

# TH 336/CSAH 11 CORRIDOR MANAGEMENT PLAN

Presentation:

**6th National Access Management Conference**

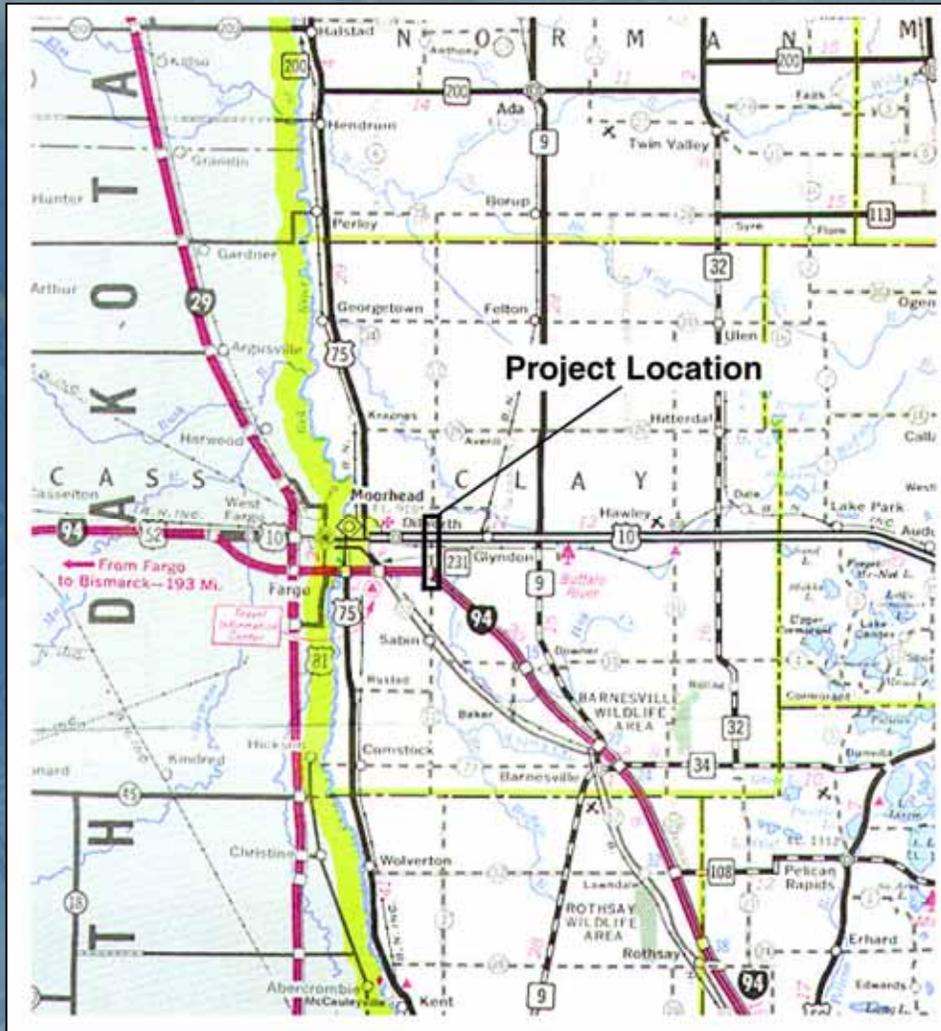
**Kansas City, Missouri**

September 1, 2004

Prepared By:

FMCOG, Local Partners & SRF Consulting Group, Inc.

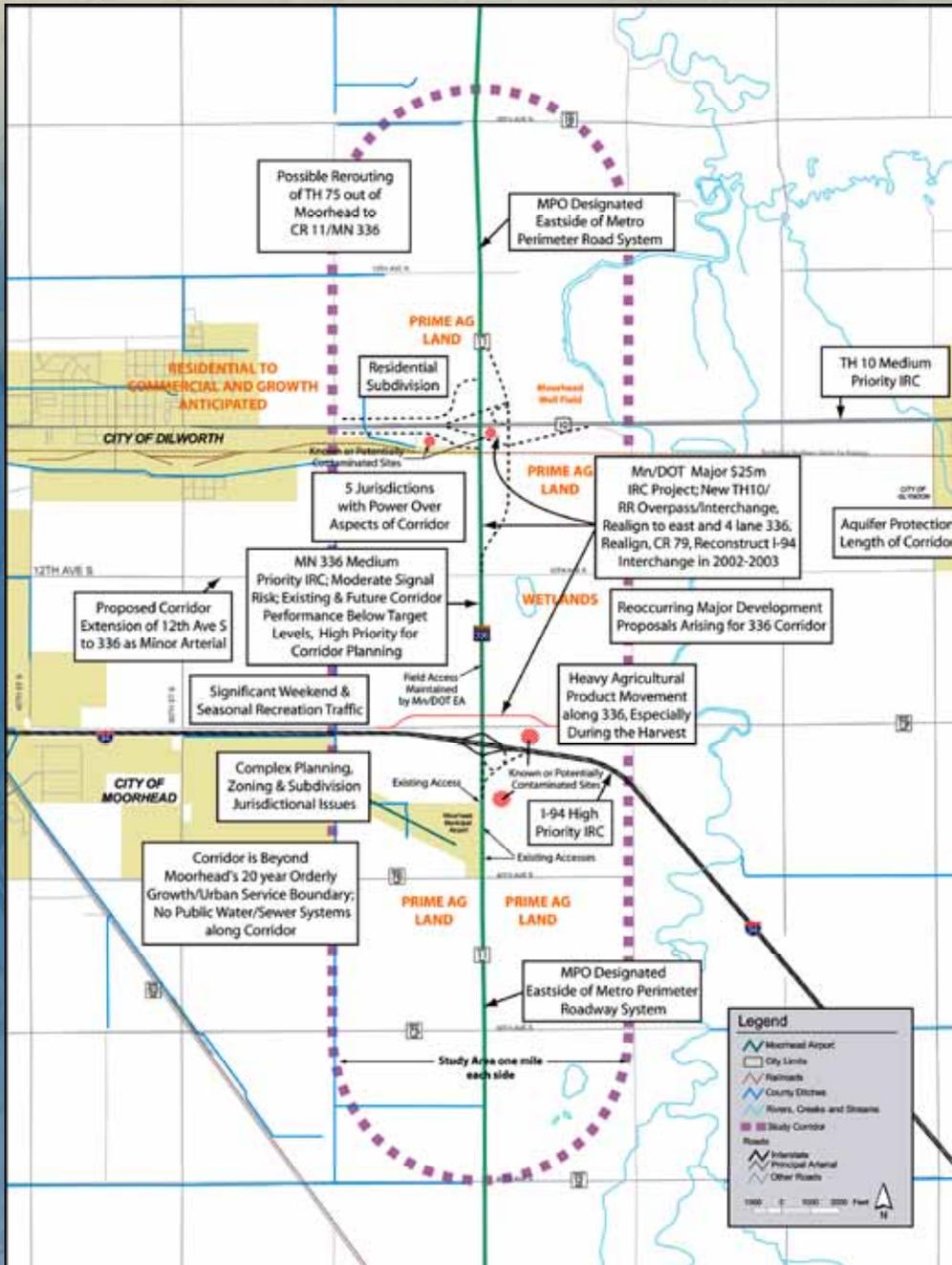
# PROJECT LOCATION



# PROJECT SETTING



# STUDY ISSUES



# STUDY PURPOSE

- Develop Growth Scenarios
- Select Subarea Land Use Plan Compatible with Mn/DOT Investment & Local Plans
- Prepare Subarea Transportation Network Linked to Land Use Plan & Mn/DOT Corridor Improvements
- Propose Cooperative Decision-making Model of Subarea

# CORRIDOR VISION

- Consider as a Key Link in Metro & State Transportation System
- Improve Safe and Efficient Movement of People & Goods
- Establish Corridor Performance Goal: 65 mph
- Promote Limited Access, Avoid Signal Proliferation
- Consider Overall Corridor Context

# PUBLIC INVOLVEMENT

- Established 17 Member Multi-jurisdictional Steering Committee
- Convened Landowner Focus Group Meetings
- Held Public Open House Meetings
- Met with all 7 Jurisdictions' Planning Commissions
- Presented Plan to all Governing Bodies

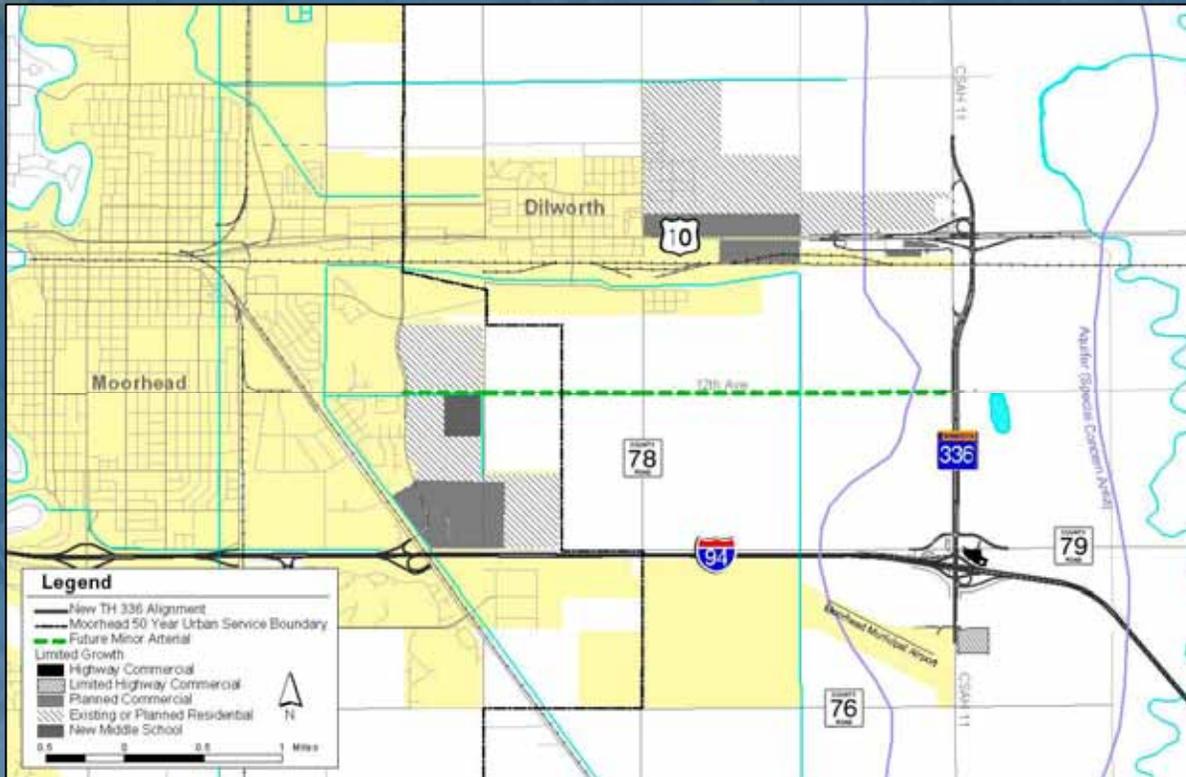
# TECHNICAL ANALYSIS

- Develop Land Use Options
- Assess Traffic Impact
- Propose Access Management & Corridor Preservation Strategies

# LAND USE OPTIONS

- Committee Developed three Scenarios:
  - Very Limited Growth
  - Limited Growth
  - Moderate Growth

# LIMITED GROWTH LAND USE SCENARIO



- 255 acres of new commercial
- 841 acres of residential
- Moorhead growth around new school and within 50-year Utility Service Boundary
- Dilworth growth adjacent to City and planned sewer extension
- Reflects current local land use plans

# TRAFFIC IMPACTS

- Used Moderate Growth Scenario (worse case)
- Completed Trip Generation & Distribution
- Analyzed Future TH 336 Operations
- Analyzed TH 336/12<sup>th</sup> Avenue South
  - Capacity Evaluation
  - Gap Availability
  - Signal Justification
- Considered Future Interchange Footprinting

# CORRIDOR PRESERVATION

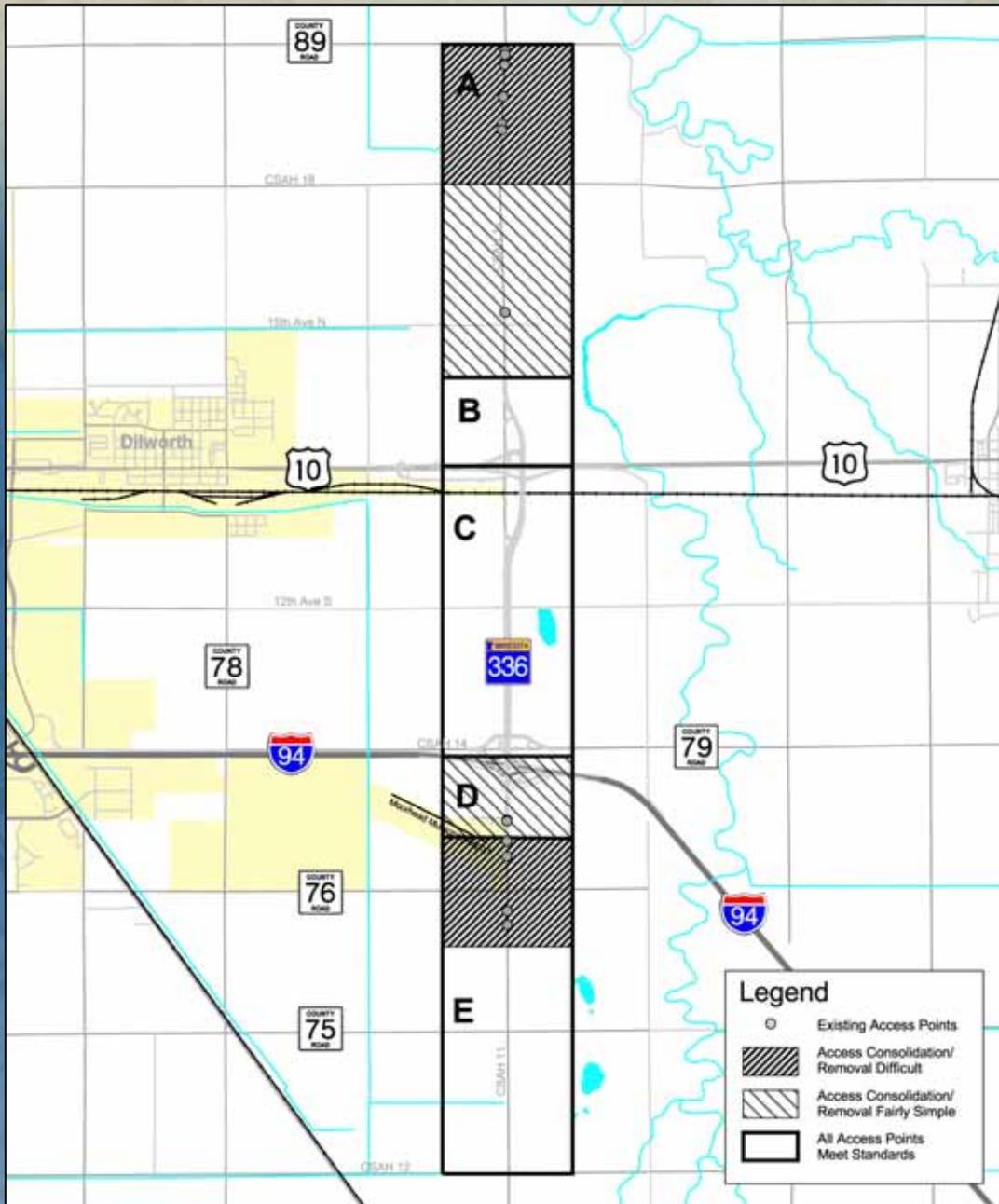
- Proposed Corridor Preservation Program  
CSAH 11 & 12<sup>th</sup> Avenue South
- Coordinated with Growth Management  
Strategies
- Recommended Actions



# ACCESS MANAGEMENT

- Established Access Guidelines
- Completed Access Analysis  
TH336, CSAH 11 and 12th Avenue South
- Recommended Actions

# CORRIDOR ACCESS



# ACCESS SUMMARY

SEGMENT	EXISTING ACCESS POINTS	ACCESSES NOT MEETING CONCEPT	TYPE OF ACCESS <sup>(1)</sup>				REPLACEMENT DIFFICULTY LEVELS 1-3 <sup>(2)</sup>		
			Public	Private Commercial	Private Residential	Municipal	1	2	3
<b>A</b> End of Four-lane to 43rd Avenue North	11	8	3/0	0/0	8/8	0/0	2	0	6
<b>B</b> TH 10 to end of Four-lane	1	0	1/0	0/0	0/0	0/0	0	0	0
<b>C</b> I-94 to TH 10	3	0	3/0	0/0	0/0	0/0	0	0	0
<b>D</b> End of Four-lane to I-94	3	2	1/0	1/1	0/0	1/1	2	0	0
<b>E</b> 60th Avenue South to end of Four-lane	7	4	3/0	1/1	3/3	0/0	1	0	3
<b>Totals</b>	23	13	11/0	2/2	11/11	1/1	5	0	9

(1) Type of access meeting spacing concept/followed by number not meeting spacing concept

(2) Access consolidation and/or removal was separated into three categories with 1 being the easiest to accomplish and 3 being the most difficult. These rankings are categorized as:

*Level 1:* Eliminating one access point when the property has two, or shifting the access point to a side road when the property borders both the main road and the side road

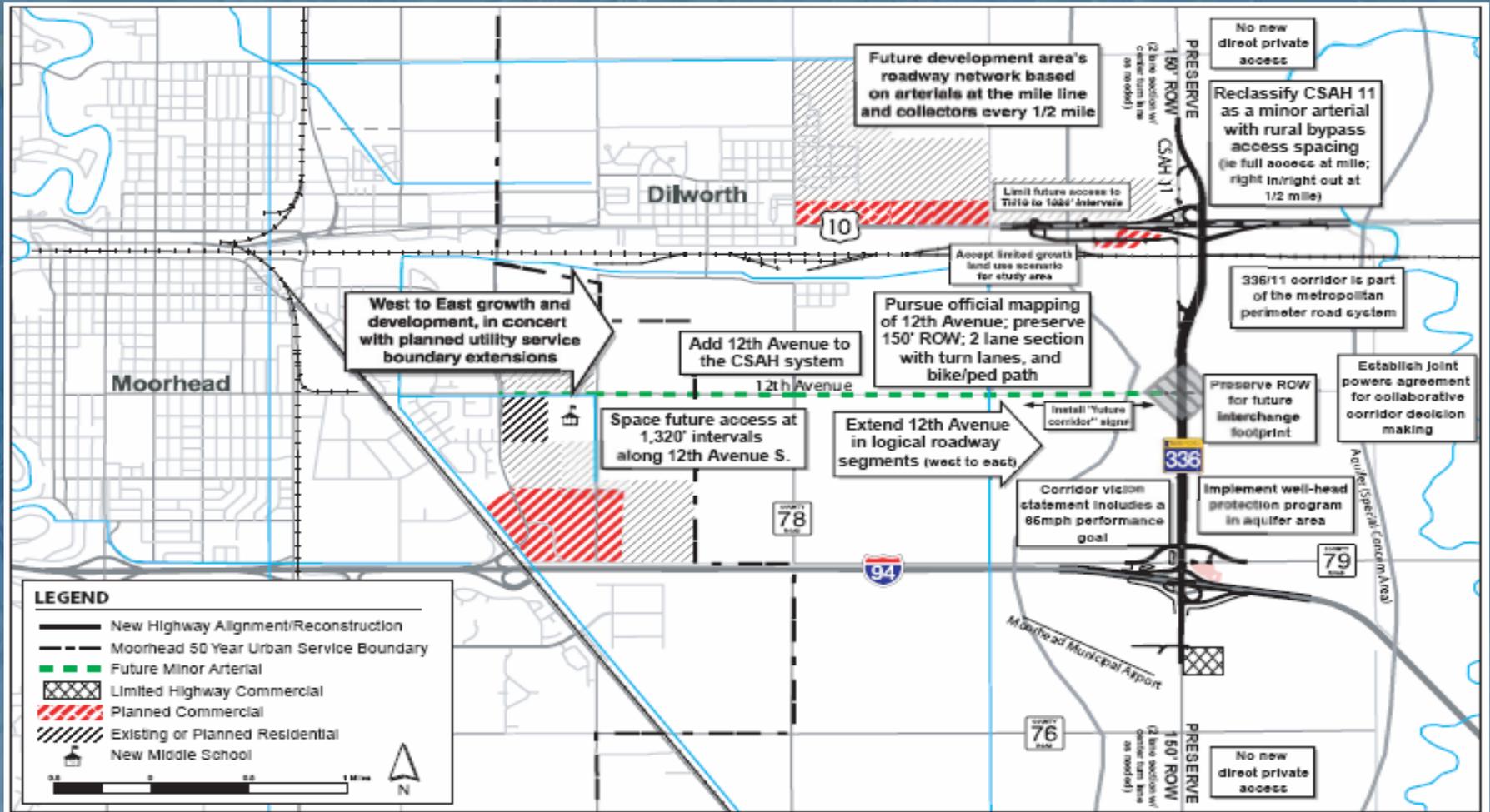
*Level 2:* Building a shared driveway or building a short driveway to a side road when the property does not border both the main road and the side road

*Level 3:* Building a frontage road

# CORRIDOR MANAGEMENT ACTION PLAN

Timeframe	Responsibility	Activity
<b>Immediate (within 1 year)</b>	FM-COG	Reclassify CSAH 11 as a Minor Arterial roadway in the new FM-COG Plan
		Incorporate Mn/DOT's rural bypass access spacing parameters into metropolitan access guidelines
	Clay County	Prohibit new direct private property access on CSAH 11; allow current private access until major reconstruction occurs; and then consider consolidation, alternative access or right-in/right-out if appropriate
		Install corridor preservation signage along CSAH 11
		Install "Future Corridor" signs along 12th Avenue
		Add a portion of 12th Avenue South to the County's CSAH System
		Incorporate Moorhead's Wellhead Protection Plan recommendations into pertinent local zoning and subdivision ordinances
Dilworth/ Clay County	Utilize the "Limited Growth" land use scenario for the sub area's future land use plan, thereby limiting development along TH 336	
Affected Local Governments	Prepare joint powers agreement (JPA), per suggestions provided in the Corridor Management Plan, prepare the corridor's overlay district as part of the JPA, and secure each affected jurisdiction's approval	
Affected Local Governments	Establish Joint Powers Board with duties described in Section 7	
<b>Short term (2-5 years)</b>	Moorhead/ Clay County/ Dilworth	Preserve a 150-foot right of way and complete official mapping along 12th Avenue
		Space future access along 12th Avenue at 1,320 foot intervals
	Clay County/ Mn/DOT	Preserve ROW for the possible future construction of the 12th Avenue/TH 336 interchange
		Pursue official mapping for the 12th Ave/TH 336 interchange
	Clay County	Permit access on CSAH 11 consistent with Mn/DOT rural bypass guidelines
Dilworth	Continue developing Dilworth's system of local and collector streets, for the planned growth area north of TH 10 and to 336, consistent with the Corridor Plan's recommendations (see Section 5.3 and Figure 9)	
	Limit access of Dilworth's development area to 1,320-foot spacing along TH 10	
<b>Long term (6-10 years)</b>	Moorhead/Dilworth	Enforce the orderly expansion of Moorhead and Dilworth's city limits
	Clay County/ Mn/DOT	Ensure that the 12th Avenue and TH 336 intersection continues to operate without the need for a traffic signal
	Clay County	Consider a two-lane section type, with a turn lane for the CSAH 11 as the preferred design to function as a rural bypass, and preserve 150-foot right of way

# FINDINGS & RECOMMENDATIONS



# COLLABORATIVE DECISION-MAKING PROCESS

- Reviewed Current Governance in Study Area
  - Overlapping Planning, Zoning, Subdivision & Platting Powers
  - Seven (7) local Jurisdictions (4 Townships, 2 Cities, County)
  - Numerous Special Purpose & State Regulatory Agencies

# RESEARCH ON GENERAL DECISION-MAKING MODELS

- Staff Coordination
- Informal Communication Method Between Staff/Elected Leaders
- Joint Powers Agreement
  - Moorhead Airport
  - Oakport Township-Clay County-Moorhead Orderly Annexation Agreement

# SPECIFIC COLLABORATIVE OPTIONS CONSIDERED

1. Maintain Existing Situation
2. Maintain Existing Situation & Establish an Overlay Zone, County Administers but Seeks Input.
3. Joint Powers Agreement (JPA)  
County seeks input but has final decision
4. JPA, Joint Powers Board (JPB)  
Makes Recommendations to Governments,  
Governments Provide Input but County has  
Ultimate Authority

# SPECIFIC COLLABORATIVE OPTIONS CONSIDERED

(cont.)

5. Joint Powers Agreement, JPB is autonomous and has full decision-making authority
6. Cities extended Zoning Powers to Area (Mn Statute 462.357) but Glyndon Township must relinquish current power
7. Annexation of Parts of the Subarea by Cities

# PREFERRED DECISION- MAKING FRAMEWORK

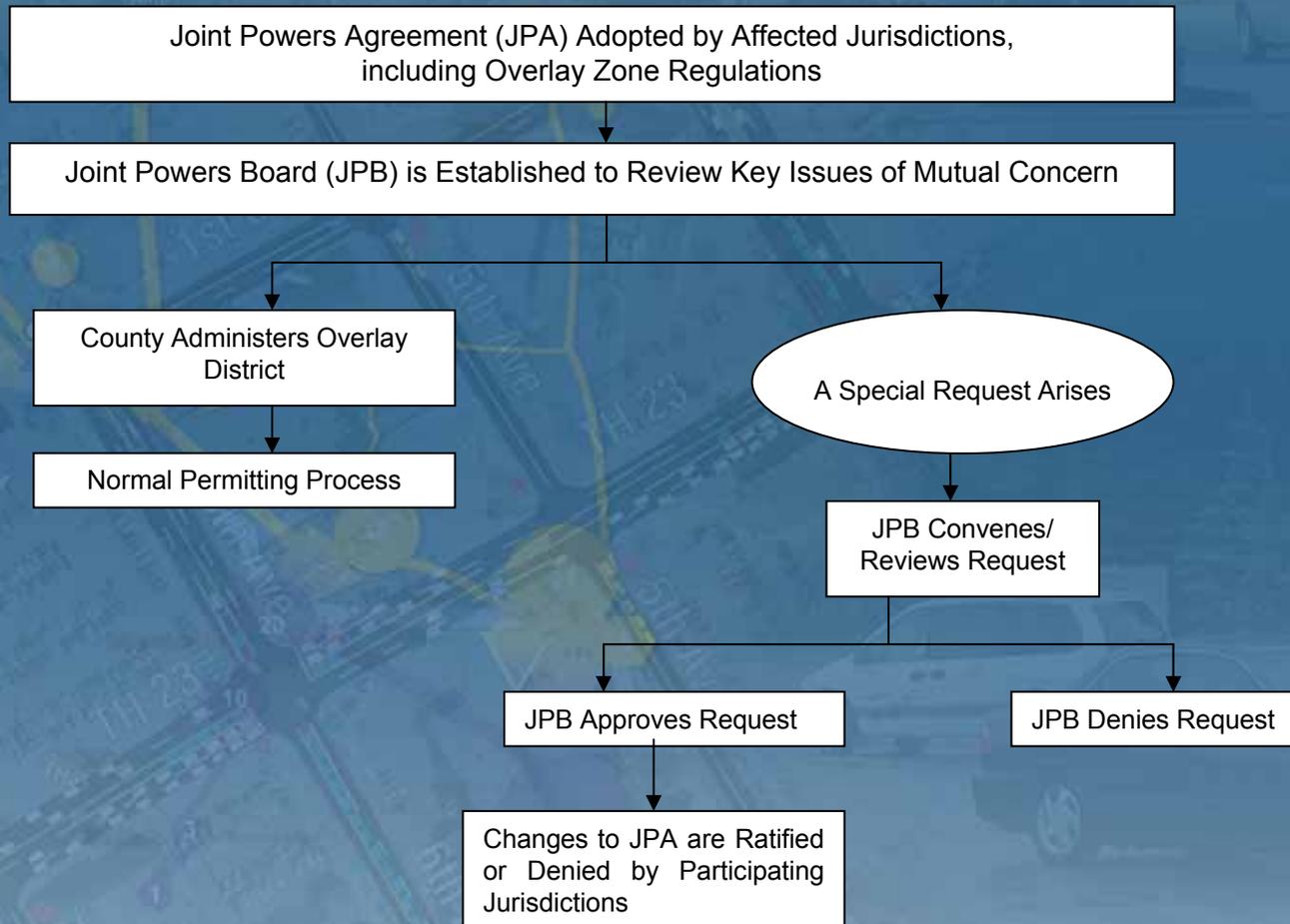
- Execute a Joint Powers Agreement (between County, Township and 2 Cities)
  - Provide a Preamble (defines purpose and functions)
  - Establish a JPB for Special Situations (per Mn Statute 462.3585)
  - Cooperatively Prepare a New Overlay District for the subarea and Define Objectives, and Approval process.

# PREFERRED DECISION- MAKING FRAMEWORK

(cont.)

- Administration of Overlay District by County except for:
  - ★ Instances when Certain Triggers Arise: exceptions, utility extensions needed, aquifer issues, etc., then JPB deliberates
  - ★ JPB decision final, unless it affects provisions of original JPA; then all four jurisdictions must approve action and change JPA

# CORRIDOR COLLABORATIVE DECISION MODEL



# PLAN ADOPTION

- Resolution of Endorsement
  - Resolution Document includes: justification, corridor vision, participation in next planning steps, decision-making and implementation program
- Approval of Resolution by all Affected Planning Commissions and Governing Bodies

# PROJECT FINDINGS

- Obtain buy-in from all governments when dealing with long-term land use/ transportation issues
- Establish a procedural agreement early to guide all parties' long-term decisions
- Involve key staff and elected officials early in the process
- Obtain formal endorsement of Plan and implementation process