

## RECORD OF MEETING

### Wadena Transportation and Comprehensive Plan

Study Review Committee Meeting #2

Wednesday, April 4, 2012

3:00 P.M. - 5:30 P.M.

Wadena Commission Chambers

Members in Attendance:

Jake Huebsch  
Don Hickman  
Brad Swenson  
Wayne Wolden  
Lisa Reddick  
Tom Angier  
Jeanette Baymler  
Steve Voss  
Ann Pate  
Terry Lynk  
Bridget Miller  
Ron Bucholz  
Tim Houle  
Craig Vaughn  
Brian Shorten  
Stephanie Falkers

Representing:

Region Five Development Commission  
Initiative Foundation  
City of Wadena  
Mayor, City of Wadena  
Wadena Chamber of Commerce  
Park Board  
City of Wadena, Councilwoman  
MnDOT – District 3  
WDC ISD 2155  
Development Authority Board  
MnDOT – District 4  
Parks and Recreation Department  
Widseth Smith Nolting  
SRF Consulting Group, Inc.  
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### 1. Welcome and Introductions

Brian Shorten provided an overview and introductions were made. The updated Steering Committee roster and meeting summary were presented.

### 2. Discuss Public Comments from Focus Groups and Open House

Brian Shorten provided an overview of public comments from the focus group and public meetings, focusing on the outcome of the survey. He noted approximately 45 citizens attended these meetings.

Jake Huebsch noted that he felt that some of the questions were very vanilla and too straight forward, and had obvious answers.

Brian Shorten provided a couple additional questions that could be placed on the City's website. These two questions allow responders to identify what is important to them, and what they were willing to pay for.

Brad Swenson stated that it was a good activity with good questions, but there was a very limited sample group.

Bridget Miller added that she also felt that the cross-section of people was small, and once citizens find out what really goes into the improvements, they might not want all of the improvements that they supported given what it would cost to complete these improvements.

Jeanette Baymler noted that posting the questions in the local newspaper might help make people aware of what is going on. The survey may not need to be posted in the paper, but notice of it.

Brad Swenson commented that filtering out some of the questions might help simplify the overall process..

Mayor Wolden added that Survey Monkey would be a good idea. Wadena's Facebook page could post a link to the survey which could reach a few hundred people. Once the survey is created, it can be posted on the page with a description of the survey. He noted that this survey may be best answered by members of the community, so a limiting question to start off the survey which would allow residents to complete the full survey.

Jeanette Baymler thought service clubs could be notified of the on-line survey to encourage participation of their members.

Bridget Miller added that the survey could be combined with a school mailer.

Brad Swenson stated that the survey could be combined with the utility bill, similarly to what was done for the open house notification. There is room for two additional sheets of paper in the water bill. Currently one sheet is used for the April billing, but the second sheet is available. It was generally agreed that SRF should expand the survey process utilizing utility billings and survey monkey, and that the survey questions should be reduced and the new questions added.

### **3. Present Future Land Use Scenarios and Public Utility Capacities**

Tim Houle presented the existing utility information for the City of Wadena. Generally the City utility system can handle the 5-10% growth scenario selected by the Steering Committee at the January 25, 2012 meeting. Infiltration and inflow is an issue for the wastewater collection system. Future growth may add a strain to the wastewater existing system. Expanding the water or electric service should not be an issue for Wadena.

Stephanie Falkers provided an overview of the three land use alternatives and the different land use designations shown within. The conservation design district was included as a method of residential development that works to preserve existing natural features in developments. It was noted that the existing municipal limits is comprise of 3,399 acres. The three scenarios show between 2,390 and 4,170 acres of additional future land uses. The three alternatives were broken into 5 sections for discussion. Committee comments per areas 1-5 were:

**Area 1 – North of Hwy 10 and Northwest of Hwy 71**

- Residential growth outside of city limits should remain as agricultural land, as it is heavily used at this time.
- Residential growth is not desired along Hwy 10 frontage, commercial and industrial land uses should be designated.

**Area 2 – North of Hwy 10 and Southeast of Hwy 71**

- Conservation Design District can be used for the old airport area.

**Area 3 – South of Hwy 10 and East of Hwy 71**

- Additional industrial land use designations are preferred for this location.

**Area 4 – South of 320<sup>th</sup> Street and West of Hwy 71**

- Low Density Residential is preferred in this area.

**Area 5 – North of 320<sup>th</sup> Street, South of Hwy 10, and West of Hwy 71**

- Commercial land uses in downtown should be expanded to the east of Hwy 71, but not to the west.
- Industrial development is not preferred in this location.
- Low Density Residential west of the existing city limits is favored.

**4. Discuss Access Inventory Analysis**

Craig Vaughn provided an overview of the TH and CSAH access summary. It was noted that six of the 21 study corridor segments have access that exceeds MnDOT's Access Guidelines for public street spacing. These segments include:

- US Highway 10 from 3<sup>rd</sup> Street NW to 2<sup>nd</sup> Street NE
- US Highway 71 from 111<sup>th</sup> Avenue/CR-103 to Lincoln Avenue
- US Highway 71 from Elm Avenue to 221<sup>st</sup> Avenue
- TH 29 from Wadena City Limits to 4<sup>th</sup> Street
- TH 29 from 4<sup>th</sup> Street to US Highway 71
- CSAH 20 from US Highway 10 to Greenwood Avenue

**5. Present Safety and Crash Analysis**

Craig Vaughn presented the conflict points of intersection designs, comparing four types of intersections.

Don Hickman asked how roundabouts fit into this discussion. Craig responded that a single lane roundabout would have eight conflict points.

Craig Vaughn provided an overview of the crash data collected for the most recent 5-year period throughout the study area, including intersection and segment crashes.

Mayor Wolden asked when the center turn lane was constructed on US Highway 10.

Brad Swenson responded that it was prior to the start of the study period of this crash data.

Bridget Miller noted that MnDOT can provide this information.

Craig continued through the crash information describing the five types of crash severity fatalities (K), incapacitating injuries (A), potential injury (B and C), and property damage only (PDO).

Lisa Reddick questioned how the determination of crash severity was made. Craig responded that this information is from the police reports.

Steve Voss added that fatalities may occur after the initial crash, and Craig added that the reports will be updated if a fatality occurs.

Steve Voss noted that right-angle crashes tend to be the most severe.

Mayor Wolden asked what distance from the intersection a crash had to be to be counted as an intersection crash.

Bridget Miller responded that there was certain distance that can be used as a standard, but it depends on what is written in the police report.

Craig also added that using MnDOT's tools; we can grab crashes from a certain area and include them as intersection crashes, if we feel it is warranted.

It was noted that crashes by time of year should be investigated. The increase in traffic throughout the summer months may have an effect on the amount of crashes.

Brian Shorten noted that this information can be compiled.

Brad Swenson noted that this will be good information to see.

Craig Vaughn added that some seasonal considerations will have to be made.

Brian Shorten asked the group which time periods should be analyzed.

Jeanette responded that summer months should be included, especially Fridays.

Brad Swenson noted that summer should include May through August, and highlighted fishing opener.

Mayor Wolden added that WeFest weekend and the deer hunting opener should also be considered.

Bridget Miller commented that crash data is also used to look at where problems really are. Some intersection and street enhancements may not improve the existing condition, but make it worse.

Brian Shorten noted that the transportation plan will “speak in MnDOT language” (e.g., the plans data will be organized so that it can be compared to the metrics MnDOT uses to prioritize projects for funding.

## **6. Discuss Existing Traffic Operations**

Craig Vaughn presented the existing turning movement counts for intersections throughout the study area. It was noted that this information was not collected during the “high” recreational season. Information from MnDOT could be obtained to develop a seasonal factor.

Brad Swenson noted that count information should be collected during busy weekends such as, Labor Day, Memorial Day, WeFest, etc.

Bridget Miller added that a seasonal factor can be added to the existing count information.

Craig noted that on a typical day, key city and TH intersections are operating at a Level of Service (LOS) B or better. Level of service for intersections uses an A through F grading system, with LOS A being virtually no congestion. This level of service is for the existing condition, and SRF will analyze the information again with information from the future conditions traffic model, which will be built based on the land use plan.

The information gathered from the Origin/Destination (OD) Study was also reviewed.

Brain Shorten stated that the SRC needs to identify capacity thresholds for the roadways within the study area to be used for future high-level planning analysis. He presented the undivided urban and rural threshold information as provided by MnDOT. It is proposed that US Highway 10 and 71 would use the undivided urban section inside city limits and the undivided rural section outside of city limits. The two-lane undivided rural and urban sections would be used for other roadways.

Craig Vaughn noted that other factors also play into these thresholds, and that improvements are not necessarily required just because a volume exceeds these thresholds.

Bridget Miller asked the Committee why Wadena wants a four-lane section through the city. She noted the complete streets movement that is sweeping the country is reducing the number of vehicular lanes. What is the real issue that needs to be solved in Wadena (she asked)?

Lisa Reddick noted that Staples received an upgrade to a four-lane roadway on Highway 10 through their city.

Brad Swenson added that Wadena was told that the City’s traffic volumes were different than Staples, but if it was justified there, why can’t it be justified here. Wadena feels as though it is losing economic development opportunities.

Mayor Wolden noted that this is a regional problem that began with Interstate 94, and the choice to take over US Highway 10.

Brad added that before I-94 was complete, this section of the state was growing.

Bridget Miller commented that MnDOT can look at the safety and congestion operations of TH 10 but why does the community want the four-lane of TH 10.

Mayor Wolden stated that citizens want people to think positively about coming into Wadena. It was noted that there are a lot of development decisions that are unresolved. People are delaying decision making until they know the status of Highway 10.

Bridget responded that the outcome of this study will help with this.

Ann Pate noted that businesses cannot make choices until they know that Highway 10 is “complete.”

Steve Voss commented on MnDOT’s update of the Long Range Plan and Corridor Investment Strategy, which looks at how TH corridors can best be managed. There will be meetings in a variety of communities over the coming months.

Brad Swenson noted that it is challenging to get excited about these meetings since city input to date has not resulted in a TH 10 solution desired by the city.

Mayor Wolden noted that Wadena has to fight against other communities.

## 7. Next Steps

Brian Shorten asked for a decision on the next Steering Committee Meeting date. It was decided that the SRC would meet again on May 2<sup>nd</sup> from 3:00 to 5:30pm. ***It was subsequently decided in the days following the meeting that the next SRC would be put off until after the land use plan information was presented to the Planning Commission and additional direction was received from that group. Therefore, the next SRC will be held in June.***

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