

PUBLIC WORKS & SAFETY COMMITTEE MEETING
Tuesday, July 10, 2018
Minutes

Call Meeting to Order

The meeting was called to order at 1:30 p.m.

Members Present

Paul Skrede, Police Chief Cory Johnson, John Menzel, and City Administrator Dana Young

Also Present

Tony Jewett

Discuss Speed Monitoring Sign

Dana Young introduced the committee members to the public in attendance and stated that the purpose of today's meeting is for the Committee to review the request for a speed monitoring sign on Linwood Road and to try to provide some factual data for the Council to consider on August 6th. He stated that further discussion on this issue would be held at that time and everyone is certainly welcome to attend that meeting to express their views.

Paul Skrede stated that the City has typically used a speed trailer, which has been used to evaluate speed issues for a period of approximately one week. He stated that we try to determine the speed of 85% of the vehicles. He noted that, in the past, speed limits have been determined by the MN Department of Transportation, but they can now be determined by each individual city.

Chief Johnson provided some historical history on the speeds that have been recorded on Linwood Road using the speed trailer. He stated that the average speed of 85% of the vehicles was 27 mph during as recorded during the period from June 7-18, 2017. He stated that the Committee also recommended posting cautionary 20 mph signs in the attempt to lower speeds. He stated that he would like to discuss lowering the speed limit on this portion of Linwood Road to match the rest of Linwood Road.

Dan Otis, 20760 Linwood Road, noted that the speed report also showed 117 vehicles exceeding the speed limit during this time period.

Chief Johnson stated that the problem with the speed trailer is that they are battery-operated and end up losing data.

Tom Rothstein, 20735 Linwood Road, stated that it has been a madhouse on the street due to all the construction. He stated that a lot of the traffic issues would clear up if the construction were over. He stated that the City could also provide better policing on this street.

Chief Johnson stated that we typically have only one officer on duty to patrol the entire city. He stated that there is a misperception regarding these speed signs. These signs have LED lights that flash straight ahead and can also be shut down at certain times.

Jessica Otis, 20760 Linwood Road, stated that they will continue to come to the Council meetings requesting speed bumps and more traffic control. She stated that the neighborhood is transitioning to younger families and other residents want the same thing. She stated that the signs would help to curb behaviors. She stated that the City would not pay for speed monitoring signs and they were willing to pay for them.

Paul Skrede stated that he wanted to include portable signs in the budget and was informed by Chief Johnson that these permanent signs have already been bought. He stated that he has a preference that signs be owned by the City. He stated that the speed trailer is too large and can only provide so much data. He stated that he doesn't want permanent signs because not many other families would buy it. He stated that he is on the same page with many of these concerns but wants a solution that is broader than Linwood Road.

Jessica Otis asked why not post the signs we already have.

Dan Otis stated that he wanted to try this as a way to modify behavior. He noted that there have already been two close calls on Linwood Road already. He stated that speeding is a pervasive problem and they do not want half measures.

Gabriel Rohde, 18400 Minnetonka Blvd, stated that it is clear that citizens want slower speeds and doesn't know what the flip side concerns are. She asked if we could post 15 mph speed limit signs in all residential areas. She stated that Deephaven has narrow streets and numerous shrubs growing into the street and we need to address speeding.

Chief Johnson stated that reducing speed limits will not lower speeds as studies show that they only lower speed limits by 1 mph. He added that thousands of cars would be in violation of this lowered speed limit. He stated that he doesn't doubt that there is speeding on Linwood Road since it is such a wide road. He stated that he can't think of a negative impact of installing these signs.

Tom Rothstein stated that they just seem so extreme. He stated that 90% of the people driving on Linwood Road are residents and the current speed limits are confusing.

Dan Otis stated that the data shows that behavior changes once these signs are installed.

Jessica Otis stated that this would be a starting point for these behaviors to change.

Dan Otis added that these signs could be totally funded by residents.

Gabriel Rohde stated that Deephaven is a city of families.

Jim Engstrom, 20665 Bayview Court, stated that he is the recipient of the post abutting his property, located in front of his gate. He stated that government doesn't start at City Hall it starts in the neighborhood. He stated that, including himself, there are three residents affected by these signs because we weren't notified in advance. He stated that it has been a privilege for him to have lived here for 32 years. He acknowledged that some people do speed but would prefer a solution somewhere in the middle. He added that no one wants a kid to be injured but just doesn't believe we need the signs.

Tony Jewett stated that if these signs went up, the speed would increase.

Marta Blaske, 19555 Excelsior Blvd, asked what the price of a speeding ticket was and if the City had any control over the price. Chief Johnson stated that the City doesn't determine the cost of a speeding ticket.

Paul Skrede stated that we understand that people are concerned with speeding. He stated that two new officers will be joining the police department and a great way to get these new officers started would be by implementing a citywide program designed to control speeding. He stated that one of his objections is that these signs did not come to us the normal path.

The Committee discussed removing the 20 mph cautionary signs on Linwood Road and changing the speed limit to 25 mph.

Tony Jewett stated that the Council meeting in September will likely include a group of residents from the Deephaven Beach area requesting better speed controls.

Further discussion was held on doing a speed analysis in other areas of the city and determining when it would be appropriate to change speed limits from 30 mph to 25 mph.

Dan Otis stated that a temporary solution on Linwood Road is not acceptable.

Motion by Chief Johnson to post all of Linwood Road from Minnetonka Blvd to Cottagewood Road at 25 mph. Seconded by John Menzel. Motion carried 4-0.

Discuss Vine Hill Bridge Mirror

Discussion was held regarding the convex mirror near the Vine Hill Bridge on whether it should be taken down or replaced by a larger mirror. Chief Johnson stated that the mirror provides a false sense of security.

John Menzel stated that it was installed for safety reasons.

Chief Johnson noted that it is not a very good mirror.

Tony Jewett stated that he has tried to use it but it doesn't help with visibility.

Paul Skrede stated that if it is taken down, we should keep the mirror.

After further discussion, the Committee recommended repairing the weather stripping on the mirror and readjusting it. It was felt that those who didn't want to use the mirror didn't have to but it may benefit others.

Discuss Park Avenue Parking Lot

Chief Johnson stated that the parking lot can be extremely congested during certain Yacht Club activities and should be striped. He stated that the lot is difficult to maneuver and people are making their own parking spaces.

Paul Skrede stated that cops could just park and walk around the lot to enforce parking issues. He stated that we would have to legally stripe the lot, which would remove a lot of spaces.

Chief Johnson noted that the way people are parking there now is restricting people from leaving.

Tony Jewett noted that both the Yacht Club and LMSS have grown considerably in membership, which is adding to the problem.

The Committee recommended re-striping the central parking space for handicapped parking next year.

The Public Safety Committee adjourned on a motion by Dana Young, seconded by John Menzel. Motion carried 4-0.

Bridge Update

Dana Young stated that he asked Hennepin County Bridge Engineer Jacob Bronder several follow-up questions from the Committee's review of the last bridge inspection reports on April 10th. He stated that Mr. Bronder's response to our questions were as follows:

Bridge 27A63 – Minnetonka Blvd Over Carsons Bay

The Underwater Inspection report from 9/2016 by Collins Engineers calls out "minor to moderate" spalls at the waterlines of the piers. The report calls out the spalls as having "exposed reinforcement" and penetrations of "up to 6 inches." This seems more concerning than "minor to moderate" given the fact that the bridge is only 16 years old. The report recommends monitoring these spalls at the maximum NBIS interval of 60 months. Is there a way to more frequently monitor the development of these spalls? Also, given the age of the bridge and the apparent 60 month underwater inspection cycle, there should be at least 2 other underwater inspections. Are these available, and do they show a pattern of continued degradation? And lastly, at what point would these issues become more concerning than "minor to moderate" and require action?

Jacob Bronder - The deterioration described at the waterline is to the bridge's pile bent pier walls. These walls are typically installed with pile bent piers to prevent the collection of debris/flotsam between the piling as well as to withstand ice/barge impacts. The "minor to moderate" comment could be a reflection of the secondary nature of these walls. For now, this is a cosmetic issue.

Causeways (such as Carsons Bay) can generate scour conditions (as noted in the inspection) as a result of equalizing water levels between the water bodies. Because the rate of exchange is generally low and intermittent, material displacement is relatively minor (also as noted). Incidentally, this bridge does not require routine underwater inspections. It was added to MnDOT's program in order to establish a baseline channel profile.

I understand this may not be intuitive. I suggest that the city confer with the city's engineer to determine whether a course of action is necessary now or at some point in the future.

Bridge 27B90 – Vine Hill Road over HCRRRA

This bridge was just recently built, yet the inspection report suggests 85% of the deck has moderate cracking and should be sealed. Is this typical for a bridge of this age?

Jacob Bronder – Unfortunately, cracking in the concrete deck so soon after construction is not uncommon. Uneven temperature distribution during concrete curing is one likely cause and difficult to control in the summer. Sealing the deck will go a long way towards protecting your investment. This treatment can run \$3.50 to \$4.00 per square foot of concrete deck (roughly \$20,000 for 27B90). As preventive maintenance, sealing is recommended every 5 years.

Bridge L9265 – Northome Ave over Trail

This structure is in critical condition and the city is working to procure the funding necessary to replace it. In the meantime, the most recent inspection report suggests continued degradation in condition. With the bridge being posted for load already and the last rating being done in 2013, shouldn't Hennepin County re-rate the bridge for this changed condition?

Jacob Bronder - In reviewing the 2017 and 2016 inspection reports, there were no "critical deficiencies" identified. Additionally, the beam element condition state change doesn't automatically warrant an updated load rating. There was additional section loss identified in one of the columns (< 10%) as well as a number of bearing stiffeners but these deficiencies also wouldn't require a new superstructure rating. Individually, each of these conditions wouldn't necessarily require a new structural analysis. Given that the rate of deterioration may have increased since the last inspection, we will review the current load rating and update it as necessary. As a rule, if a "critical deficiency" is discovered during an inspection that threatens public safety, it will be addressed immediately.

There were no further comments regarding Jacob Bronder's comments on the bridge inspection report.

Discuss Thorpe Park Storm Water Improvements

John Menzel stated that there would be a significant improvement in the overall drainage on Rutledge Road and Hamilton Avenue by cleaning the entire ditch in Thorpe Park along Rutledge Road. He stated that he would have to wait until this area dries out before he can have his crew do this work.

Paul Skrede asked about the possibility of installing a retention area and adding a pipe in the ditch from Rutledge Road to the Thorpe Park and using some of the excess dirt from the warming house project.

John Menzel stated that he could get a quote from Schneider Excavating on doing this work.

Discuss Thorpe Park Parking Island Landscaping

The Committee decided to wait a few months until the warming house project was well underway before inviting landscape companies to design and install landscaping at the Thorpe Park parking island.

Paul Skrede noted that there is way too much excessive dirt on the island at the present time.

Discuss Easton Pond Improvements

John Menzel stated that he would get a quote from Schneider Excavating on installing a pipe from Rutledge Road to the ponding area along Easton Road for Committee review.

Hockey Rink & Board Painting

John Menzel stated that his crew will paint the boards and rink in either white or gray. Paul Skrede asked to have the outside of the boards left natural.

Review Recommended Fishing Locations

Dana Young stated that at the June 5, 2018 Park Committee meeting, the Committee discussed potential locations for public fishing and recommended designating Rocky Beach, a Carson's Bay fire lane, and Burton Park as permitted fishing locations. He stated that he informed the Park Committee that this recommendation would be reviewed by the Public Works Committee.

The Committee suggested focusing on Burton Park as a designated fishing location, depending on the proximity of the fishing hole to a proposed fishing dock.

Adjournment

Motion to adjourn by Dana Young, seconded by John Menzel. Motion carried 3-0. The meeting adjourned at 4:15 p.m. The next regularly scheduled meeting of the Public Safety & Public Works Committee will be held on Tuesday, August 7, 2018.