

Otter Tail County CSAH 9/20 Corridor Study Study Review Committee (SRC) Meeting

Date: July 9, 2009
Time: 3:00 P.M.
Location: Scambler Township Hall
18799 State Highway 34
Pelican Rapids, MN

MINUTES

ATTENDEES:

Everett Erickson	Otter Tail County Commission
Gary Lawrence	Lake Association
Richard Evenson	Rural Landowner
Dennis Carlblom	Scambler Township
Rick West, PE	Otter Tail County Engineer
Charles Grotte, PE	Otter Tail County Assistant Engineer
Rick Lane, PE	SRF
Craig Vaughn, PE	SRF

I. WELCOME AND INTRODUCTIONS

Members of the SRC were welcomed.

II. MINUTES OF THE MAY 30, 2009 PUBLIC OPEN HOUSE

Draft minutes of the May 30, 2009 Public Open House meeting were mailed in advance to members, along with the meeting Agenda.

Craig asked if there were any corrections or additions. With no comments or revisions, the minutes were approved as presented.

The SRC discussed the Open House and shared the following comments:

- Chuck saw conflicting comments between citizens.
- Everett stated that SRF did a good job conducting the Open House and responding to citizen comments.
- It was observed that many of the citizens did not feel the results of the traffic study were accurate to conditions they observed.
- There was continued discussion regarding the amount of trucks along existing CSAH 9 and what could be done to divert them.
- The conclusion reached at the first Open House was that traffic needed to be controlled in order to decrease vehicle speeds and increase safety.

- During the second Open House, solutions were provided to solve these safety and speed issues, but a few citizens indicated strong commitment to a new alignment away from their properties.

III. RESULTS OF PUBLIC WALK-AROUND

A public walk-around meeting for the project was held on July 9, 2009 from 10:30 a.m. to 12:00 p.m. for specific stakeholders along CSAH 9 who owned properties just south of 510th St. and another walk-around was held from 1:00 p.m. to 2:30 p.m. for stakeholders who lived on the north side of CSAH 9 and west of the Yacht Club.

The first walk-around had approximately 15 property owners participating and the second walk-around had 3.

During the walk-around held earlier in the day Rick Lane had explained to landowners that the east edge of the pavement would remain in the same place regardless of which alternative was selected.

Gary stated that Rick's statement appeared to relax the citizens living on the east side of CSAH 9.

Citizens expressed mixed suggestions for what the final corridor layout should be. For a complete documentation of both walk-arounds, see Attachment 1.

IV. DISCUSSION OF POTENTIAL IMPROVEMENTS TO CSAH 9/20 CORRIDOR IMPROVEMENT PLAN

It was discussed that the residents would ultimately prefer to have the road rerouted but since the traffic study shows such a low volume of traffic is diverted that the county can't justify the cost. In addition some level of improvement would have to be made before the township will accept maintenance of the existing roadway. Therefore, the consensus was that the best economic solution would be to improve the existing roadway now, and preserve the alternate route for the future.

Based on citizen input obtained during the walk-arounds, Rick West would like the Committee to decide on one of the following cross sections:

Alternative 1 – A basic maintenance overlay of the existing roadway that would include only the dynamic speed signs to reduce speed, however no pedestrian safety features would be included.

Alternative 2 – This option would include a six foot shoulder on the west side (with curb and gutter where needed), two twelve foot travel lanes and a four foot shoulder on the east side. This option would also include no parking signs throughout the corridor, dynamic feedback signs, a

crosswalk, sidewalk, and median system between the Yacht Club building and the Yacht Club dock, and gateway treatments with sidewalks and medians at the intersections of CSAH 9/CSAH 20 and CSAH 9/South Pelican Drive.

A question was raised about reducing the speed limit along the corridor.

Rick West referenced the rural residential statute and explained that new language effective August 1, 2009 would not allow the existing CSAH 9/20 corridor to be classified for a lower speed limit; the statute only pertains to township and municipal roads.

The SRC discussed including a sidewalk on the west side of the corridor. From this interaction, a new alternative was proposed.

Alternative 3 – This option would include a six foot sidewalk on the west side of the roadway (with curb and gutter as needed), a four foot shoulder, two twelve foot travel lanes, and a four foot shoulder on the east side of the roadway. A six foot boulevard would be included between the sidewalk and roadway where space allowed. This alternative would also include dynamic feedback signs, a crosswalk, sidewalk, and median system between the Yacht Club building and the Yacht Club dock, and gateway treatments including sidewalks and medians at the intersections of CSAH 9/CSAH 20 and CSAH 9/South Pelican Drive.

V. DISCUSS CORRIDOR'S PREFERRED ALTERNATIVE

All committee members agreed that Alternative 3 should be the preferred option and should be carried forward for presentation to the Highway Committee for a recommendation to the County Board for approval.

VI. CONFIRMATION OF LONG-TERM SOLUTION

Based on Open House input, the Committee agreed to recommend to the Highway Committee and the County Board that Alternative 3D (western alignment) be approved as a long-term future alignment and that an official mapping process for Alternative 3D is undertaken.

VII. OTHER BUSINESS

After discussion, it was determined that the SRC would not hold another Open House but would instead prepare a Study Newsletter to be distributed to the public/stakeholders informing them of the Committee's recommendations. The Newsletter should include the three alternatives discussed at the SRC meeting and state the preferred alternative for the CSAH 9/20 improvements. The Newsletter should also inform the public that the recommended CSAH 9 traffic calming improvements and the preferred future alignment corridor will be presented to the Highway Committee for review and be presented to the County Board for approval.

VIII. ADJOURN

The meeting was adjourned at 5 PM