



Record of Meeting

SRF No. 11006

- Location:** Washington County Public Works – North Shop
- Client:** Washington County
- Date:** June 19, 2018
- Subject:** Central Greenway Regional Trail Master Plan- Lake Elmo Segment Technical Advisory Committee Meeting #2
- Attendees:** Connor Schaefer, Washington County; Eric Johnson, City of Oak Park Heights; John Hanson, Valley Branch Watershed Organization; Ben Prchal, City of Lake Elmo; Kevin Peterson, Washington County; Dan MacSwain, Washington County; Jan Lucke, Washington County Public Works; Tracey Kinney, Metropolitan Council; Karen Kill, Brown’s Creek Watershed District; Alexandra Olson, Washington County; Stewart Crosby, SRF; Jonathan Fillmore, SRF

Purpose of Meeting:

The purpose of the meeting was to review the planning project purpose and scope to the Technical Advisory Committee and to get input and feedback on the preliminary trail alignment routes.

Summary of Meeting

- Connor started by describing what type of trail we are planning. He also described how the Lake Elmo trail segment this project is working on fits into the context of the entire, three segment, Central Greenway corridor.
- There was a discussion about winter maintenance and whether a trail like this would be open and maintained in the winter. It was noted that a master plan section on who is expected to maintain trail is necessary because of the significant maintenance costs associated with regional trails.
- Trail planning needs to include the Manning and 36 intersection plans, when available.
- The bridge over I-94 is currently an eight-foot concrete sidewalk. This trail segment would be upgraded alongside a full bridge reconstruction. Temporary pedestrian improvements may be possible in the meantime.
- Trail users entering Lake Elmo Park Reserve will not be charged a park entrance fee. Trail users who drive a vehicle into the park to use the trail would be charged vehicle permit fee. This is in line with the County’s current pay structure.
- The City of Lake Elmo would not support a trail that did not go through, or at least near, downtown Lake Elmo. The rest of the committee agreed that downtown Lake Elmo was a major destination.

- The far west trail segment that extends along Keats Avenue is out of the way if the start point is Manning and Highway 36 and the end point is I9-4 and County Road 19. This segment also extends along MN 36, which is essentially a freeway. Lastly, the dark blue trail segment does not go through downtown Lake Elmo.
- If the goal is to create a trail that is enjoyable for transportation and recreation, avoiding major roads, like MN 36, is advisable.
- There was concern about trail users crossing the railroad at-grade. With the potential for so many trail users, pedestrian death or injury at the crossing point may be high without proper crossing elements in-place. It was suggested to further examine a bridge or tunnel to cross the railroad to improve trail safety.
- County Road 14 will likely have trails built on it when the roadway is reconstructed. County Road 14 has a few narrow right-of-way locations near downtown Lake Elmo where trails may not fit. The County Road 14 reconstruction is not in the 5 year CIP.