



FRAZEE CITY COUNCIL
SPECIAL MEETING AGENDA
Thursday – November 5th, 2020
Frazee Event Center – 114 Lake Street
6 p.m.
Special Council Meeting
ZOOM Platform

Topic: Frazee Council Special Meeting

Time: Nov 5, 2020 06:00 PM Central Time (US and Canada)

Meeting ID: 870 9622 1052

Passcode: 446491

Mayor Miosek called the meeting to order at 6:00 p.m.

Council Members Present: Mark Flemmer, Mike Sharp Nicole Strand, Zoom-Ken Miosek, Phone- Mark Kemper

Staff: Denise Anderson

Phone or Zoom: Kris Carlson City Engineer, Tom Winter City Attorney,

MN DOT Zoom: Tom Pace, Andrew Felber, Jeremy Flatau, Luke Johnson

Also on Phone: Patrick Hollister, Tyler King and Barbie Porter

Business

Multi-Use Trail and MN DOT Lighting Breakdown

Presentation of MN DOT Lighting cost share breakdown consisting of 24 trail lights and 23 street lighting units.

Discussion of amount provided in TA grant and MN DOT cost share amount.

Pace asked if the City wishes to go with Ottertail Power Company to continue their lighting plan. Council was not in favor of using Ottertail Power due to the high cost of yearly maintenance.

- A motion to not use Ottertail Power Company for the design and maintenance of the Hwy 87 Street project was made by Flemmer, seconded by Kemper. Vote called by name, all in favor, motion carried.

Tom Pace stated that MN DOT will move forward with their team to design the lighting system.

Council had an extensive discussion regarding trail right of way and pole placement. Possibly using a hybrid system with street lighting consisting of illumines to light both street and trail from the east side of the road south of the railroad tracks and trail and street lighting north of the tracks. Flemmer questioned if streetlights could be moved

further away from the curbs. Pace stated there is very limited space for right of way and would need to purchase more right of way or narrow the driving lanes. Kemper asked if it would be possible to obtain easements from property owners to place the poles on the backside of the trail. Winters stated that the easements would need to be permanent and they should be purchased from the property owners, however; his thoughts were it could be extremely expensive for the city. Johnson stated there is always the route of condemnation and the costs for the procedure are completely unknown and would be quite expensive. Further discussion of poles, bases and placement and types of bases best for the trail way and roadway poles. Further intense discussion of placement of lighting, to light or not to light the trail, corner street lighting and a tour of the MN DOT trail lighting maps and diagrams showing current planned placing for the trail and corner lights along with lighting at the railroad crossings continuing north to the school. Less lighting poles would reduce the project cost. Explanation of the widths of the sidewalks to comply with the ADA requirements and accommodate pole placements. Pace stated that the City is responsible for snow removal on the trail and sidewalks. MN DOT will assemble examples of poles that the city could choose from that will satisfy the illumines needed and a possible dimming system. Poles will be placed around 200 feet apart. Flemmer and Kemper both feel a hybrid system would be a better option for the lighting system.

Retaining Wall on Hwy 87 (Lake Street) and Pine Avenue

MN DOT would like to back off the property owners wall 5 feet. The property owner would loose most of the side yard, Carlson said that the City worked around that wall during the last improvement district due to the city cost of moving and replacing that wall. Kemper feels since the city doesn't need that 5 feet, he would prefer to leave the space for the homeowner. Pace said that MN DOT will need to scale back that area a bit to tie into the side yard.

A motion to leave the retaining wall on Pine Street side as is was made by Sharp, seconded by Kemper. Voice roll call was asked for (Strand had lost connection to the meeting, no vote), all others (4) in favor. Motion passed.

Quite Zone (Whistle Free) Discussion of Quad Gates, Maintenance Fees, Radar System, and possible variances for median requirements.

Flemmer stated that directional horns may be an option but also would like to explore other options. Pace stated that at this late date in the planning for the Hwy 87 2022 project MN DOT does not have the time to redesign the project for center lane change shifts to fit 100 feet raised medians that BNSF typically requires for separation lane medians separations. Johnson stated that even with a 50-foot variance there wouldn't be ample room for turning movements and would completely restrict entrance into the All-N-All . Sharp feels there are other safety measures that could be utilized such as reflectorized channelization safety devises including standup reflector markers. Pace said he's never seen that used in Minnesota. Sharp stated that other communities have used this type of devise. Flemmer stated that he and Sharp will investigate other types of options that shouldn't interfere or have an impact on MN DOT's project. Further discussion of a pedestrian gate or maze at the railroad crossing and the pros and cons of both regarding to maintenance costs and snow removal. Carlson stated that for ADA purposes the gates are preferable. Also, discussion of and escape gate. Johnson showed the ped gates and fencing on his diagram. The city will work on different avenues and

studies. Flemmer felt worst case scenario would be the city would need to install quad-gates to achieve a quiet zone.

Railroad Pedestrian Fence (TA Grant eligible)

Pace pointed out the diagram of the pedestrian fence that BNSF is recommending the city install for further pedestrian safety at the crossing. Discussion of the fence placement, but it is not an ADA requirement. It would be a city expense but would be covered under the TA grant. The fence would be 42" tall and the railroad would have gates installed so they could access their properties. Pace said looking at the project he doesn't feel with this expense all the TA grant money would be used. Sharp asked why Frazee is being required to place this fence when other communities have not been. Carlson stated that Moorhead does have them. Flemmer looked up the accident rate at this crossing and in 20 years there hasn't been one. Pace said there is a new rail master, and he may be requiring more stringent requirements. Johnson stated installing the fence now may open up more dialogs with BNSF with conversations in the future regarding a quiet zone. A maintenance agreement will need to be secured for the fence.

Amenity Zone (downtown) Banded Concrete

Possible opportunity to widen turning lane if Siep Drug is demolished. Discussion of stained concrete at pedestrian crossings and striping for the crosswalks. Johnson explained the concept of banded concrete in the downtown area for delineation of walkway and the trail as a beautification amenity. Discussion of color of the banding and what would work with ADA requirements and what color would weather better to keep from fading. The only additional cost would be the cost of the dye. Stamped concrete does not hold up after a few years of snow removal.

Flemmer questioned when a Public Meeting should be held to show the residents the proposed plan. MN DOT is not doing any face-to-face meetings due to COVID. Possibly a Zoom meeting.

With no further business to discuss Sharp made a motion to adjourn 8:10 p.m., seconded by Kemper. Meeting adjourned

Respectfully submitted



Denise Anderson/Administrator