

Attachment #1

Otter Tail County CSAH 9 Corridor Study and EAW Study Review Committee (SRC) Meeting

MINUTES

Date: November 3, 2008
Time: 2:00 P.M.
Location: Scambler Township Hall
18799 State Highway 34
Pelican Rapids, MN

ATTENDEES:

Gary Lawrence, Pelican Lake Property Owners Association
Dennis Carlblom, Scambler Township
Rick West, PE, Otter Tail County Engineer
Charles Grotte, PE, Otter Tail County Assistant Engineer
Craig Vaughn, PE, SRF
Brian Shorten, SRF

I. WELCOME

Members of the SRC were welcomed. Brian introduced Mr. Craig Vaughn, SRF Traffic Engineer. Mr. Erickson (County Commissioner) and Mr. Evenson (Rural Landowner) were absent.

II. MINUTES OF THE SEPTEMBER 15, 2008 SRC MEETING

Draft minutes of the September 15, 2008 SRF meeting were emailed in advance to members, along with the meeting notice and agenda.

Brian asked if there were any corrections or additions. Gary noted that the Lake Associations meeting to be held in Spring 2009 was not a special meeting but one of the group's regular meetings.

Brian agreed to amend the minutes per this comment. With no further input, the minutes were approved as amended.

III. INPUT FROM LAKE ASSOCIATION

Gary also presented a statement of position signed by the association leadership. It asked that:

- 1) The study be expanded to include CSAH 20
- 2) The study identify a new alignment for a future CSAH 9/20 to move regular traffic away from Pelican Lake
- 3) Immediate action be taken to slow and calm traffic and to improve pedestrian/bicycle safety on CSAH 9/20.

The SRC members discussed the letter, and felt the revised study approach they had chosen based on public input was in line with this statement of position.

IV. RESULTS OF NEW WEEKDAY TRAFFIC ANALYSIS:

Craig presented three maps that documented vehicle classification speed traffic volume origin-destination data for the weekday traffic. The SRC lead requested based on public input. He compared this information into the weekend data collected earlier.

Gary asked for the dates of each survey. Craig responded weekend counts were in mid July and weekday traffic counts between September 17 and 24th with the new O-D study on September 24th between 8 am – 11 am.

Brian explained the general findings were in both periods there was speeding on CSAH 9 and less on CSAH 20, and the percentage on non-local traffic ranged from 30% for weekend to 35% for weekday.

The SRC felt this information reaffirmed their earlier decision that existing traffic and safety issues along CSAH 9/20 should be a priority improvement.

V. CONCEPTUAL TRAFFIC CALMING LAYOUT PLAN

Brian noted that SRF had generated some potential calming strategies for CSAH 9/20, but wished to have a “shirtsleeve” session with the SRC members to fully discuss these options and then cooperatively develop with the SRC a draft calming plan that can be presented to the public at the spring open house for input.

Rick stated he had discussed the SRF “menu of calming” options with Mn/DOT State Aid officials. Based on state preliminary input the following options were possible: Chokers, center median islands, speed feedback signage and enforcement measures. Speed bumps, table humps, cushions were concerns. Further for CSAH routes with a projected ADT of 1500 or more (CSAH 9) the corridor design speed minimum was 40 mph. Rick explained to maintain CSAH 9/20’s eligibility for 100 percent State funding it was important the SRC follow state aid guidelines regarding calming as well as various CSAH design issues.

Brian mentioned that to address other safety issues the public and the SRC had discussed construction of a trail along CSAH 9/20. Based on further field analysis and proposed calming strategies, a 10 foot wide trail may not be feasible within the constrained current roadway. The SRC discussed this and modified in corridor design to a sidewalk 6 foot instead. It was generally decided the sidewalk should be on the lake-side of the corridor (near the users) however if the public wished it on the opposite side of the roadway that also was acceptable.

Regarding state-aid standards for CSAH routes, the guidance is a 6-foot shoulder but after discussion and to reinforce the calming strategy, Rick indicated he might be able to obtain a variance from Mn/DOT so a 2-foot shoulder on the lake-side could be used.

The SRC also discussed and agreed on a 6-foot boulevard along the lakeside, and a 6-foot shoulder (as a possible visitor parking area) on the non-lakeside of the corridor.

As a result of this roadway cross section decision the SRC worked with Craig to identify calming methods and locations along CSAH 9/20. These measures included: Non-intrusive speed feedback signs, center median islands with pedestrian refugees, a choker, narrower shoulder on lakeside modified S-curve, and a sidewalk. It was decided by the SRC that majority of the calming work would be along CSAH 9 where the 85 percentile speed exceeded the 40 mph speed limit. The SRC felt that farm equipment traffic was not a major concern.

The overall calming strategy for CSAH 9/20 was oriented toward driver education (speed signs) engineering (chokers/median islands, narrower cross sections), enforcement (sheriff & speeding patrolling), and changing the roadway setting (i.e., helping drivers understand they were in a more urban area and not on a rural highway).

Craig agreed to prepare a more detailed traffic calming plan for CSAH 9/20 based on this input.

VI. ALTERNATIVE SCREENING ANALYSIS METHODOLOGY AND RESULTS

Brian distributed a technical memo that explained the process used by SRF to screen the multitude of future new alignment options and sub options down to a workable number for further analysis. He walked the SRC through the purpose and need statement, corridor vision and design criteria, alternative development, screening criteria and the screening process. He also presented maps that documented the analysis.

He emphasized based on previous SRC decisions, that the first phase of improvements would be the reconstruction/traffic calming of CSAH 9 and any construction of a new alignment (if needed in the future) would be a longer range action. However, the SRC felt it important to identify a future corridor now so that corridor preservation strategies could be implemented to protect this potential future alignment of CSAH 9/20. He noted the results of this effort identified one western route (somewhat similar to the County's earlier alignment proposal) but followed the County line east, two central routes that parallel CSAH 9 but went west of Duck Lake, and the existing alignment of CSAH 9/20 (the traffic calming/reconstruction option). He asked Committee members for input.

The SRC by consensus deleted the eastern most option of the central routes since it was very close to the existing alignment. They directed Brian to complete a more detailed conceptual layout and evaluation of the remaining central and western alignment options.

Gary noted for the current alignment, that the reconstruction of CSAH 9 should attempt to move the roadway to the west, if possible to create more separation with lake properties.

The SRC felt with future development potential, and population growth the preserving a long range corridor through this study would be wise.

VII. OTHER BUSINESS

The SRC agreed that the presentation of these various concepts will be presented at the Spring 2009 open house public meeting (May 2009). It was further agreed that the presentation to the Lake Association in the Spring 2009 should be after the public meeting

VIII. ADJOURN

With no other business the meeting was adjourned at 5 PM