AGENDA
BIG LAKE CITY COUNCIL
WORKSHOP

WEDNESDAY, SEPTEMBER 25, 2019
5:00 p.m.

1) CALL TO ORDER
2) ROLL CALL
3) ADOPT PROPOSED AGENDA
4) BUSINESS
   4A. All-Terrain Vehicle Ordinance Discussion
   4B. Discuss Reallocation of 2018A Bond Funds
   4C. Discuss Pavement Management Plan
   4D. New Ideas Discussion
5) OTHER
6) ADJOURN

Disclaimer: This agenda has been prepared to provide information regarding an upcoming workshop of the Big Lake City Council. This document does not claim to be complete and is subject to change.
COUNCIL DIRECTION REQUESTED
Request to discuss the regulation of Class 1 All-Terrain Vehicles in the revision of City Code.

BACKGROUND/DISCUSSION
With clarifications and revisions in progress to City Code 631.03, Recreational Vehicles, I am seeking feedback from Council on how Class I ATV’s (4 wheelers) should be regulated. Current State Statute grants Cities the authority to allow for the operation of Class I ATV’s on the shoulder of City Streets, with the purpose to going “directly to trails and residences.” The State Statute further permits Class I ATV’s to be operated from your place of “residence, to a place of business.” Class I ATV’s cannot be operated on County or State Roadways.

FINANCIAL IMPACT
No financial impact.

ALTERNATIVES
Continue with current language which only permits Class II ATV’s to operate on City Streets as previously discussed.

ATTACHMENTS
N/A
**COUNCIL DIRECTION REQUESTED**  
Council to discuss and provide direction for use of unspent bond money remaining from street project.

**BACKGROUND/DISCUSSION**  
The 2018 Street Improvement Project No. ST2018-1 was constructed and cost controls have resulted in unspent bond money. Staff is very conscientious with the use of the available construction budget and the City’s debt. We currently have approximately $200,000 left, prior to the final close out. Considering this Bond was issued as a 429 Assessment bond, there are only 2 options available to use the money.

Option 1 is to use all or a portion of the unspent proceeds on the 2019 Mill/Overlay project to advance some other needed work such as ADA upgrades or street pavement repairs. The City routinely fields requests for pavement repairs but Public Works is limited in manpower and budget. The unspent dollars cannot be used for further improvements to the McDowall Trail project. The 2019 Mill/Overlay project was funded with unreserved CIP funds. What we can do is transfer those funds back into unreserved and use the remaining Bond proceeds to finance the 2019 Mill/Overlay Project. This return would amount to $150,000 back into the unreserved CIP fund balance. These funds could then be used towards other necessary projects as identified by Council.

However, any unspent money would then be used toward next debt payment as described in Option 2.

Option 2 is to transfer all bond money into the debt fund and used to pay the next debt payment in February. This 2018A bond debt payments will not be levied as a debt levy until 2025 as we are using the advance MSA funds we received for this project to make the yearly debt payments.

Additional information will be shared via PowerPoint presentation.

**FINANCIAL IMPACT**  
Investment of bond money into infrastructure would result in future debt. Use of money to pay debt would reduce future debt, however there is a carrying cost (interest).

**ALTERNATIVES**  
Options 1 or 2.
COUNCIL DIRECTION REQUESTED
Council to discuss and provide general input regarding investments into street maintenance and rehabilitation.

BACKGROUND/DISCUSSION
Street reconstruction and maintenance have been identified in the current Pavement Management Plan and the Capital Improvement Program. There have been past discussions with Council and Public Works regarding deterioration of the existing pavement and water quality impacts. Many streets throughout the City have drainage challenges, high maintenance costs, and segments turning to gravel.

Discussion topics to include:
- Existing street condition
- Typical street life cycle
- Maintenance and pavement rehabilitation options
- Reconstruct to current standard with new curb or consider repaving with no curb
  - Continue current upgrading (Rose Dr, Tarry Town Rd, etc.)?
  - Repave without curb or storm sewer, rural section (i.e. Powell St, Hennepin Ave, etc.)?
- Pavement plan through 2024 with estimated costs
- 2020 street project
- Debt impacts

FINANCIAL IMPACT
Level of rehabilitation determines cost.

ALTERNATIVES
N/A

ATTACHMENTS
Street Pictures
Powell Street - North of Glenwood Ave.
No walk, rural section, 25’ wide

Powell Street - South of Glenwood Ave.
Sidewalk, storm sewer, 28’ wide
Tarry Town Road
Sidewalk, ditch, no parking, 26’ wide
Ormsbee Street
Sidewalk, 1 side parking, 32’ wide

Fair Meadows Drive
No walk, parking both sides, 37’ wide
Red Oak Drive (dead end)
No curb, narrow corridor, 20’ wide
Red Oak Drive
No curb, poor drainage, deterioration
COUNCIL DIRECTION REQUESTED
None

BACKGROUND/DISCUSSION
In early 2019, the Council discussed having a standing item on the agenda where Councilmembers could bring up ideas. This time is dedicated for Council to bring up any ideas that they have to the rest of Council and staff.

FINANCIAL IMPACT
None

ALTERNATIVES
None

ATTACHMENTS
None