

**CITY COUNCIL MEETING  
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October 3, 2017**

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**City of Dundee**  
**City Council Meeting Minutes**  
**October 3, 2017**

**Call to Order**

Mayor David Russ called the meeting to order at 7:00 P.M.

**Council and Staff Attendance**

Present: Mayor David Russ; Councilors Kristen Svicarovich, Ted Crawford, Tim Weaver, Doug Pugsley, Jeannette Adlong; and Storr Nelson. Staff members: Rob Daykin, City Administrator; Peter Watts, City Attorney; Greg Reid, City Engineer; and Melissa Lemen, Administrative Assistant.

**Public Attendance**

Sean O'Day, Executive Director, Mid-Willamette Valley Council of Governments (COG).

**Agenda Changes**

None.

**Public Comment**

None.

**Consent Agenda**

**The motion** was made and seconded to approve Consent Agenda Item 5.1 City Council Minutes, September 19, 2017. **The motion** passed unanimously.

**Old Business**

**City Administrator Annual Review**

C.A. Daykin introduced Sean O'Day, the new Executive Director of the COG. As a benefit of membership to the COG, Mr. O'Day explained that they provide executive level evaluations for free. He noted that this is done primarily for smaller communities that don't have an internal human resources department to help facilitate that. He also pointed out that one of the advantages of using the COG for this type of service is that they are a neutral third party and are able to help facilitate the dissemination of the forms, as well as collection of the information and aggregating that into a report for the Council. Mr. O'Day reviewed that the COG recently provided this service to the City of McMinnville for their City Manager. He also informed Council that for members, the COG is also available to assist with goal setting, which a vision statement is often a component of. Mr. O'Day briefly reviewed some of the additional services the COG can provide, as well as described in detail his previous work experiences relating to these topics.

C.A. Daykin reviewed that at a previous Council meeting this topic was addressed with the goal of assembling an appropriate form and process for the City Administrator annual review. He noted that the Council had previously identified that the COG may potentially be able to assist with this process. C. Adlong indicated that the Committee who was to initiate this process has not yet met. She reviewed that the Council had been using the same review format every year for many years and it did not seem specific enough; the questions could be interpreted quite differently by different people. Mr. O'Day reviewed the services which the COG can provide. He informed that he could sit down with the Committee to discuss the process by which the evaluation would be done. He indicated that he could help staff that Committee and provide

different types of sample evaluation tools that could be used as well as samples of review questions. Additionally, he informed Council that his favorite resource for this evaluation process is the International City Managers Association (ICMA). Mr. O'Day explained that they do a good job of putting together City Manager evaluations that measure on metrics that most City Managers professionally agree are the standards that they should be held accountable to. He strongly encouraged that the ICMA forms are a good starting point, though encouraged that tailoring of the forms to fit the needs for the City of Dundee would be essential as well. Mr. O'Day discussed the evaluation process that the COG assisted with for the City of McMinnville. Detailed discussion ensued regarding the 360 evaluation process, though Mr. O'Day emphasized his belief that the primary part of the evaluation should be the Council's evaluation of the City Administrator along with the City Administrator's self-evaluation. The consensus of the Council was to provide the ICMA forms to the Evaluation Committee and also plan a meeting together with Mr. O'Day. The Committee would then bring their recommendations back to Council for review. The Committee members were identified as Councilors Weaver, Adlong and Nelson.

### **Dundee Vision Statement**

C.A. Daykin referred to Exhibit A on page 17 of the agenda packet and discussed this in detail with Council. He provided several different options including going through the Land Use process to simply repeal the Statement and remove it from the Dundee Comprehensive Plan. Another option would be going through the land-use process but leaving it in and modifying it to some extent (if desired), or ignore it and move forward and develop a separate Community Vision. He pointed out that in either case Council may wish to adopt its own Community Vision through a different type of process. C.A. Daykin informed that Mr. O'Day has much experience in this area as well and may be able to offer assistance with this process. C.A. Watts reviewed that the Comprehensive Plan is a static document in the land-use process and to change it is complicated. He reviewed that the Comprehensive Plan can be changed and detailed discussion ensued regarding this process. C.A. Watts indicated his support of the options provided to Council by C.A. Daykin; all of the options can evolve though each requires a different level of action. C.A. Watts discussed that much is dependent upon how Council wishes to use the Vision Statement; detailed discussion ensued.

Mr. O'Day offered additional insight with regard to this topic as well. He pointed out that by having the Vision Statement in the Comprehensive Plan provides a lens through which land use actions are evaluated by Council, applicants, proponents and opponents as well. Mr. O'Day informed that a land-use process would be required to change it, and he then compared this process to the Goal Setting process. Detailed discussion ensued. C. Adlong informed that she had been a part of the process many years ago, and reviewed her recollected historical perspective of how the Dundee Vision Statement evolved many years ago. Mr. O'Day informed that the COG is available to assist with the goal setting piece but suggested seeking a Land-Use Consultant to assist with the land use processes which could be involved. C.A. Watts supported this as well and described the potential complexity involved with this process. Mr. O'Day and C.A. Watts pointed out that there is no correct answer, and there are pros and cons to the options available. C.A. Watts reviewed that the Comprehensive Plan can evolve as desired though requires conscious decisions as well as an understanding of the processes required.

M. Russ discussed that while most of the information contained in the Vision 2020 reflects present values, he expressed concerns about the noted population cap at 5,000 people for the City of Dundee. C.A. Daykin informed that population is no longer an issue for the City to determine and that it is now a task of the Population Forecast Center of Portland State University (PSU); they determine the forecast for population for land-use purposes. C. Pugsley inquired about whether potentially removing the Vision Statement would also involve a land-use process which Mr. O'Day confirmed. C. Adlong inquired about the complexity of this process and discussion

ensued. C. Nelson recalled that there was a lot of time and effort put into the present Vision Statement. C.A. Daykin reviewed and discussed in detail this history of the present Vision Statement, as also outlined the agenda report on page 11. Additional detailed discussion ensued. C.A. Watts raised the argument that once the year 2020 has passed, the vision for 2020 could potentially be deemed no longer applicable. The consensus of the Council was to leave the Dundee Vision Statement as it stands in the Comprehensive Plan. C. Svicarovich inquired if Council went through the process to develop a new vision for the future of Dundee, would the present Vision Statement for 2020 essentially be removed and replaced with the next twenty year horizon. C.A. Daykin informed that it would be up to the City Council in place at that time as far as what to do as far as a land-use process. C.A. Watts reviewed the importance of the Council recording specific interpretive findings at appropriate times in the future with regard to land-use matters; when specific findings are not made as a Council, problems could be created in the record. Additional detailed discussion ensued. C.A. Watts pointed out that as long as the Vision Statement is in the Comprehensive Plan, then it's going to be applicable to a UGB expansion or any other land-use decisions.

C.A. Daykin reviewed that the next biennium goal setting session opportunity will be in 2018. He informed that Sean O'Day would be available for the second City Council meeting on January 16, 2018 for a goal setting session. The consensus of the Council was to schedule this for that date, possibly starting the meeting a little earlier in the evening at 6:00 pm.

### **Highway 99W Sidewalk/Streetscape Project Update**

Construction Schedule: C.E. Reid provided Council with an updated three-week construction schedule. He reviewed that the schedule shows completion of Stage 3, Seventh to Ninth Street, mid-next week. He informed that the present plan is to close Seventh Street for paving of the intersection on October 9<sup>th</sup>. He reviewed that K&E plans to prep the area on Saturday (October 7<sup>th</sup>), keeping the area closed Sunday (October 8<sup>th</sup>) with paving scheduled for the intersection on Monday morning. Though this isn't an ideal paving schedule, the alternative would require pushing the paving date out to their next available date which would potentially be impacted by rainy weather. C. Nelson pointed out the importance of area businesses having access over the weekend and suggested requesting K&E to complete their prep work on Sunday instead. C.E. Reid advised that he will talk to K&E about changing the prep day to Sunday to minimize the impact for the weekend. Following the paving, C.E. Reid informed that K&E will begin Stage 4, Ninth to Eleventh Street, which will be under construction for the next several weeks. Though the full schedule was noted to not have been updated recently, it appears that construction is an additional week behind. C.E. Reid informed that he will be discussing this with K&E to see how they will hope to make up the time. He noted that K&E had previously made mention that a couple of large excavation jobs would be coming to an end shortly, possibly enabling them to add additional resources to the Dundee project, if possible.

### Street Sign Alternatives:

Decorative Poles: C.E. Reid informed that he has been discussion some options with ODOT. He noted that ODOT informed him that in order to use the decorative poles they would need to be checked for their wind loading and breakaway nature to make sure they meet ODOT standards. C.E. Reid advised that he also has inquired with ODOT regarding the possibility of only using the decorative poles for the street signs which would be located off of the highway on the side streets. ODOT has not yet replied to this question. He noted that the decorative poles are the breakaway design and that he has also requested potential wind load counts from the manufacturer. Lengthy detailed discussion ensued with regard to the potential options available. Many pros and cons regarding the decorative poles were discussed. C.E. Reid pointed out that perforated pole

bases have already been cast in the concrete from Third Street to the highway; if the decorative bases were to be used the perforated pole bases (sleeves) would need to be cut out and replaced. Additional detailed discussion ensued. The consensus of the Council was to move forward with the powdered coated perforated poles along the highway and pursue the decorative poles for the street name signs only.

Decorative Signs/Lettering Size: C.E. Reid informed that ODOT verified that 6 inch lettering is required per the standard. The standard also requires 3 inches of space above and below the letters, 1 inch of which is the white border. Street sign examples were reviewed with Council. C.E. Reid pointed out that the City of Dundee standard does not include a white border on signs, so he has asked ODOT if this can be eliminated. If this is possible, he has additionally inquired as to whether or not the 2 inch space could be reduced down to 1 ½ inches which would bring the sign size down to 9 inches. C.E. Reid advised that he has not gotten an answer yet regarding this from ODOT. The consensus of the Council is to remove the white border from the signs (if allowable) and make the signs as narrow as possible.

The provided decorative printed sign shape examples were reviewed. Detailed discussion ensued regarding the options. C. Weaver pointed out that the leaf symbol provides for a broader public. It was noted that the leaf symbol is included on the bypass, on City signs and park signs as well. C. Nelson pointed out that if the decorative shape is placed above the sign it will also help to hide the post. Several councilors voiced support of the goblet symbol being used and C. Crawford pointed out that this symbol may be appropriate in the commercial district, a more tourism focused area, while not used throughout the entire City. C. Crawford reviewed out that ODOT would not allow the goblet symbol to be placed on the bypass area, and C. Svicarovich pointed out that ODOT may require the signs to meet their standard due to their location on the public highway. The consensus of the Council was the decorative leaf symbol placed above the street signs. C.A. Daykin inquired as to whether or not Council would be interested in seeing this same type of sign in the Riverside area as the adopted standard for street signs which they voiced support of. C. Adlong expressed concern about the size of the leaf symbol on the sign; it would need to be large enough to be easily discernable. Detailed discussion ensued with regard to the symbol and potential positioning on the sign. C.E. Reid and C.A. Daykin confirmed that they can provide additional schematics and a final look for the sign once they are able to obtain the final dimensions from ODOT. C.E. Reid reviewed that at the previous council meeting it was decided to move forward with numerical street names written with the number itself and not spelled out. C.E. Reid inquired as to whether or not Council would be in favor of spelling out “street” on the numbered streets to try to give some length to the letters. Discussion ensued.

C. Crawford inquired as to whether or not Highway 99W through Dundee will undergo a name change once the bypass is complete. M. Russ informed that the bypass will become Highway 18 and Highway 99W will remain unchanged. C. Crawford inquired about whether or not there was a previous historical name for Highway 99W. C.A. Daykin explained that ODOT’s alternate name for Highway 99W he believes to be Pacific Highway. Additional discussion ensued.

C. Svicarovich inquired as to whether or not ODOT will require the placement of the 99W oblong shaped shield symbol on signs. C.E. Reid advised that ODOT did not make any comment on the plans with respect to that. C.A. Daykin confirmed that they will verify with ODOT as to whether this will be required.

Side Street Turning Movements: C.E. Reid informed that he purchased software which will allow him to analyze any desired vehicle during his thirty day subscription. Detailed discussion ensued with regard to the information he's obtained thus far regarding turning movements. He referred Council to view the map information provided regarding the Third Street and Tenth Street intersections. With regard to these two locations, C.E. Reid discussed a variety of potential turning movements and maneuvers. At Third Street, if the bus example provided turns from the center turn lane, the turn can be completed but both sides of the road are needed (no one can be waiting at the traffic signal). It was noted that Third Street presently has a 24 foot width with 12 foot curb return radius. At Tenth Street (heading east), from the right lane, the bus example is able to complete the turn though the full width of the street is needed (no one could be waiting at the stop sign). C.E. Reid pointed out that if the bus turns from the center turn lane; both lanes are still required in order to complete the turn. It was noted that Tenth Street is a 28 foot wide street with 12 foot radii, which meets the public design standards and codes. C.E. Reid noted that although these preliminary findings are for a bus, he assumes there will be very similar findings for the fire apparatus. He also pointed out that there is a larger ladder truck that the Fire Chief has asked be evaluated as it could potentially be a support vehicle from the City of Newberg. Lengthy discussion ensued with regard to the decisions affecting the evolution of the streets to their present widths.

The challenges with regard to Tenth Street were discussed, including the fact that acquiring additional right-of-way or off-setting the street would be nearly impossible; property is needed to complete the ADA ramps to our specifications. C.E. Reid reviewed Seventh and Ninth Streets. C.E. Reid indicated that he recently redesigned Ninth Street to provide 20 foot curbs as it is a collector street; though this should improve the turning movements in this location, it was noted that in order to make the turn without getting into the opposite lane of traffic the driver must be in the center turn lane.

C. Nelson pointed out his belief that he doesn't feel the City should need to design all of the off streets to have a 30 foot radius to accommodate. C.E. Reid pointed out that this is not the standard, and to provide turning movements which allow bus-size vehicles to remain in their lane of traffic, huge radiuses would be required thus requiring the City to acquire additional large easements for right-of-way. C. Nelson pointed out that though access is important; the City is already improving a condition that the Fire Chief is experienced with. He noted that in the pedestrian friendly environment the City is creating, providing huge radiuses for as often as they would be used for all streets is not necessary. C. Nelson suggested that on specific streets, such as Ninth Street, enlarging the area as C.E. Reid has already done is reasonable. Additional detailed discussion ensued.

C. Pugsley inquired as to whether or not ODOT has approved these intersection areas to which C.E. Reid advised that they have indeed been approved though the turning movements are not critical to them. C. Nelson inquired about the radiuses at Fifth Street to which C.E. Reid was unsure of their measurement though indicated that large right-of-ways were sought for larger radiuses in that area. C.A. Watts pointed out that when drivers become aware an approaching emergency vehicle with sirens and flashing lights this changes the condition and drivers are inclined to move to the side and allow more room for them to pass.

C.E. Reid pointed out that Ninth Street, a collector street which is supposed to have a 25 foot radius per City of Dundee standards, presently has a 20 foot radius. He noted that it was originally designed at 12 foot, and pointed out that local street to local street can go down to 10 foot radiuses. Additionally, he pointed out that there are 12 foot radiuses at local to every arterial or collector street currently. C. Svicarovich suggested that it does make sense for the City to meet its own standard. Information within the TSP was reviewed briefly and discussion ensued.

C.E. Reid discussed his thoughts and ideas for striving for the biggest radiuses possible on the collector streets, though noted that a 25 foot radius would be difficult.

C. Nelson inquired as to whether or not mountable (drivable) curbs, effectively providing a 25 foot radius, would be allowable. C.E. Reid advised that he doesn't believe ODOT would allow this; ODOT requires an 8 foot exposure on the corner to keep vehicles from potentially cutting corners. C.E. Reid explained that in the future before changes of this nature are made, the turning movements will be checked and the proper authorities will be consulted with before a variance is adopted. C.A. Daykin pointed out that originally this project was going to be completely designed by ODOT; a big part of the project was inherited by the City over time due to the limited right-of-way in the middle and to facilitate moving forward. The complexity and unique circumstances of the present project were discussed. C. Svcarovich expressed her strong support of the curb ramps being built to the standards set in place at this time with regard to Ninth Street; if that is not possible she supported considering a variance. She pointed out the fact that this is a major thoroughfare in the community, and stressed the importance of exhausting all possibilities to obtain the correct design standards. M. Russ supported making additional improvements to Third Street which C.E. Reid supported as well.

M. Russ expressed concern with regard to future projects, especially with regard to providing a clear process for those who may be faced with potentially similar situation down the road. C.E. Reid pointed out that when an internal design is completed for any project that a peer review of some sort should be completed, especially for a large project. Additional discussion ensued.

With regard to the Tenth Street, C.E. Reid noted that it is already at 28 feet which is meeting the standard. He indicated that though Third Street is at 24 feet it is substandard; it would need widened to 28 feet to meet the standard. C.E. Reid explained that increasing Third Street to 28 feet would allow the turn to be made without going into the center turn lane but both sides of traffic would be required.

C. Svcarovich inquired as to whether a peer review could be completed now with regard to where things stand presently and what is being proposed, especially with regard to design considerations. She noted that as a Council they can provide general recommendations though are not experienced roadway designers. C.E. Reid pointed out that it is really about meeting ADA standards and what can fit in the discussed areas with the radiuses. He advised that he can look at alternatives for different layouts. With regard to Third Street, C.E. Reid indicated that he can achieve the 28 foot width by redesigning the layout though this may potentially involve purchasing more right-of-way. C.A. Daykin pointed out that these improvements will be done and concurrent with ODOT's phase of work as they will need to complete the drainage work in this area. Detailed discussion of the work involved ensued. The consensus of the Council was to move forward with achieving the 28 foot width at Third Street, attempting to accomplish this with retaining walls and avoid needing more slope easements. The consensus of the Council was that Tenth Street was acceptable at 28 feet.

C. Svcarovich inquired as to whether or not ODOT has reviewed any of the constructed curb ramps at this time. C.E. Reid informed that ODOT has approved Tenth Street but haven't inspected any of the others yet. C.E. Reid informed that he has been checking the slopes on the ramps and landings and they appear to be fine.

#### Landscaping Opportunities:

Eighth Street: C.E. Reid reviewed with Council photos of the area within this public right-of way. Detailed discussion ensued. The two areas on either side of the driveway

area were noted to be areas where potential landscaping could be placed. Though this could potentially become a future roadway, for now the area was poured as a driveway. C.E. Reid also noted that today it came to his attention that the driveway was poured at 36 feet wide rather than the 24 foot wide driveway which was designed. He explained that he can request this be fixed and that they re-pour the driveway wings in the correct location which would protect the potentially planted areas. C.A. Daykin pointed out that there could potentially be sparse landscaping with some hardscaping as well. C.E. Reid pointed out that there is a water pipe on Eighth Street which could potentially allow for irrigation in this area. C. Crawford supported tapping into water while it is exposed and easily available. C. Pugsley supported requesting the driveway be redone at 24 feet wide and the addition of xeriscape with grasses and low maintenance landscaping in the cross-hatched areas. The consensus of Council was to fix the driveway and add some low maintenance landscape without adding too much infrastructure

Ninth Street: C.E. Reid reviewed the potential landscape area in this location. He pointed out that a wraparound style driveway was necessary in this area due to the fact that he couldn't achieve a level landing between the wings of the sidewalk ramps and the driveway. He also informed that the bus shelter will be moved from the northerly side of Ninth Street over to the southerly side to allow the bus to stage without blocking the driveway. He pointed out that landscaping could be done where the existing shelter is located and on either side of the new bus shelter, if desired. Additionally, he noted that the landscaping could be expanded further back into the right-of-way if something larger was desired to be created in this area. C. Adlong pointed out that there are very few potential landscape opportunities between Fifth and Twelfth Streets. She inquired about whether or not there would be landscaping potential on the Niederberger road end. C.A. Daykin reviewed that at one point he believed ODOT had planned to place trees in this area. Discussion ensued with regard to the potential plans for the Niederberger road area. C. Crawford pointed out that the Tourism Committee has discussed the addition of another welcome sign on the south end of town which would provide for an additional landscaping opportunity. Discussion ensued regarding potential landscaping options. C. Pugsley suggested the addition of boulders. C.A. Daykin suggested the idea of adding a bench along with a tree for shade. C. Pugsley pointed out that this would allow a shady area for those to sit who might be waiting for the bus. The Consensus of Council was to place some natural seating along with a shade tree in the available space.

Public Access Easement Status for Sidewalk Ramps: C.E. Reid reviewed that he will address the 25 foot radius for the collector at Ninth and Eleventh Streets. He will reevaluate these areas prior to getting the easement documents together. He expressed concern about the church being so close to the right-of-way in that location; he will get as much as he can and report back to Council. At Ninth Street, C.E. Reid advised that he will evaluate to see if he can increase from 20 to 25 foot and report back.

C.E. Reid described the lengthy process by which Wine Country Legacy Partners eventually granted the City the easement needed. He also noted that they are not in favor of the bus stop being located next to their property. C.E. Reid informed them that an evaluation will need to be completed with regard to the bus stop; this will also need to be reviewed and approved by Council.

C.E. Reid informed that though Mr. Chong (B & S Market) didn't really like giving up as much space as he had to for the 20 foot radiuses to accommodate the redesign ADA ramps, he said he would sign the easement tomorrow.

C.E. Reid advised that he has spoken with Hal Medici who said he would not have a problem signing the easement for his property at the northwest corner of Eleventh Street and Highway 99W though he has not yet seen it on paper. Mr. Medici also noted that he's about to resubmit an application for development on his property.

C.E. Reid advised that he is working on 12<sup>th</sup> & Maple Wine Company's development review; he would like to have their plans done so that when he calls them he can request their easement. He noted that the City has already filed the resolution of easement necessity and the forty days have passed. C. Adlong inquired as to what development this business is planning to complete. C.E. Reid explained that they are building on Fourth Street off of Maple, and Eleventh Street. C. Adlong inquired as to whether 12<sup>th</sup> & Maple Wine Company will be bringing their lights into conformance with the City ordinance to which C.E. Reid replied they will be required to do for their new building. He noted that while he cannot enforce this for their other properties, he will mention this to them.

School Zone Signage: C.E Reid reviewed the location of the present school zone. He reviewed that after speaking with ODOT, they indicated that because there is a signalized light at Fifth Street, under current ODOT criteria they would deny the school zone signs. However, since the school zone has already been in place, ODOT has indicated that they will allow this to remain. It was noted that since there was a school zone present prior to the installation of a traffic light at Fifth Street, it was left in place. C.E. Reid pointed out that the City's current plans were to remove the crosswalk sign at the crossing at Fifth Street and not replace it. In C.E. Reid's opinion, which ODOT agreed with, since there will be a school zone as well as a school zone sign and speed sign; the City should keep the school crossing sign. C.E. Reid reviewed that legally all of the signs could be removed if desired by Council. C.A. Daykin pointed out that the City has received comments on both sides of the issue. Discussion ensued. M. Russ pointed out that nearly no children cross the street due to the majority of children being bussed to school. C. Svicarovich pointed out that if children do need to cross they will be crossing at a signalized intersection as opposed to a random mid-block crossing. Additional conversation ensued. C. Adlong voiced her support of leaving the signs in place. M. Russ supported removing the signs though acknowledged the potential public view of removing the signs as the signs have been in place. C. Crawford voiced his opinion that the signs could be viewed as potential extra clutter. M. Russ inquired as to whether if the City made a decision now to remove the signs, whether or not ODOT would allow the signs to be replaced in the event that the public were to strongly disagree with this decision. C.E. Reid advised that he could pose this question to ODOT, and noted that at this time the plan has been approved knowing that the school zone would be replaced though with removal of the crossing sign. The consensus of the Council is to remove the school zone signs as long as ODOT would agree to reinstall the signs if the public was opposed to the decision. C.E. Reid will discuss with ODOT to make sure this would be a possibility. C. Nelson pointed out that the sidewalk along the school area has also been improved, making it much more pedestrian friendly.

## **New Business**

### **Speed Study Request**

C.A. Daykin reviewed that C.E. Reid originally requested that ODOT conduct a speed study. C.A. Daykin pointed out that after additional consideration and given the limited opportunities to have speed studies conducted, it may be more beneficial to wait until the two pedestrian refuge islands are constructed at either end to see if that affects driving patterns. M. Russ shared his opinion that a speed study would be most beneficial to be done following the completion of the TE project which Council supported as well. C. Svicarovich raised concerns that the City may be obligated to changing the speed upwards if the 85% percentile speed came in higher. She pointed

out that it may be beneficial for the City to gather speed information to get an idea if having the speed study done would be in the best interest of the City. Additional detailed discussion ensued.

### **Council Concerns and Committee Reports**

C. Svicarovich reviewed that the recent Play on the Bypass event went very well and was enjoyable for those who attended.

### **Mayor's Report**

None.

### **City Administrator's Report**

C.A. Daykin reviewed that the crack seal program has been completed, though further discussion and inspections still need to be completed. He did note that there were some areas towards the end where the contractor seemed rushed and may have missed some of the cracks where they overlap. C.A. Daykin informed that they will be having a discussion with them to follow up. He also noted the importance of developing a relationship with this company and asking them to come in on an annual basis, done as a small works project, just so that the City doesn't get so far behind. The streets targeted for slurry seal next year were completed, though he will be following up with another asphalt specialist to help verify whether certain streets need more than just a slurry seal. C. Crawford pointed out that there are still some no parking signs left behind by the contractor and C.A. Daykin advised he will discuss this with Public Works.

C. Crawford informed that there is a Redquium Tasting Room sign that has been placed on the contractor's detour sign on Ninth Street.

C.A. Daykin described continuing issues with regard to the sludge removal process. He pointed out that the project is nearing completion though due to the fact of not being able to use as many trucks as originally thought, the budget will be reached with a lower level of sludge being removed. The pumping and mixing expenses are very costly. C.A. Daykin advised that there will be a follow up discussion with Michael Humm, Kennedy Jenks, with regard to future options for sludge disposal

M. Russ inquired about recent patch work done on Red Hills Lane which he indicated is not very smooth. C.A. Daykin confirmed that City Crews did some hot patching in that area. Additional discussion ensued.

### **Public Comment**

None.

The meeting was adjourned at 9:41 P.M.



David Russ, Mayor

Attest:



Rob Daykin, City Administrator/Recorder