

CITY OF FINLAYSON PLANNING & ZONING COMMISSION
WORKGROUP MEETING
MONDAY, MARCH 24, 2025 @ 1-2:30 AT FINLAYSON CITY HALL

ROLL CALL: Dennis Liebelt, Nancy Liebelt, Josette Koets, Jeff Flaws, Dave Auchter
Absent: Marge Haefner, Nate Konkell, Bruce Pogatchnik, Norm Kester,
Guests: Ed Melzark, Zoning Administrator, Penny Simonsen, East Central Regional Development Commission (ECRDC)

APPROVAL OF AGENDA:

BUSINESS: Josette Koets led the group in discussion of the Transportation Section of the Comprehensive Plan starting at page 13. Penny led the working group session.

Penny gave the work group an updated land map from the DOT-Brian Anderson. Survey results in regard to transportation were reviewed by the group. Further discussion occurred regarding Transportation Goals 2-6. Penny delivered the answers to questions the group previously asked DOT-Brian Anderson

ADJOURNMENT:

Josette Koets adjourned the meeting at 3:10 p.m.

MISCELLANEOUS:

April 7, 2025 at 6:30-8 pm Regular Meeting

April 28, 2025 at 1-2:30 pm Special Meeting (Comprehensive Plan work group with Penny Simonsen)

Zoning Administrator contact info: 612-390-3568 ZONING@FINLAYSON.GOV

Respectfully submitted by
Nancy Liebelt

Answers to the questions below are provided by Brian Anderson from DOT (Department of Transportation)

Why are some private roads labeled with street names/ incorrect?

The data was originally pulled from the open streets network which includes E911 address locations. It is a 911 based emergency network. The new maps the road names are pulled from the MnDOT road network.

Would it be beneficial to have a "firetrucks entering flashing sign"?

These systems have been installed in Cotton and Calumet. After a few years of use they were removed because of high maintenance costs and low usage. MnDOT would not recommend that a system be installed because of costs/ maintenance. However, if a community wanted to install and maintain the system, MnDOT would permit the system. There are currently no grants in the agency that would pay for the initial system installation.

What is the crash rate at the Front Street/ TH 18 interchange?

There have been two crashes in the past 10 years. Both crashes involved the vehicle on S Front Street entering TH 18 to hit a vehicle travelling westbound that was turning left onto Front Street.

2016- property damage

2018- property damage

Finlayson Road has visibility issues when turning onto TH 18? What can be done?

The vegetation at this intersection has been removed but there is a hill in the way of the line of sight. This intersection will be reviewed for improvements as part of the project in 2032. Potential solution is to remove a portion of the hill.

The pedestrian lights near the school crossing have been broken for years. Can this be fixed?

The pedestrian lights are owned and maintained by the Hinckley Finlayson School District. If the school district removed the system MnDOT would replace the blinking signs with double sided pedestrian crossing signs at this location. This location will be reviewed with the 2032 project and bump outs at this crossing may be considered.

The stretch of TH 18 from the junction of Pine CSAH 61/ TH 18 to the south is in horrible condition, can anything be done sooner to make pavement improvements?

Since our last meeting in February this segment has been brought to the MnDOT materials engineer for a closer look to see what can be done.

What is the right of way through town?

The new maps shows right of way lines in red for the committee to look at.