

**MINUTES OF THE
WATERTOWN PARK AND RECREATION COMMISSION**
Regular Meeting Wednesday, January 15, 2020

DeAnna Clemens
Terry Gallagher
Danette Painschab
Joel Skoog
Tim Staloch
Brie Brandenburg
Brad Kipp
Adam Pawelk

1. Call to Order and Roll Call

Danette Painschab called the Watertown Park Commission meeting to order at 6:30 p.m. Wednesday, January 15, 2020 in the Council Chambers of City Hall.

Park Commission members present: Painschab, DeAnna Clemens, Terry Gallagher, Brad Kipp, Tim Staloch, Brie Brandenburg, and Joel Skoog. Council liaison: Adam Pawelk.

Staff members present: City Administrator Shane Fineran and Clerk-Treasurer Lynn Tschudi.

Those who signed in were: Jim Sandquist, Megan Glenn, Anna & Keith Oas, Steve Duske, and Kyle Jarvis.

SKOOG MOVED, STALOCH SECONDED A MOTION TO ADOPT THE AGENDA AS PRESENTED. ALL PRESENT VOTED AYE, MOTION CARRIED.

2. New Business

A. Approve Meeting Minutes from November 20, 2019

KIPP MOVED, SKOOG SECONDED A MOTION TO APPROVE THE MINUTES FROM NOVEMBER 20, 2019. ALL PRESENT VOTED AYE, MOTION CARRIED.

B. Highway 25 Pedestrian Connection

1. Territorial Street Corridor Information

City Administrator Fineran said the Highway 25 pedestrian connection has been discussed at previous park commission and council meetings. The motivation behind the project is the reconstruction project that will be led by MNDOT along Highway 25. Council were originally thinking they would like a connection along Territorial Street as the preferred pedestrian route to connect Highway 25 and Lewis Avenue. Most of the feedback received during public input regarding the Territorial route was negative and the park commission was unable to provide a recommendation to council. Since then council has directed Bolton & Menk to analyze two routes; one being Territorial Street and the other being Madison Street, both from Highway 25 to Lewis Avenue.

Fineran reviewed the traffic data for Madison Street both for frequency and speed of vehicles. This area sees over 1,000 vehicles per day and could be due to Madison Street being a designated truck route. Fineran showed a graphic of the various options for sidewalks and trails along Madison Street. They include variations of five foot sidewalks and eight foot trails with or without a boulevard.

Fineran said both routes impact trees and driveways. All intersections would be upgraded for ADA compliance no matter which route is chosen. Fineran stated there would be more

right of way needed if the Madison Street route is chosen.

Clemens stated that the reason she is preferring tight to back of curb is to allow residents to have more room in their driveway, or perhaps one more tree in their yard. Painschab said that since the sidewalk is already tight to back of curb along the river, she would prefer it to stay that way.

Staloch asked about the cost of the Madison Street segment. Fineran pointed him to the area of the packet that compared the costs ranging from \$185K to \$427. Painschab asked if the figures include right of way acquisition. Fineran said no. Staloch asked if snow removal would be the homeowner's responsibility. Fineran said council would prefer a recommendation on that. When Territorial was the preferred route, Territorial would have been plowed by the city as a priority pedestrian route. Fineran is unsure how council would approach a sidewalk within a residential area such as Madison Street.

Fineran shared some of the feedback received at the public input session in December for the Madison Street connection. There were concerns about traffic, noise, and loss of trees if this route is chosen.

Fineran said the budget for the project is \$219,000.

Gallagher shared his thoughts on the two connections. He feels Territorial is a better connection to get from point A to point B. He feels that Madison Street is a better connection for getting local people to downtown. Kipp shared his thoughts and recapped some comments from residents at the public input session. After much examination Kipp is leaning toward Madison Street as the preferred route. Painschab said she has walked both routes as well as spoken to various residents and students and she is leaning more toward Territorial Street.

Painschab invited residents to approach the commission for comment:

Steve Duske – 100 Franklin Street

He shared his concern for the city needing to purchase land along Territorial in order to put in a sidewalk.

Kyle Jarvis - 1175 Landings Lane & business owner

Jarvis that Watertown has a thriving downtown and they hope to continue to grow the businesses along Highway 25 and connect the two. Jarvis said there are concerns with the Territorial Street connection because it brings you to the end of town rather than to the middle of town. He expressed his concern for safety for pedestrians at Highway 25. Jarvis likes the idea of Madison as the connection over Territorial.

Jim Sandquist - 212 Franklin

Expressed his concern for snow removal in front of his home currently. Sandquist said there is a lot of foot traffic along Madison Street. He suggested striping Madison similar to what was done on Newton for a designated walking area. If Madison is chosen, Sandquist

chooses option 1 to save the tree canopy as much as possible.

Anna Weber - 215 Westminster

Weber is in favor of either street, but would love to see the trees stay. She does not see the foot traffic along Madison but believes there is more along Territorial because of the school.

James Waltz - 301 Franklin Avenue

Expressed his concern for preserving the canopy of trees along the route. He thinks Madison is a more direct route for people coming from the east side of town.

Brandenburg believes option 1 on Madison Street is the least negative. She thinks Territorial is too dangerous.

Staloch asked what type of sidewalk/trail would be easiest to plow. Fineran said anything with a boulevard would be easiest for snow storage. Clemens stated she is falling in favor of the Territorial Street tight to curb. Skoog is in favor of the Madison Street because it brings people into the business area.

Commission discussed the boulevard versus non-boulevard options along Madison Street.

STALOCH MOVED, CLEMENS SECONDED A MOTION TO MAKE TERRITORIAL STREET A PRIMARY PEDESTRIAN ROUTE, DECIDING ON SPECIFICS LATER. MOTION CARRIED 4-3, SKOOG, BRANDENBURG AND KIPP VOTING NEY.

CLEMENS MOVED, GALLAGHER SECONDED A MOTION TO RECOMMEND OPTION ONE ON TERRITORIAL STREET CORRIDOR TO COUNCIL. MOTION CARRIED 6-1, BRANDENBURG VOTING NEY.

2. Madison Street Corridor

C. Trail & Sidewalk Master Plan

Fineran said the final version of the trail and sidewalk master plan has been drafted. This document is to provide clarity and provide guidance for the future and create and implementation plan for trail and sidewalk improvements. Bolton & Menk helped to gather feedback from the community to determine what is important to residents. This work was made possible with the help of a grant from Carver County SHIP program.

KIPP MOVED, GALLAGHER SECONDED A MOTION TO ADOPT THE TRAIL AND SIDEWALK MASTER PLAN. ALL PRESENT VOTED AYE, MOTION CARRIED.

3. Adjournment

STALOCH MOVED, BRANDENBURG SECONDED A MOTION TO ADJOURN THE MEETING AT 7:38 PM. ALL PRESENT VOTED AYE, MOTION CARRIED.