

CLOQUET CITY COUNCIL WORK SESSION

Tuesday, October 6, 2015, 5:30 p.m.

Meeting Minutes

Present: Bjerkness, Kolodge, Langley, Maki, Rock, Wilkinson, Mayor Hallback

Absent: None

Staff: Fritsinger, Klassen, C. Peterson, Prusek

Other: Jamie Lund, Pine Journal, SEH Representatives

Highway 33 Landscape

Jim Prusak, Public Works Engineer, stated that the project started out as simple landscaping along Hwy 33, quickly growing to incorporate all elements of park improvements, the concept of trails, and the river front improvements meshing all together, therefore making it a master plan. Karl Weissenborn of SEH reviewed the landscape study, explaining it is a holistic master plan, capturing 3 major components, (1) Design Guide Typologies, (2) Corridor Landscape Design Concept Plan, (3) Trail Connections along the Highway 33 Corridor. Items reviewed from the study highlighted are as follows:

- Design Guide Typologies identify objective, opportunities, constraints, maintenance and operations considerations with each typology. The typologies show plan layout plant material, and location options with sidewalk and pedestrian connections and frontage roads.
- Question if trails will be handicap accessible. Yes.
- The plan includes lighting, landscaping, berming, and the trails.
- Explanation of plant species in design are all native to MN and low maintenance as possible. Mr. Bjerkness stated the importance to tie typology to where it would exist in reality.
- Was there an environmental impact study with EPA? Not at this level of design which is early and conceptual.
- Corridor Landscape Plan includes from Doddridge to Skyline, with commercial and residential properties. Mr. Bjerkness questioned if the plans for the downtown and Dunlap segments compliment what's already been done with the parks? Yes, teams are working together.
- Review of the Skyline Segment identifying ATV trails, signage and re-vegetation. Mr. Bjerkness inquired about the tree removal, will all be removed? Trees identified as diseased were taken out.
- Dunlap Island segments – This is a MNDOT right of way. Discussion points were future pedestrian bridge, pedestrian lighting locations, enhanced or pedestrian crossing

features. The question was asked if this section would somehow affect the Northeastern, yes, but only by enhancing it.

- Pinehurst Segment – The plan is complementary with the park project currently going on. Parts of trails will be mixed with ATVs, bikes, pedestrians.
- Discussion of lighting on the trail. Trail lighting with a continuous level of illumination between lights. Roadway lighting will allow more illumination to the trails as well. Roadway lighting is not LED yet, but could be changed easily.
- Discussion of snowmobiles and ATVs continuing to use the trail. There needs to be continuous discussion whether to accommodate all or pedestrians only. The reality is ATVs and snowmobiles will use the trail no matter what it is designed for. To accommodate all users there needs to be more space to separate. Much of this will be determined by MNDOT reviewing for future improvement projects. There needs to be much more discussion for options on the final design of the Pinehurst section. Mr. Prusak stated the preferred option would be by rerouting the ATVs and snowmobiles.
- Mr. Bjerkness asked if the McKinney's have seen the plan? Mr. Prusak noted they have been involved when talking about this particular section of the corridor with the impacts of the frontage road, but not part of the landscape design discussions.
- Mr. Fritsinger stated the importance of being mindful of existing snowmobile trails and where do they go in this commercial section. They currently go through swamp, running into Issues with MNDOT crossing the highway. How formal do we want to make it?
- SEH reiterated these recommendations have been developed in correlation with the corridor and access management study that has been ongoing and the park development and riverfront work being done.
- Cost summary – numbers are generalized for the typologies and used as a template with much design development and flexibility. Use this document as a master plan, with enough detail to lead to specific projects to be identified.
- There needs to be a priorities discussion as to where the staff and Council see the best use of priorities. Mr. Fritsinger noted the preliminary five year CIP approved by the Council did include several landscape projects.
- Additional funds can be applied for towards the trail systems, state and federal transportation dollars can be allocated to pedestrian trails.
- Will there be challenges with segmenting the trail system instead of making it continuous? Need to keep in mind the image for the total concept, not just landscaping.
- Funding source? Preliminary CIP over a 5 year window, portion eligible to be funded through the sales tax. There still needs to be a discussion as a group to use those dollars or not.
- Mr. Prusak recommends that due to the significant “sticker shock”, Council needs to focus on segments, corridors, and landscape designs, if there are particular areas that should be prioritized, share your thoughts with staff. If no feedback, then staff will identify the key areas. There are multiple areas identified for sales tax dollars, highlighted as landscape items.
- MNDOT dollars will be applied for on the right of ways.

- The next step is for feedback on this study as there is opportunity for thoughts and ideas moving forward. Mr. Prusak suggests to focus at the Wal Mart intersection, going to Washington Avenue and close to Doddridge Avenue on the east side only. That area needs to be cleaned up.
- Council agreed to use another Work Session for more conversation on the study.
- Mr. Prusak noted that another primary topic identified as priority is the trail from Doddridge to Pinehurst for MNDOT pedestrian dollars. The sooner the proposed project is given to MNDOT, the sooner the final design for trails can be discussed.

There being no further business, the meeting adjourned at 6:55 p.m.

Respectfully Submitted:

Brian Fritsinger
City Administrator