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## MINUTES

### TH 61 Reconstruction Project - PMT Meeting #2

August 2, 2017

10:00 a.m.

Lake City - City Hall

Meeting Chair: Chris Hiniker

Minutes by: SEH

Present: Councilmember Greg Schreck, Councilmember Russell Boe, Councilmember Phil Gartner, Mark Sievert, Scott Jensen, Megan Smith, Chad Hanson, Chris Hiniker, Bill Anderson, Nathan Blanchard

Copies to: PMT members

#### I. Field Walk

##### A. Prior to the field walk:

- a. Chris reviewed different street projects with Google Maps showing different levels of amenities and layouts. Princeton, Gaylord, Albert Lea, comments included liking trees downtown, exposed aggregate accents, plenty of benches, tree grates. Lighting shouldn't be too bright.
- b. May be limited to two flashing beacon pedestrian crossings. MnDOT will need to review the City's request for number of and location of crossings. Group identified preferred crossing locations at Bay View Street, Clay Street and mid-block between Jewell Avenue and Jefferson Street. All intersections will have pedestrian ramps but not designated crosswalks. It was noted that Grant, Monroe, and Jewell are the primary local streets that intersect with TH 61 along the lakefront.
- c. The group concluded that the potential "bump-outs" into Lake Pepin identified in the Stantec study would be pursued independent of the TH 61 project so as to not further complicate the highway project. Chad noted that initial feedback regarding the bump outs from the DNR has not been favorable.

B. Discussed existing lighting; some might be able to be salvaged and retrofitted with LED, however it might be better to start with all new lighting which would allow more options. Group discussed low and high options, lights that include color options, or motion sensors on the river walk. Preference is to keep lighting low so it doesn't interfere with the night sky.

C. Discussed options for trees and grates, benches, and the benefit of a wider sidewalk through downtown. ***In advance of the next PMT meeting SEH will send the group a series of photos depicting various landscaping options and styles (from other communities).***

D. Looked at the pedestrian tunnel. It is leaking and very narrow with a sewer line running through it. All indications are it should be removed.

- E. Discussed potential of eliminating left turns at some intersections. At a minimum it is anticipated that left turns would be removed where the flashing beacon crossings would be installed. **SEH will update the layout to reflect flashing beacon crossings and medians at Bay View and Clay Streets. A median will also be reflected mid-block between Jewell Avenue and Jefferson Street.**
  - F. Discussed possibility of adding deck-type overlooks along the riverwalk.
  - G. Directed SEH to assume two trees per block on both sides of the road.
  - H. Discussed parking needs. Might be beneficial to conduct a parking usage study. Also discussed the potential need for additional parking near the locations of the flashing beacon pedestrian locations to accommodate riverwalk users.
- II. Technical Task Priorities/Status
- A. Discussed lane widths. It was concluded to proceed with 11 foot through lanes and a 13 foot continuous left turn lane along the lake front and 12 foot through lanes and a 13 foot continuous left turn lane in the downtown segment. Parking stalls will be 10-feet wide.
  - B. **SEH will coordinate an ADA field walk with MnDOT in September/October.** Purpose of the field walk is to review all sidewalks and intersections to identify specific needs and challenges. There may be some locations (i.e. steps into buildings) that may make alternate routes or ramps or building modifications necessary. **SEH will inform PMT when the field walk is scheduled.**
  - C. A question was asked regarding anticipated speed limits. Chad mentioned a speed study will be is typically done a year after the project to set speed limits, not before the construction.
  - D. Discussed City's interest in adding bypass lanes at the Hok-Si-La Park entrance and boat landing entrance. Staff will prepare a request and ask for City Council approval to request MnDOT determine the cost for these improvements (City responsibility). If the City decides to pursue, MnDOT will add the improvements to their 2019 mill and overlay project. **These potential improvements are independent of the TH 61 reconstruction project.**
  - E. Discussed concerns with the Central Point Road intersection (bad angle and not clearly defined). Improvements to the intersection will be included as part of the design process.
  - F. Discussed concerns about the condition of rip rap along the lake. **Chad will ask MnDOT maintenance staff to follow-up with Scott to discuss concerns.**
  - G. Discussed the potential for closing some existing driveways onto TH 61. **SEH will develop a map highlighting parcels that have two or more access points to a public road. The PMT will review this information and determine whether to contact property owners to discuss potential access closures.**
  - H. Discussed timing of the first open house. **The group concluded the open house would be held later in 2017 after the layout has been advanced to include more project details (i.e. parking, crosswalk locations, potential access modifications, etc...).** It is anticipated that materials at the open house will need to clarify the decisions that have been made, the decisions yet to be made, and any preliminary information about the construction phase.
  - I. Discussed the possibility of detours during construction. Chad indicated he doesn't anticipate the need for a detour. Will likely work on half the road at a time.
  - J. It was suggested that City maintenance staff should review proposed landscaping improvements before making final decisions to make sure ongoing maintenance needs are manageable. **This inquiry will occur later in the design process.**
  - K. Survey work is over 50% complete. Expect to be done in two to three weeks.

***L. The City will research whether they need to make progress on their ADA Transition Plan in order to be able to use federal funding from MnDOT on the reconstruction project.***

III. The next PMT meeting will be held on September 6<sup>th</sup>.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

**If there are errors contained in this document, or if relevant information has been omitted, please contact Chris Hiniker at 651 490 2063.**