph when traversing speed humps
- Anticipated speed reduction of 20% - 25% between speed humps
- Can result in slight reductions in thru-traffic volume

Pros & Cons

- Speed humps create an unavoidable vertical impediment to traffic and are an effective measure for speed control
- Speed humps are a permanent addition to the roadway pavement and cannot be removed without pavement reconstruction
- Create obstacle for snow plowing operations
- Minor delay to emergency vehicle response

VOTE HERE:



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 2: Speed Cushions (Speed Pads)

Description

- Two or more raised pavement areas placed lateral to vehicle traffic to create vertical deflection and reduce traffic speed

Design

- Typically 12 feet in length and 7 feet in width, with a 3 inch vertical deflection
- Spacing between cushions/pads designed to accommodate emergency vehicles bypass
- Installed in series with spacings of 200 – 500 feet to control speeds for extended lengths
- Delineated by pavement markings or signage



Exhibit 2 Speed Cushions (Speed Pads)

Effect on Traffic

- Vehicle speed reduced to 15-20 mph when traversing speed humps
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- Can result in slight reductions in thru-traffic volume

Pros & Cons

- Create an unavoidable vertical impediment to traffic and are an effective measure for speed control
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- Create obstacle for snow plowing operations

VOTE HERE:



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 3: Curb Bump-Outs

Description

- Curb extensions into the roadway at intersections or midblock locations which narrow the roadway and encourage lower traffic speeds

Design

- Curb extensions restrict roadway width in select locations, reducing “margin for error” perceived by drivers
- Can be installed in series to create speed control over extended roadway lengths

Effect on Traffic

- Reductions in vehicle speed dependent on traffic volume and distribution

Pros & Cons

- Curb bump-outs create protected adjacent on-street parking
- Construction of bump-outs requires loss of street parking in select locations
- Bump-out design requires additional considerations for roadway drainage
- Without dedicated pedestrian facilities, bicyclists and pedestrians may have to enter travel lane to navigate curb bump-outs



Exhibit 3 Curb Bump-Outs (3rd Street NE)

VOTE HERE:



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 4: Realigned Intersection

Description

- Reconfiguration of intersection approaches using lateral shifts to promote lower traffic speeds

Design

- Lateral shift of intersection approaches introduces horizontal deflection, requiring lower traffic speeds to navigate the intersection

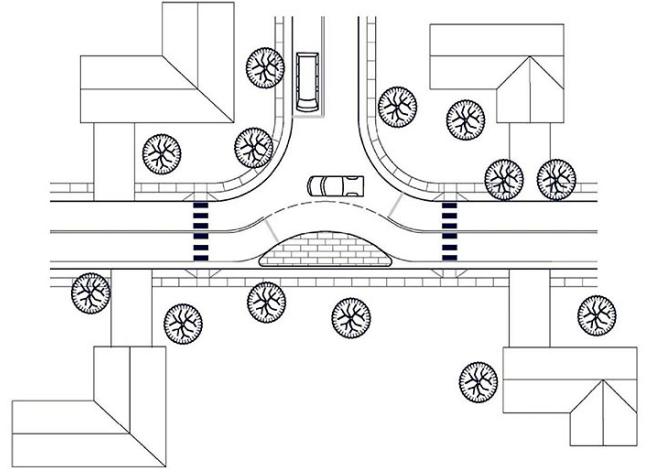


Exhibit 4 Realigned T-Intersection

Effect on Traffic

- Can reduce speeds within intersection between 5 and 13 mph, with speed reductions in the vicinity between 1 and 6 mph

Pros & Cons

- Horizontal deflection of approaches creates effective speed control measure at intersections
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location

VOTE HERE:

2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 5: Traffic Circle

Description

- Raised island placed within an unsignalized intersection, around which traffic circulates

Design

- Circulation around traffic circle creates horizontal deflection of travel lanes, requiring a reduction in traffic speed to navigate the intersection

Effect on Traffic

- Can reduce speeds within intersection between 5 and 13 mph, with speed reductions in the vicinity between 1 and 6 mph
- Circulation of traffic can also reduce angle and turning collisions

Pros & Cons

- Traffic circulation results in reductions in traffic speed and collisions
- Increased construction cost compared to alternative traffic calming measures
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location
- Tight radius of traffic circle restricts left-turn movements for large design vehicles



Exhibit 5 Traffic Circle

VOTE HERE:



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 6: One-Way Conversion (68th Avenue)

Description

- One-way conversion of 68th Avenue at Highway 65 East Service Drive, restricting eastbound access to Channel Drive from the west

Design

- Curb bump-out and extension along 68th Avenue with permanent signage restricting eastbound traffic to Channel Road

Effect on Traffic

- Eliminates eastbound traffic along 68th Avenue and access to Channel Road from 68th Avenue
- No anticipated impacts to traffic speeds on Channel Road

Pros & Cons

- Outside street rehabilitation project area and can be implemented during or following construction
- Eliminates access to Channel Road from Trunk Highway 65 (Central Avenue) to the west
- Elimination of access point to Channel Road will concentrate traffic volume at entrances from Mississippi Street and Pierce Street
- Does not preclude thru-traffic from Channel Road west to Trunk Highway 65 and the East Service Drive

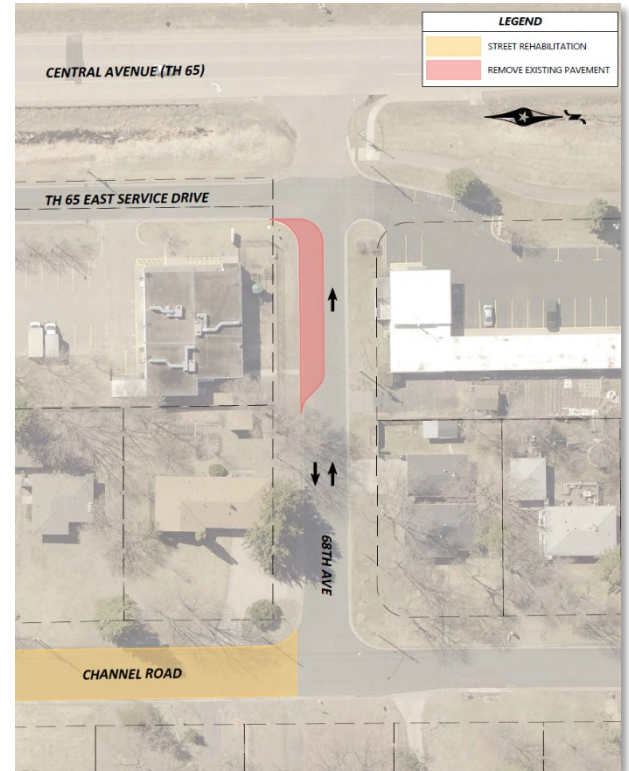


Exhibit 6 One-Way Conversion (68th Avenue)

VOTE HERE:



2024 Street Rehabilitation Project Channel Road Traffic Calming

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Design

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Exhibit 1 Speed Hump Traffic Calming

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Pros & Cons

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- Create obstacle for snow plowing operations
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VOTE HERE:



2024 Street Rehabilitation Project Channel Road Traffic Calming

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Description

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Exhibit 2 Speed Cushions (Speed Pads)

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Pros & Cons

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VOTE HERE:





2024 Street Rehabilitation Project Channel Road Traffic Calming

Option 3: Curb Bump-Outs

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Pros & Cons

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Exhibit 3 Curb Bump-Outs (3rd Street NE)

VOTE HERE:



2024 Street Rehabilitation Project Channel Road Traffic Calming

Option 4: Realigned Intersection

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- Reconfiguration of intersection approaches using lateral shifts to promote lower traffic speeds

Design

- Lateral shift of intersection approaches introduces horizontal deflection, requiring lower traffic speeds to navigate the intersection

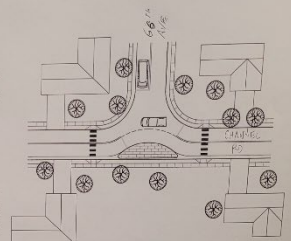


Exhibit 4 Realigned T-Intersection

Effect on Traffic

- Can reduce speeds within intersection between 5 and 13 mph, with speed reductions in the vicinity between 1 and 6 mph

Pros & Cons

- Horizontal deflection of approaches creates effective speed control measure at intersections
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location

VOTE HERE:





2024 Street Rehabilitation Project Channel Road Traffic Calming

Option 5: Traffic Circle

Description

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Design

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Pros & Cons

- Traffic circulation results in reductions in traffic speed and collisions
- Increased construction cost compared to alternative traffic calming measures
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location
- Tight radius of traffic circle restricts left-turn movements for large design vehicles



Exhibit 5 Traffic Circle

VOTE HERE:



This option will not really slow traffic down. The traffic circle is not the answer. We need to look at other options.



2024 Street Rehabilitation Project Channel Road Traffic Calming

Option 6: One-Way Conversion (68th Avenue)

Description

- One-way conversion of 68th Avenue at Highway 65 East Service Drive, restricting eastbound access to Channel Drive from the west

Design

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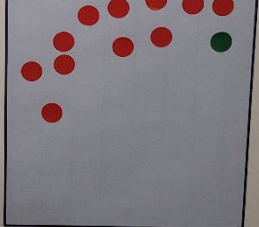
Pros & Cons

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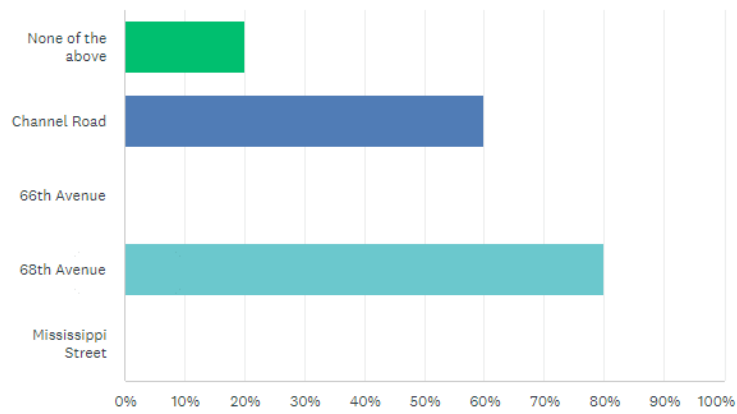
Exhibit 6 One-Way Conversion (68th Avenue)

VOTE HERE:



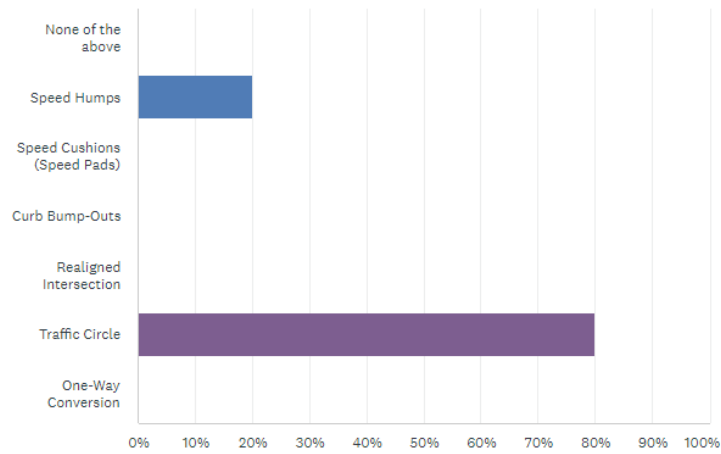
What street do you live on?

Answered: 5 Skipped: 0



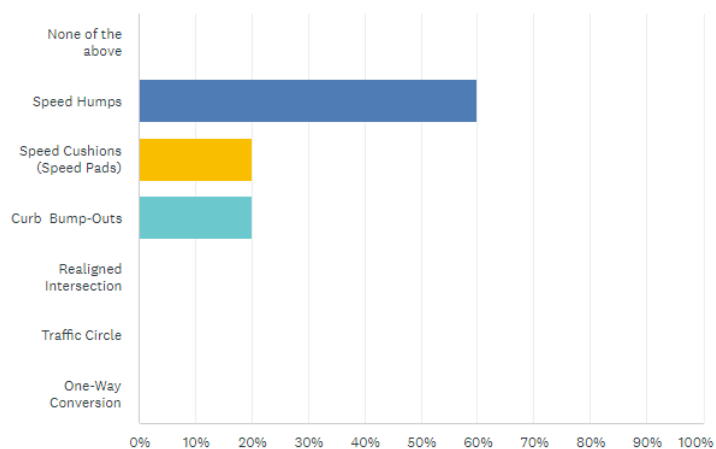
Which is your first choice for traffic calming options that you would like to see implemented on Channel Road?

Answered: 5 Skipped: 0



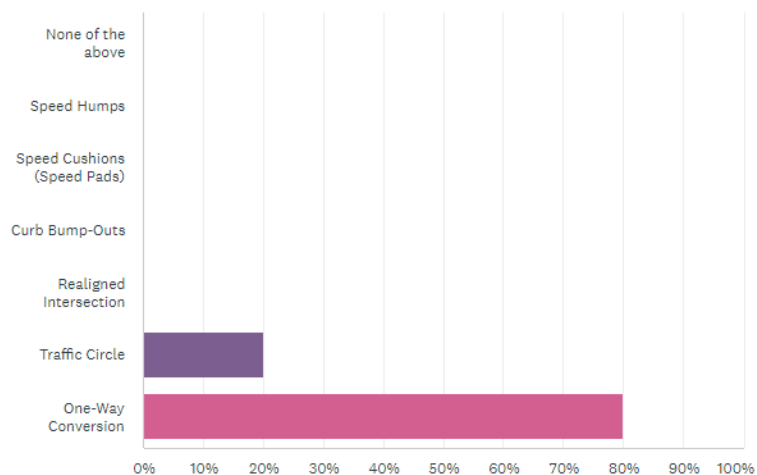
Which is your second choice for traffic calming options that you would like to see implemented on Channel Road?

Answered: 5 Skipped: 0



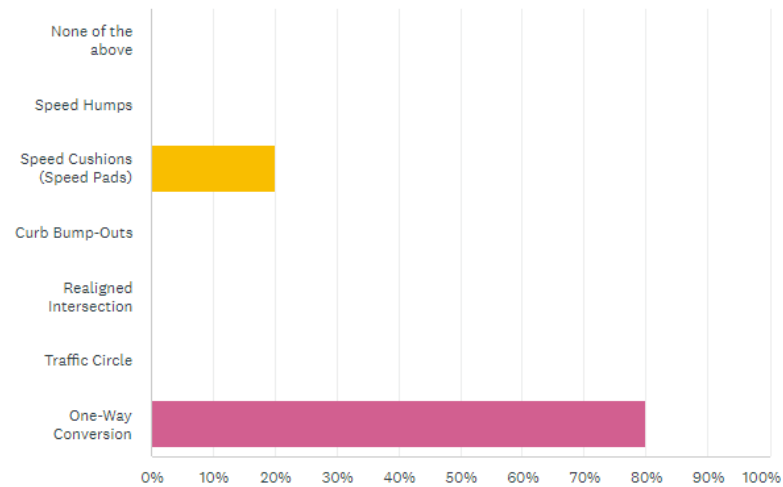
Which is your least favorite choice for traffic calming options on Channel Road?

Answered: 5 Skipped: 0



Which is your second least favorite choice for traffic calming options on Channel Road?

Answered: 5 Skipped: 0



Capital Investment Program

City of Fridley, Minnesota

2024 *thru* 2028**Department** Street Capital Projects**Contact** Public Works Director**Type** Improvement**Useful Life** 20 years**Category** PW - Streets**Project #** 406-31-24006**Project Name** Traffic Safety Upgrades (Improvements)**Account No.:** 406-3180-635100

Description

This project involves improvements to traffic safety in cooperation with Anoka County and the Minnesota Department of Transportation (Mn/DOT).

Justification

The City will initiate minor annual traffic safety improvements as well as seek funding for larger safety improvement projects to be identified in the upcoming year by staff in conjunction with Anoka County and Mn/DOT. Projects may also include traffic calming measures and pedestrian/bicycle safety measures that are determined to be effective during this budgetary time frame.

Expenditures	2024	2025	2026	2027	2028	Total
Land Acquisition		5,000				5,000
Construction/Maintenance	30,000	35,000	35,000	40,000	40,000	180,000
Total	30,000	40,000	35,000	40,000	40,000	185,000

Funding Sources	2024	2025	2026	2027	2028	Total
Streets Impr. Fund Reserves	30,000	40,000	35,000	40,000	40,000	185,000
Total	30,000	40,000	35,000	40,000	40,000	185,000

