PROJECT LOCATION

[Map showing the project location in Clay County, Minnesota]
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 336/12th Avenue South
  ➢ Capacity Evaluation
  ➢ Gap Availability
  ➢ Signal Justification
• Considered Future Interchange Footprinting
CORRIDOR PRESERVATION

- Proposed Corridor Preservation Program
  CSAH 11 & 12th 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

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>EXISTING ACCESS POINTS</th>
<th>ACCESSES NOT MEETING CONCEPT</th>
<th>TYPE OF ACCESS (1)</th>
<th>REPLACEMENT DIFFICULTY LEVELS 1-3 (2)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public</td>
<td>Private Commercial</td>
</tr>
<tr>
<td>A</td>
<td>End of Four-lane to 43rd Avenue North</td>
<td>11</td>
<td>3/0</td>
<td>0/0</td>
</tr>
<tr>
<td>B</td>
<td>TH 10 to end of Four-lane</td>
<td>1</td>
<td>1/0</td>
<td>0/0</td>
</tr>
<tr>
<td>C</td>
<td>I-94 to TH 10</td>
<td>3</td>
<td>3/0</td>
<td>0/0</td>
</tr>
<tr>
<td>D</td>
<td>End of Four-lane to I-94</td>
<td>3</td>
<td>1/0</td>
<td>1/1</td>
</tr>
<tr>
<td>E</td>
<td>60th Avenue South to end of Four-lane</td>
<td>7</td>
<td>3/0</td>
<td>1/1</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>23</td>
<td>11/0</td>
<td>2/2</td>
</tr>
</tbody>
</table>

(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
<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Responsibility</th>
<th>Activity</th>
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</thead>
<tbody>
<tr>
<td><strong>Immediate</strong></td>
<td>FM-COG</td>
<td>Reclassify CSH 11 as a Minor Arterial roadway in the new FM-COG Plan</td>
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<td>(within 1 year)</td>
<td></td>
<td>Incorporate Mn/DOT's rural bypass access spacing parameters into metropolitan access guidelines</td>
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<tr>
<td></td>
<td>Clay County</td>
<td>Prohibit new direct private property access on CSH 11; allow current private access until major reconstruction occurs, and then consider consolidation, alternative access or right-in/right-out if appropriate</td>
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<td></td>
<td></td>
<td>Install corridor preservation signage along CSH 11</td>
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<tr>
<td></td>
<td></td>
<td>Install &quot;Future Corridor&quot; signs along 12th Avenue</td>
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<td></td>
<td></td>
<td>Add a portion of 12th Avenue South to the County's CSH System</td>
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<tr>
<td></td>
<td>Clay County</td>
<td>Incorporate Moorhead's Wellhead Protection Plan recommendations into pertinent local zoning and subdivision ordinances</td>
</tr>
<tr>
<td></td>
<td>Dilworth/Clay County</td>
<td>Utilize the &quot;Limited Growth&quot; land use scenario for the sub area's future land use plan, thereby limiting development along TH 336</td>
</tr>
<tr>
<td></td>
<td>Affected Local Governments</td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>Affected Local Governments</td>
<td>Establish Joint Powers Board with duties described in Section 7</td>
</tr>
<tr>
<td><strong>Short term</strong></td>
<td>Moorhead/Clay County/Dilworth</td>
<td>Preserve a 150-foot right of way and complete official mapping along 12th Avenue</td>
</tr>
<tr>
<td>(2-5 years)</td>
<td></td>
<td>Space future access along 12th Avenue at 1,320 foot intervals</td>
</tr>
<tr>
<td></td>
<td>Clay County/Mn/DOT</td>
<td>Preserve ROW for the possible future construction of the 12th Avenue/TH 336 interchange</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pursue official mapping for the 12th Ave/TH 336 interchange</td>
</tr>
<tr>
<td></td>
<td>Clay County</td>
<td>Permit access on CSH 11 consistent with Mn/DOT rural bypass guidelines</td>
</tr>
<tr>
<td></td>
<td>Dilworth</td>
<td>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)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limit access of Dilworth's development area to 1,320-foot spacing along TH 10</td>
</tr>
<tr>
<td><strong>Long term</strong></td>
<td>Moorhead/Dilworth</td>
<td>Enforce the orderly expansion of Moorhead and Dilworth's city limits</td>
</tr>
<tr>
<td>(6-10 years)</td>
<td>Clay County/Mn/DOT</td>
<td>Ensure that the 12th Avenue and TH 336 intersection continues to operate without the need for a traffic signal</td>
</tr>
<tr>
<td></td>
<td>Clay County</td>
<td>Consider a two-lane section type, with a turn lane for the CSH 11 as the preferred design to function as a rural bypass, and preserve 150-foot right of way</td>
</tr>
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</table>
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.

   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
Joint Powers Agreement (JPA) Adopted by Affected Jurisdictions, including Overlay Zone Regulations

Joint Powers Board (JPB) is Established to Review Key Issues of Mutual Concern

County Administers Overlay District

Normal Permitting Process

A Special Request Arises

JPB Convenes/Reviews Request

JPB Approves Request

JPB Denies Request

Changes to JPA are Ratified or Denied by Participating Jurisdictions
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