

Since some of us will be attending the Spencer Brook Township meeting relative to the North Access, here is some background that you may find interesting and helpful in negotiations.

1. In the late 1950s and early 1960s, there was no access to Blue Lake where the north access now exists. here was a two-wheel cart track that was used to access three cabins on that end of the lake. Very rarely a farmer would come with a boat or canoe in a pick-up truck and ask permission from the farmer, Henry Kriesel, who lived on the hilltop (house barely exists now) to use the road to launch a boat.

2. When the farmer died in about 1964, my father, Earl P. Fredell and two other cabin owners (Jack Solomon and George Hedlund) bought the adjoining farm from Isanti County.

3. Spencer Brook township objected to the sale because local farmers still wanted access to the lake via the north access. My father agreed to allow local farmers who had used the access in the past to continue using the access road.

4. In the fall of 1966, 67, or 68 and without permission from the adjoining landowners, the township destroyed a machine shed, and built a township road that ended at the lake. Once this road was constructed, the problems with the access began: loud boaters during morning and late at night, occasional drinking parties by young people, no porta potty and its attendant problems, boaters getting stuck in the mud with trailers and trucks, and almost daily requests to use telephones (before cell phones) to call tow trucks or other help. These problems went on for years, despite our frequent requests to Spencer Brook for help. Their advice was to call the sheriff when there are problems. The sheriff at the time said that he did not have resources to go all the way to the county's edge to help with problems such as these. My father was actually threatened by one boater when he wanted to use our private dock for fishing.

5. in 1977, Earl Fredell died, and my mother, Ellen Fredell, spent time alone at the cottage. My brothers and I appealed again to Spencer Brook for help, as my mother felt threatened by the users of the access and their frequent requests to use the telephone, often after dark. I am sure that the meeting minutes of Spring or Fall 1977 or 78 would include our presence at the meeting and our concerns. WE APPEALED FOR SOME RESTRICTIONS ON THE USE OF THE LANDING TO LESSEN THE TRAFFIC. Nothing changed. The problems continued.

6. Finally, in about 2004, Spencer Brook and the DNR installed black topping to the landing and concrete slabs into the lake to provide an easier and safer access. When the quality of the access was improved, the use skyrocketed. It is not uncommon now to have 30 vehicles and boat trailers at that landing on nice days. The parking area is striped for about 6 cars. "No parking" signs are ignored. Rarely are offenders ticketed.

To summarize, this access was originally intended as a gesture of goodwill to neighborhood farmers who like to fish at Blue Lake. Without approval from adjoining property owners, this has become an official DNR/Township Access. The access has reduced the peace and quiet for its neighbors and has caused traffic and other problems because of the high use. The extended Fredell family -- all of whom own property along the north shore -- still feel that some restrictions and controls are necessary.

Bill Fredell