

REVISED AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, AUG. 26, 2021 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-D*)
 - a. Approve minutes of July 29, 2021, TAC meeting (Attachment A)
 - b. Receive staff report of Aug. 12, 2021, Policy Board meeting (Attachment B)
 - c. Consideration of the 2022 TAC meeting schedule (Attachment C)
 - d. Consideration of the 2022 safety targets (Attachment D)
4. Consideration of draft FY 2022-2025 Transportation Improvement Program (*Attachments E1-E2*): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consideration of FY 2023-2026 Highway Safety Improvement Program ranking/prioritization (Attachment provided via email 08/25/2021): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval of a preferred alternative to rank/prioritize the FY 2023-2026 HSIP applications.**
6. Discussion of Active Transportation Plan jurisdictional and regional profiles (*Attachments F1-F2*): *Fred Sandal, Associate Transportation Planner*
 - a. **Suggested Action: None, Informational.**
7. Discussion of the FY 2026 Solicitation Cycle (Attachment G): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, informational.**
8. Other Business & Announcements
9. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.

**SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, July 29, 2021 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, July 29, 2021. Senior Transportation Planner Vicki Johnson presided with the following members:

Michael Kedrowski	Saint Cloud Metro Bus
Tom Cruikshank	MnDOT District 3
Kelvin Howieson	MnDOT District 3
Matt Glaseman	City of Saint Cloud
Todd Schultz	City of Sauk Rapids
Chris Byrd	Benton County
Randy Sabert	City of Saint Joseph
Jodi Teich	Stearns County
Jon Halter	City of Sartell
Steve Foss	City of Saint Cloud
Andrew Witter	Sherburne County
Nate Keller	City of Saint Joseph
Voni Vegar	MnDOT OTAT
Innocent Eyoh	MPCA
Larry Hosch	ATAC Representative
Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Associate Planner

Introductions were made.

PUBLIC COMMENT PERIOD

No Members of the Public were present.

Consideration of Consent Agenda Items

Ms. Teich made a motion to approve Consent Agenda Items. Mr. Witter seconded the motion. Motion carried.

**Consider FY 2021-2024 Transportation Improvement Program
Administrative Modification**

Ms. Johnson summarized the administrative modification requested by The Minnesota Department of Transportation (MnDOT) for the 2021-2024 TIP. MnDOT's Historic Roadside Property Program is proposing to push back the rehabilitation project of the historical marker along US 10 across from the reformatory.

Mr. Glaseman made a motion to approve the Transportation Improvement Program Administrative Modification. Mr. Byrd seconded the motion. Motion carried.

Consider Amendment to APO TAC Bylaws

Ms. Johnson noted due to open meeting laws a revision is necessary to the APO TAC Bylaws. The Minnesota State Legislature has amended Minnesota State Statute 13D, known as the Open Meeting Law, to provide further clarification on conducting public meetings via electronic means. Two changes impact how the APO's TAC and Policy Board can conduct business. The first change is that the Open Meeting Law now applies to any committee or subcommittee of any public body. The previous version of the Open Meeting Law carved out an exception for advisory bodies. That exception has now been eliminated. The second change is that the law now expressly limits when members may participate via "interactive television." Unless a state of emergency is declared all voting members need to meet in person. Mr. Sabert asked if meetings must be published. Ms. Johnson clarified meetings are published ten days in advance.

Ms. Teich made a motion to approve the Amendment to APO TAC Bylaws. Mr. Schultz seconded the motion. Motion carried.

Consider Draft FY 2022-2023 Unified Planning Work Program

Mr. Gibson summarized the Unified Planning Work Program (UPWP) that serves as the APOs annual budget attachments shown in attachments F1-F2. Based on feedback from the public from the Stakeholder Engagement Plan (SEP). Mr. Gibson would also like to budget a small amount of funds (\$5,000) to contract with community liaisons to help the APO reach traditionally underserved populations when there are public input opportunities. Mr. Byrd asked what this person would be doing, would they be knocking on doors? Mr. Gibson is not yet sure what it will look like. Ms. Johnson sat in on a webinar detailing an effort similar to this done by the Chicago, IL MPO. The community liaison would get educated on our projects and could go to church groups, the boys and girls club, and neighborhood meetings to communicate what projects are going on. Mr. Keller summarized the submission for a study for the Birch Street redevelopment, a project in Saint Joseph. The total proposed 2022 budget is \$920,000.

Mr. Sabert made a motion to approve the UPWP Mr. Byrd seconded the motion. Motion carried.

Consider the Regional Transportation Priorities for 2022

Ms. Gibson discussed the briefing booklet prepared for members of congress of prioritized projects from him and Chair Perske to discuss when they go to Washington in September. There was a consensus from the Policy Board that the region should concentrate on a few very high priority projects rather than identifying many different priorities. They felt that by focusing attention on a few projects they have a better chance of receiving funding. Ms. Teich said federal highway will typically not review an environment document unless the next phase has allocated funding. Mr. Howieson said he hasn't seen a change for federal highway officially and he sent a reminder to Mr. Gibson that you need to follow up on a study that was given funding. Ms. Johnson suggested asking Ms. Retzlaff Ms. Teich's question to see if she can answer it.

Ms. Teich made a motion to approve the Regional Transportation Priorities contingent on FHWA checking on the environmental studies. Mr. Glaseman seconded the motion. Motion carried.

Other Business and Announcements

Ms. Johnson announced the 2022-2025 TIP is in public comment through August 13th. The MTP visioning process will be launching August 9th through September 10th. FY 2026 solicitation information will be sent to everyone for the August TAC meeting. Mr. Gibson mentioned the household travel survey that will begin in October. Mr. Cruikshank mentioned two project studies MnDOT will be kicking off.

Adjournment

The meeting adjourned at 10:42 a.m.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Aug. 12, 2021 Policy Board Meeting
DATE: August 13, 2021

The APO Policy Board met on Aug. 12, 2021. The following is a summary of that meeting:

- 1) The Board approved the **administrative modification to the Transportation Improvement Program (TIP)** rescheduling MnDOT's rehabilitation of the roadside marker near US-10 from 2021 to 2022.
- 2) The Board approved an **amendment to the Technical Advisory Committee bylaws** to make them more consistent with the State open meeting laws.
- 3) The Board approved the **2022-2023 Unified Planning Work Program** without changes.
- 4) The Board approved the **2022 Legislative briefing booklet** with the following additions:
 - a) Add "Repair Existing Roads" as a priority.
 - b) Add Northstar Rail extension and the airport not as funding requests, but rather as priorities that are still on the Board's radar pending improved fiscal conditions.
- 5) The Board **appointed St. Cloud City Council Member Paul Brandmire** to serve as APO representative on the Area Transportation Partnership for the remainder of 2021.

Suggested Action: None, informational.



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Technical Advisory Committee 2022 Meeting Schedule
DATE: June 18, 2021

The purpose of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the APO's Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

In order to fulfill its duties, TAC representatives will need to meet on a regular basis.

Under Section 5.1 of the APO TAC Bylaws, "Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually."

Attached is the proposed Regular Meeting schedule for the TAC for calendar year 2022. All meetings will be held at 10 a.m. at the Stearns Highway Department building (455-28th Ave. S, Waite Park).

Cancellation of regularly scheduled meetings will be provided electronically by the TAC Chair a minimum of 10 days prior to the next meeting date.

Proposed APO TAC Meeting Schedule for 2022

Month	TAC
January	N/A
February	Feb. 3, 2022 (SPECIAL MEETING) Feb. 24, 2022
March	March 31, 2022
April	April 28, 2022
May	May 26, 2022
June	June 30, 2022
July	July 28, 2022
August	Aug. 25, 2022
September	Sept. 29, 2022
October	Oct. 27, 2022
November	Nov. 24, 2022 (THANKSGIVING DAY)
December	Dec. 29, 2022

Of note, APO staff is proposing to cancel the January TAC meeting due to traditional conflict with city engineers conference. **Two meetings will be held in February. APO's Policy Board typically does not meet in November and December, thus making September the last TAC meeting of the year.*

Suggested Action: Approval.



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T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Planning Technician
RE: Consideration of 2022 Safety Targets
DATE: August 26, 2021

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five (5) safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five (5)-year rolling average.

1. Number of fatalities;
2. Rate of fatalities (Per 100 Million VMT);
3. Number of serious injuries;
4. Rate of serious injuries (Per 100 Million VMT); and,
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include;

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State.
- Estimate vehicle miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets.
- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the MTP.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

Displayed in Figure 1.1 are the 2020 targets versus the results for 2020 safety measures in the APO region. The results show the APO met two of its targets; fatality rate per 100 million vehicle miles traveled (MVMT), and non-motorized fatalities and serious injuries. Even though fatalities nearly doubled in 2020, all performance measures are based on 5-year rolling averages. When the baseline 2020 results are lower than the 2020 targets, then the 2021 targets would be set to the baseline 2020 results. The APO desires fatalities and serious injuries to decline.



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Figure 1.1

Performance Measures	2020 Results	2020 Targets	Proposed 2022 Targets	2022 Target
Fatalities	9.0	8.6	8.6	Same as 2020 Target
Fatality Rate (100 MVMT)	0.720	0.730	0.720	Lower than 2020 Target
Serious Injuries	26.2	23.0	23.0	Same as 2020 Target
Serious Injury Rate (100 MVMT)	2.113	1.946	1.946	Same as 2020 Target
Non-Motorized Fatalities and Serious Injuries	7.8	8.2	7.8	Lower than 2020 Target

**All Measures are Calculated Using the 5-Year Rolling Averages*

Attachment (A) displays the full data set from 2006-2020 and graphs for reference.

Examples of programmed projects in the FY 2021-2024 TIP that will help achieve the APO's roadway targets include the following: construction of Phase 3 of the ROCORI Trail along railroad corridor from Cold Spring to Rockville (project number 073-090-011); and Cooper Avenue from Traverse Road to Stearns CSAH 75 reconstruction with bicycle lanes and sidewalk (project number 162-141-008). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

It is important to note that while the APO can promote a transportation system that is safe for all users through appropriate safety infrastructure to help prevent crashes, the APO cannot control driver behaviors that may lead to crashes. The APO and its member agencies and jurisdictions can only encourage, educate, and inform citizens of safe driving, walking, and bicycling habits to mitigate crashes.

Requested Action Today:

1. Approve to support the APO's 2022 safety targets

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)
2006	9	#N/A	43	#N/A	6	#N/A	0.876	#N/A	4.18	#N/A
2007	3	#N/A	45	#N/A	9	#N/A	0.305	#N/A	4.58	#N/A
2008	7	#N/A	31	#N/A	9	#N/A	0.649	#N/A	2.87	#N/A
2009	4	#N/A	23	#N/A	8	#N/A	0.365	#N/A	2.10	#N/A
2010	10	6.6	20	32.4	3	7.0	0.923	0.624	1.85	3.117
2011	6	6.0	26	29.0	4	6.6	0.557	0.560	2.41	2.763
2012	7	6.8	24	24.8	7	6.2	0.648	0.628	2.22	2.291
2013	9	7.2	23	23.2	7	5.8	0.835	0.666	2.134	2.144
2014	5	7.4	15	21.6	5	5.2	0.462	0.685	1.387	2.001
2015	13	8.0	19	21.4	12	7.0	1.184	0.737	1.730	1.978
2016	8	8.4	35	23.2	8	7.8	0.691	0.764	3.024	2.100
2017	8	8.6	25	23.4	7	7.8	0.666	0.768	2.081	2.071
2018	9	8.6	18	22.4	7	7.8	0.639	0.728	1.278	1.900
2019	7	9.0	23	24.0	6	8.0	0.493	0.735	1.619	1.946
2020	13	9.0	30	26.2	11	7.8	1.110	0.720	2.562	2.113



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Final Draft FY 2022-2025 Transportation Improvement Program
DATE: Aug. 10, 2021

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP.

This update will span the four fiscal year period of 2022 through 2025.

At the June 10, 2021, APO Policy Board meeting, Policy Board members – upon the recommendation of the APO's Technical Advisory Committee (TAC) – voted to release the draft FY 2022-2025 TIP out for a 30-day public comment period.

APO staff released the document on July 14, 2021. Public comment concluded on Aug. 13, 2021.

As part of the public period, APO staff have done the following in accordance with the APO's Stakeholder Engagement Plan (SEP):

- Published a legal notice in the St. Cloud Times.
- Contacted those individuals who have expressed interest in APO planning activities via email.
- Contacted those organizations that work closely with traditionally underrepresented populations.
- Developed 11 online surveys pertaining to the projects listed in the TIP that have yet to be constructed. These surveys did not contain advance construction projects listed in the TIP that are only awaiting Federal reimbursement.
- Posted information about how to provide public comment on the draft 2022-2025 TIP on the APO website and on the APO's Facebook page.

E. admin@stcloudapo.org W. stcloudapo.org

- Hosted an in-person open house at the Saint Cloud APO Office on Tuesday, July 27, and a virtual open house via Facebook Live on July 29.
- Shared social media information with social media accounts connected to local agencies and jurisdictions.

APO staff received 27 responses to the 11 online surveys. A complete list of those comments can be found in Appendix C of Attachment E2.

With your recommendation, APO staff will bring the final draft version of the APO's 2022-2025 TIP for final approval. Once approved, APO staff will submit the final version to MnDOT to be incorporated into the State Transportation Improvement Program (STIP). From there, the STIP will need to be approved by Federal Highway and Federal Transit Administrations.

Suggested Action: Recommend Policy Board approval of the final draft of the APO's 2022-2025 TIP.

Transportation Improvement Program



FY 2022-2025

Prepared by the Saint Cloud Area
Planning Organization

Sept. 9, 2021



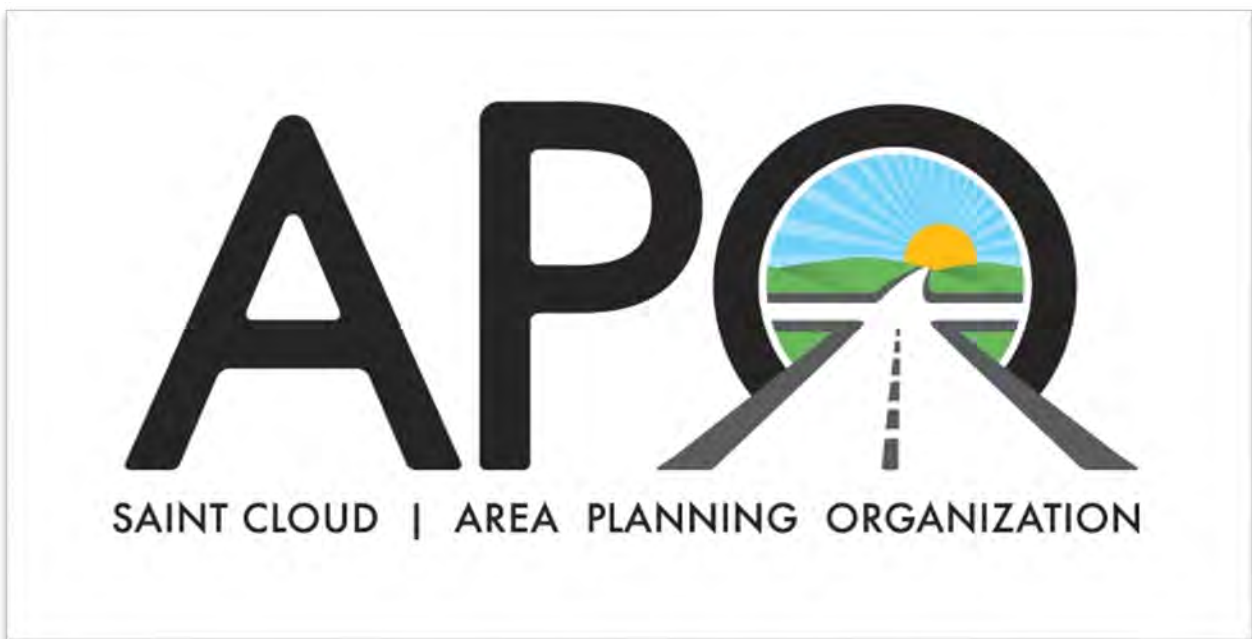
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DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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CIWAANKA VI EE XAQI IJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO



tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the [Saint Cloud APO website](http://www.stcloudapo.org) (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA II EE XAQI IJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaataada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib



dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.



RESOLUTION # 2021-11

Approving the 2022-2025 Saint Cloud Area Planning Organization
Transportation Improvement Program

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1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

RESOLUTION # 2021-11

Approving the 2022-2025 Saint Cloud Area Planning Organization
Transportation Improvement Program

WHEREAS, the Saint Cloud Area Planning Organization is the body responsible for making transportation policy decisions and for directing the transportation planning and funding programming within the Saint Cloud urbanized area; and

WHEREAS, the Saint Cloud Area Planning Organization has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the Unified Planning Work Program (UPWP), a Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) to facilitate Federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, the U.S. Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by highway and transit officials; special interest and service organizations, including users of transportation; Federal Highway and Transit Administrations; and

WHEREAS, the projects must be included in the Transportation Improvement Program (TIP) which utilizes the following U.S. Department of Transportation program funds under the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the FY 2022-2025 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Metropolitan Area Planning and Programming: An Innovative Network Guide for 2045 (MAPPING 2045); and

WHEREAS, the U.S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR par 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

E. admin@stcloudapo.org W. stcloudapo.org

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the Saint Cloud Area Planning Organization has solicited a 30-day public comment period on the draft FY 2022-2025 Transportation Improvement Program and any public comments received are documented in the TIP document.

NOW, THEREFORE, BE IT RESOLVED, in accordance with 23 CFR 450.334, the Saint Cloud Area Planning Organization hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above.

ATTEST:

Commissioner Joseph Perske
Saint Cloud APO Chair

Brian Gibson, PTP
Saint Cloud APO Executive Director



IMPROVING THE TRANSPORTATION NETWORK

A Summary of the Saint Cloud Area Planning Organization's Transportation Improvement Program

There are two types of seasons in Minnesota: winter and road construction. And while no one can truly predict the weather, transportation planning agencies like the Saint Cloud Area Planning Organization (APO) can provide some insight into the construction season.

The APO's Transportation Improvement Program (TIP) serves as a detailed plan of all Federal and/or state funded surface transportation projects set to occur over the next four years. Think of this document like a city's capital improvement program, except on a regional scale.

The TIP is broken down into seven sections.

The Introduction lays the groundwork for understanding this federally required document. This section details how projects are selected for Federal funding, the variety of Federal funding sources available, and how the APO will work to ensure members of the public are kept informed about this process.

[Chapter One](#) provides a detailed look at the individual projects anticipated to receive Federal funding between fiscal years 2022 and 2025. These project pages indicate the scope of work, the estimated project costs, and detail where the funding will come from. In addition, this section provides necessary project status updates including any changes that have occurred such as project advancements, project delays, funding increases/decreases, and project deletions.

Once we have established where projects are anticipated to be constructed in the planning area, it is important to understand the possible impact construction will have on the health and physical environment of the community. This is especially true for people in the community that have been historically underrepresented – particularly Black, Indigenous, and People-of-Color (BIPOC) and low-income populations. The [Community Impact Assessment](#) provides a closer look at specific transportation projects to be constructed within the APO's planning area in relation to sections of the planning area with high concentrations of BIPOC and low-income household populations.

To assist agencies and jurisdictions in prioritizing projects for current and future consideration of funding, performance measures and targets have been established within the planning area.

In 2019, the Saint Cloud APO's Policy Board adopted its Metropolitan Transportation Plan (MTP). This long-range plan outlines five goals the APO has set for the regional transportation network through 2045. Those goals include:

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.
3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.

4. Support the economic vitality of the APO's metropolitan planning area (MPA) by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.

The Federal government has required the APO develop a set of data-driven performance measures and targets designed to ensure 1) progress is being made toward these goals, and 2) funding is prioritized to projects that would assist the APO in improving the overall safety and function of the transportation network.

Performance measures and targets (as outlined in [Chapter Three](#)) have been established for safety, pavement and bridge condition, system performance, transit asset management, and transit safety. It is the intent that over time, through the programming of various transportation projects focusing on these five categories, that the APO will be able to achieve its long-range transportation goals established in the MTP.

Receiving any of the very limited Federal transportation funding is a way agencies and jurisdictions can complete necessary work in a timely manner. While Federal funding can greatly supplement the available funds, it is important to know whether agencies and jurisdictions have the available local resources to afford these projects. The [Financial Capacity Analysis](#) provides a detailed look at the historical spending that agencies and jurisdictions within the APO's planning area have used to maintain and grow their respective transportation systems. Likely future revenue sources are then estimated followed by an analysis to determine if the jurisdiction or agency can afford the required local match.

The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud metropolitan planning area. To accomplish this mission, the APO relies heavily on ensuring that coordinated planning and programming efforts involve meaningful public input. That input is a factor in the decision-making process behind the development of every plan and program – including the TIP – the APO does.

The APO's Stakeholder Engagement Plan – SEP – is the roadmap for APO staff, advisory committees, and decision-makers on how to engage and reach the community in a way that ensures all community members are given an equal and equitable opportunity to participate in the process.

When it comes to the development and amendment of the APO's TIP, public feedback plays an important role. [Chapter Five](#) details the steps APO staff undertake to ensure the community is provided an opportunity to provide input on the proposed Federal and/or state funded projects within the Saint Cloud region.

Finally, it is important to provide some sort of accountability for projects that were previously given Federal and/or state funding. The Annual Listing of Obligated Projects (ALOP) found in [Chapter Six](#) provides a running list of projects that were allocated funding in years prior to the current TIP four-year cycle and subsequently tracks projects from start to finish.

In conclusion, the APO's Federally required TIP provides a detailed list of regional surface transportation projects to be purchased or constructed within the next four years. The



document outlines the potential impact that these projects will have on the community and the overall transportation network. In addition, the TIP provides accountability that implementing agencies and/or jurisdictions will be able to afford to construct these projects and tracks projects that were previously awarded funding. The TIP accomplishes all of this while ensuring that members of the public are informed and are able to provide feedback on the proposed improvements to the transportation system.

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GLOSSARY

3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between metropolitan planning organizations like the APO, state transportation departments, and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Administrative Modification: More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by Federal Highway and/or Federal Transit Administrations, or a determination of conformity, if applicable, by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with the Minnesota Department of Transportation.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires the opportunity for public input and consideration by the APO's Policy Board prior to becoming part of the TIP. Guidance on what changes require an amendment, pursuant to U.S. Code of Federal Regulations (CFR) and the APO's adopted Stakeholder Engagement Plan (SEP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior to the end of 2021 Federal Fiscal Year (Sept. 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the State of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The APO's TIP projects fall under the ATIP for MnDOT District 3. All projects listed in the TIP are required to be listed in the ATIP.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority and low-income populations.

FAST Act: Fixing America's Surface Transportation Act was introduced in December 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: Sometimes referred to as "classification," the federal functional classification system defines the current functioning role a road or street has in the metropolitan planning area network. Generally, the two basic functions of a roadway

are: 1) to allow for access to property and 2) to allow travel mobility. The classifications of roadways include arterial, collector, and local which determine the balance of the two roadway functions which range from high mobility/low access (arterials) to high access/low mobility (locals), with collector roadways falling somewhere in between.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the APO's planning area. The member jurisdictions of the APO include the following: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012, and expired Sept. 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land is usually a multi-lane divided road with no provision for parking within the roadway.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: This section further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: The physical limits of the said project listed "from" said location "to" said location.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which the APO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The APO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or in the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year, however, it is typical that the first year TIP projects are bid or let before the next annual TIP is developed.

Regionally Significant Project: Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the APO's planning area. The APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012, and was replaced with MAP-21.

Stakeholder Engagement Plan (SEP): The public participation plan of the Saint Cloud Area Planning Organization. Public participation plans are required by 23 CFR §450.316. In addition, the SEP includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also federally required.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the APO's TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the Saint Cloud APO is Saint Cloud Metropolitan Transit Commission (MTC), more commonly known as Saint Cloud Metro Bus.

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the APO's planning area during the next four years.

COMMON ACRONYMS

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

ALOP: Annual Listing of Obligated Projects.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP-3: Central Minnesota Area Transportation Partnership.

BARC: Bridge and Road Construction.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DOT: Department of Transportation.

EJ: Environmental Justice.

EPA: Environmental Protection Agency.

FAST Act: Fixing America's Surface Transportation Act (2015).

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

*I: Interstate Highway.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

*LOCAL STREETS: Local Project Not Associated with a Road.

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

MAP-21: Moving Ahead for Progress in the 21st Century.

*MN: Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

MTC: Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus).

MTP: Metropolitan Transportation Plan.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.



NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

*PED/BIKE: Pedestrian or Bike Path/Trail (Not Assigned to a Specific Road).

PM: Performance Measurement.

PM1: FHWA Performance Measure Rule 1 – Safety.

PM2: FHWA Performance Measure Rule 2 – Pavement and Bridge Condition.

PM3: FHWA Performance Measure Rule 3 – System Performance, Freight, and CMAQ.

PTASP: FTA Public Transportation Agency Safety Plan.

*RR: Railroad

RRS: Highway Rail Grade Crossing and Rail Safety.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

SEP: Stakeholder Engagement Plan.

SF: State Fund.

SGR: State of Good Repair.

SHSP: State Strategic Highway Safety Plan.

SMS: Safety Management Systems.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TAC: APO's Technical Advisory Committee.

TAM: Transit Asset Management.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TTTR: Truck Travel Time Reliability.

TSM: Transportation System Management.

UPWP: Unified Planning Work Program.

*US: US Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

UZA: Urbanized Area.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

ⁱ *These acronyms are specifically used in the TIP Project Table. See [Appendix A](#) for more information.

INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Saint Cloud Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Saint Cloud Area Planning Organization (APO) is the MPO for the Saint Cloud MPA. As such, it is the responsibility of the APO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the APO's Metropolitan Transportation Plan (MTP).

Saint Cloud Area Planning Organization

The APO Urbanized Area is designated by the U.S. Census Bureau after every decennial census. Criteria for defining this area include population density and density of development. The APO, in conjunction with the Minnesota Department of Transportation (MnDOT), approves a 20-year planning boundary that includes not only the Census-defined Urbanized Area, but also considers expected urbanized growth within that time period.

Member jurisdictions include Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus – is also a member.

The cities of Rockville, Saint Augusta, and Saint Stephen along with Brockway Township, Haven Township, Minden Township, Saint Joseph Township, Saint Wendel Township, Sauk Rapids Township, and Watab Township are located within the designated APO 20-year planning boundary but are not formal member jurisdictions. Instead, these jurisdictions are represented through the respective counties.

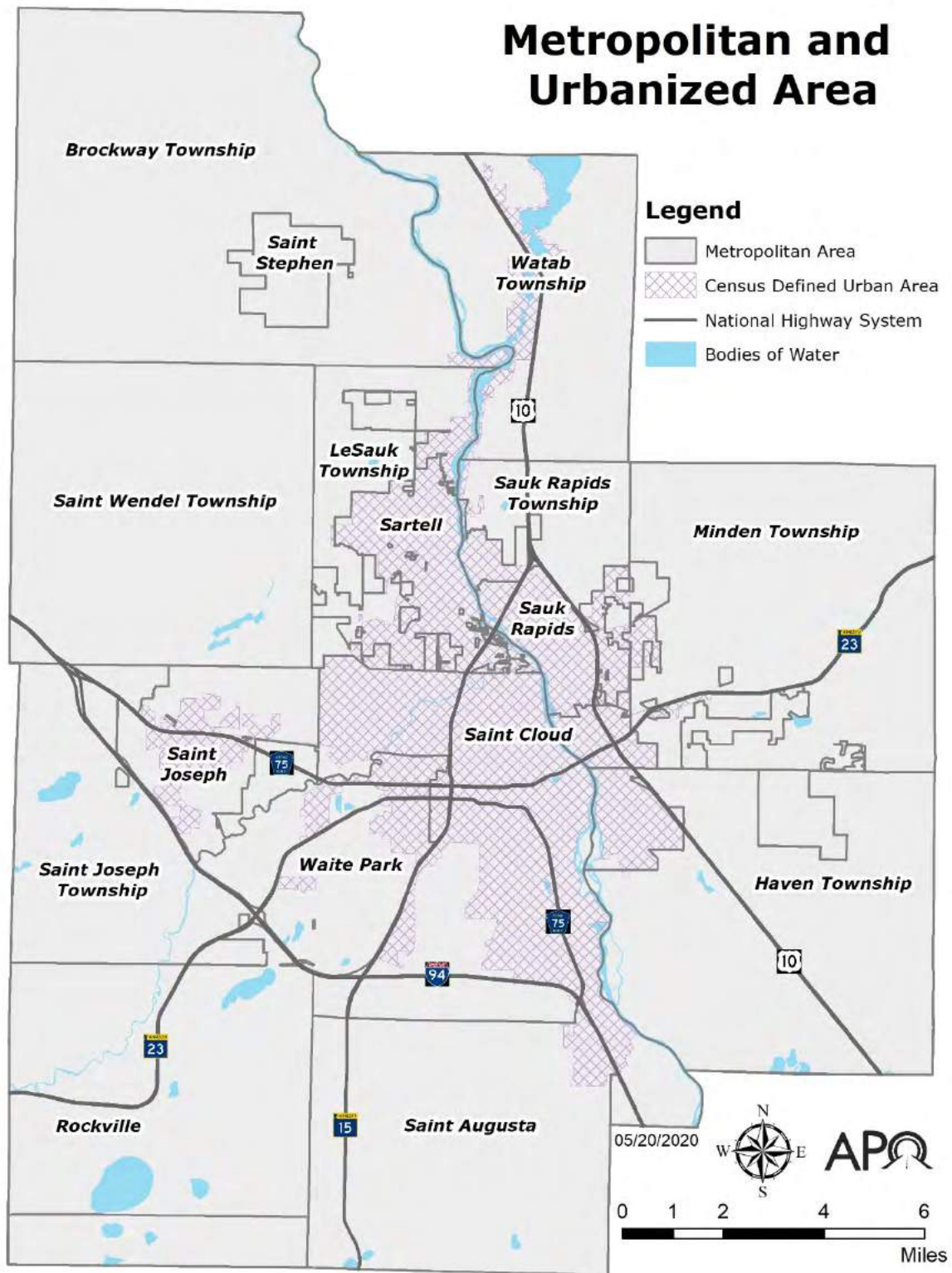


Figure 1: APO Planning Area Map.

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud MPA, the APO works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and improvement projects.

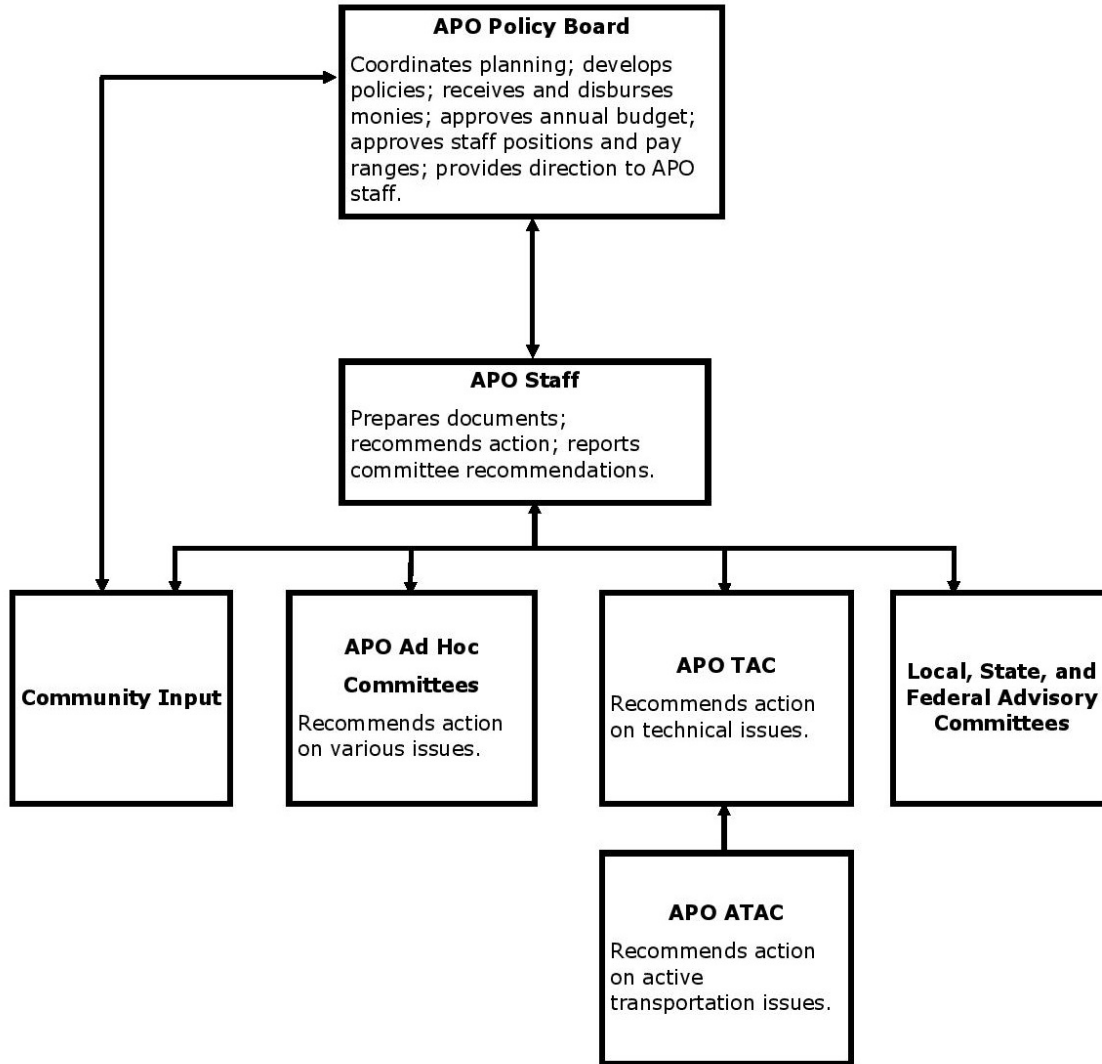


Figure 2: APO Organizational Chart.

The APO Policy Board is made up of elected officials and a senior-level management position from Saint Cloud Metro Bus. The Policy Board is the decision-making body of the APO and provides guidance and direction to staff. The Policy Board is advised by a Technical Advisory Committee (TAC) and a TAC subcommittee for bicycle and pedestrian issues – the Active Transportation Advisory Committee (ATAC).

The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud MPA. This mission is accomplished through professional planning initiatives, the

provision of objective information, and building collaborative partnerships that foster consensus.



Figure 3: Members of the Saint Cloud APO's Policy Board listening to a presentation. Photo courtesy of Saint Cloud APO.

The APO strives to be:

- Public service-oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud MPA.

In the transportation planning process, the APO's role includes:

- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.

- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are programmed for Federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP are ultimately derived from the [APO's Metropolitan Transportation Plan \(MTP\)](https://bit.ly/2wYljMA) (<https://bit.ly/2wYljMA>) and are aimed at meeting the long-range needs of the transportation system.

Agencies and jurisdictions propose projects to the APO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next four years.

The APO's TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO's planning area, Saint Cloud Metro Bus, and local projects from member jurisdictions. Local projects that are fully funded by a township, city, or county are not included in the APO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA.

Projects can be revised or amended at any time during the program year by action of the APO Policy Board. These listings include information regarding cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the MTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Saint Cloud MPA are included, without change, in the MnDOT District 3 Area Transportation Improvement Program (ATIP) and subsequent [Minnesota State Transportation Improvement Program \(STIP\)](https://bit.ly/2Sstfvj) (<https://bit.ly/2Sstfvj>).

Regionally Significant Projects

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."¹

¹ Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016)

Federal regulations go on to state:

“For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs like the APO.

As such, the APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

In keeping with the spirit of Federal regulations, APO staff have developed a comprehensive transportation planning document – the [Regional Infrastructure Investment Plan \(RIIP\)](https://bit.ly/39VNhHf) (https://bit.ly/39VNhHf) – which identifies non-transit transportation improvement projects throughout the Saint Cloud MPA regardless of funding source and includes projects that have been programmed in the TIP.

The RIIP is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the APO along with the MnDOT District 3’s 10-Year Capital Highway Investment Plan (CHIP). More information on the RIIP can be found on the APO’s website.

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2022-2025 TIP originate from the [Saint Cloud APO’s Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp) (https://bit.ly/35Qwgwp). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.



Figure 4: Saint Cloud APO’s Metropolitan Transportation Plan MAPPING 2045 logo. Photo courtesy of Saint Cloud APO.

Projects identified in the MTP

The APO's MTP has identified 27 expansion projects for the metropolitan planning area to tentatively be completed by 2045. Those projects are listed in Figures 5 and 6.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN-15 to US-10	Four-Lane Divided Arterial
BEN-5	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 th Avenue NE	Two-Lane Divided Arterial
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial
STR-5	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
STR-6	CSAH 75 (Second Street S) in Saint Cloud	MN-15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
STR-13	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
STR-14	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
STR-15	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN-15	Six-Lane Divided Arterial
STC-1	MSAS 156 (40 th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 th Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
STC-5	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
STC-6	322 nd Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
STC-7	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 st Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
SAR-1	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
SAR-2	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Undivided Collector



SAR-3	19 th Avenue N in Sartell	11 th Street N to 27 th Street N	Two-Lane Undivided Local
SAR-4	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
SAR-5	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
SAR-6	15 th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 th Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

Figure 5: A table of MAPPING 2045 roadway expansion projects.

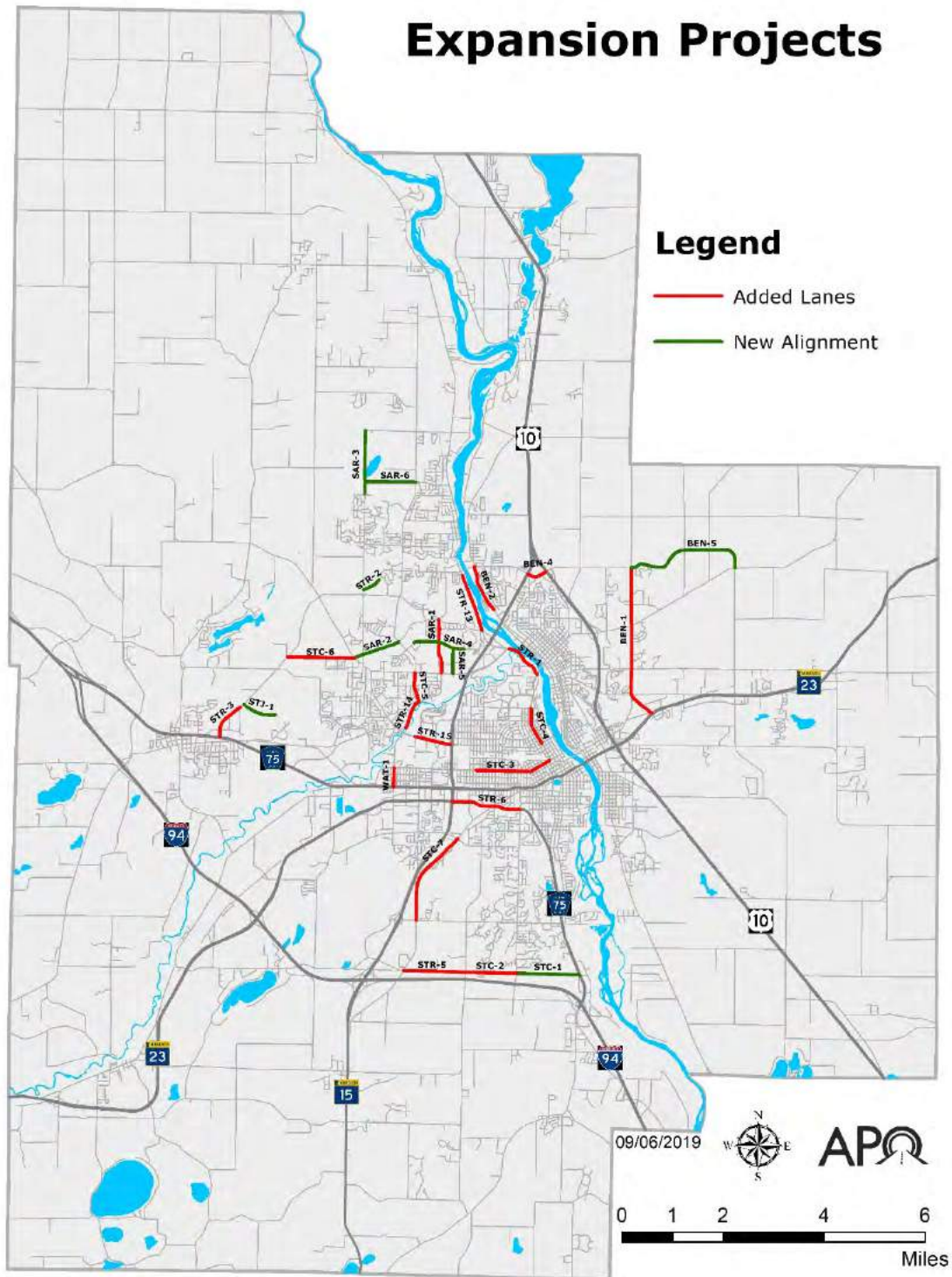


Figure 6: MAPPING 2045 roadway expansion projects.

In addition, the APO has also identified a 33 major reconstruction projects that are tentatively scheduled to be completed by 2045. That information can be found in Figures 7 and 8.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 th Street N)	Two-Lane Arterial Reconstruction
STR-9	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction
STR-10	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement
STR-11	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction
STR-12	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 rd Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 nd Street S) to MSAS 151 (33 rd Street S)	Two-Lane Collector Reconstruction
STC-9	MSAS 141 (Cooper Avenue S) in Saint Cloud	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction
STC-10	MSAS 153 (22 nd Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
STC-11	MSAS 102 (Waite Avenue S) in Saint Cloud	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction
STC-12	MSAS 145 (Ninth Avenue S) in Saint Cloud	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction
STC-13	MSAS 106 (Wilson Avenue NE) in Saint Cloud	MN 23 to First Street NE	Two-Lane Collector Reconstruction
STC-14	MSAS 125 (13 th Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19 th Avenue S in Sartell	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction
SAR-8	Fourth Avenue S in Sartell	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction
SAR-9	35 th Street N in Sartell	75th Avenue (Townline Road) to 12 th Avenue N	Two-Lane Local Reconstruction
SAR-10	75th Avenue (Townline Road) in Sartell	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction
SAR-11	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
SAK-1	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction

SAK-2	MSAS 104 (Second Avenue S) in Sauk Rapids	MSAS 109 (Benton Drive S) to 10 th Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10 th Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11 th Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
SAK-5	MSAS 104 (Second Avenue N) in Sauk Rapids	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction
SAK-6	MSAS 111 (Fourth Avenue N) in Sauk Rapids	MSAS 108 (Eighth Street N) to 13 th Street N	Two-Lane Collector Reconstruction
WAT-2	MSAS 101 (Waite Avenue) in Waite Park	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
WAT-3	MSAS 103 (10 th Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
SBC-1	CR 62 (17 th Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 th Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75 th Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 th Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42 nd Street SE) in Haven Township	CAH 8 to US 10	Two-Lane Local Reconstruction
MND-1	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction
MND-2	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement
MND-3	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 th Avenue SE)	Interchange Reconstruction
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement

Figure 7: A table of MAPPING 2045 roadway reconstruction projects.

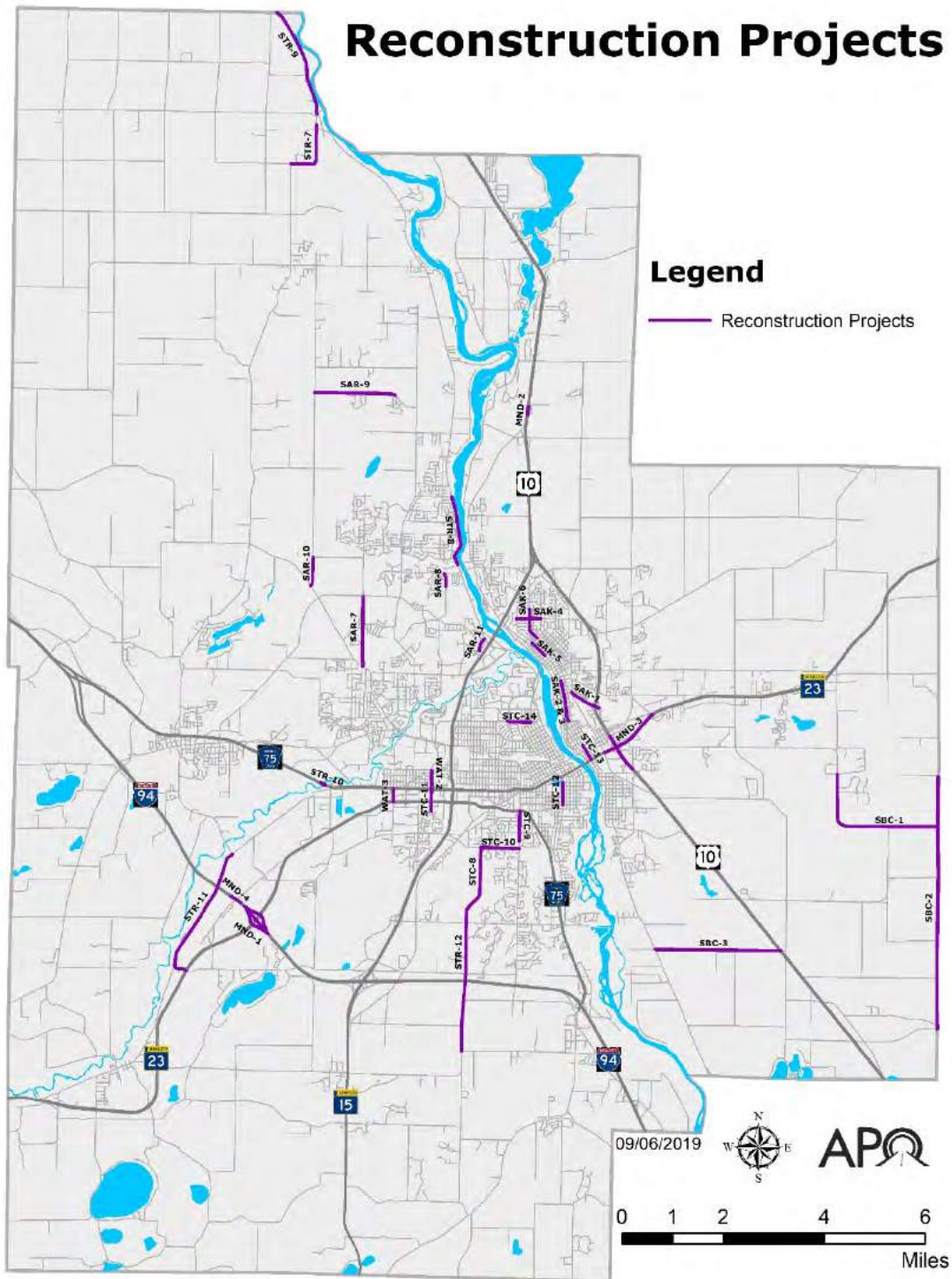


Figure 8: MAPPING 2045 roadway reconstruction projects.

Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in Saint Cloud MPA. Projects

programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

Those goals include:

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.
3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.
4. Support the economic vitality of the APO's MPA by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.

Programming the TIP

MnDOT has established eight [Area Transportation Partnerships \(ATPs\)](https://bit.ly/2VRxBxC) (https://bit.ly/2VRxBxC) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained ATIP that is submitted for Federal funding approval and incorporated into a financially constrained STIP.

MnDOT District 3 is represented by [ATP-3](http://www.dot.state.mn.us/d3/atp) (www.dot.state.mn.us/d3/atp).

As the designated MPO for the Saint Cloud urbanized area, the APO must develop its own TIP that is incorporated into the Central Minnesota ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

The TIP project solicitation and development process begins in October. Projects originate from three main areas:

1. APO [Transportation Performance Monitoring Report](https://bit.ly/2wYljMA) (https://bit.ly/2wYljMA).
2. APO [Metropolitan Transportation Plan](https://bit.ly/2wYljMA) (https://bit.ly/2wYljMA).
3. Implementing jurisdiction and/or agency project submittals.

Projects meeting the minimum qualifying criteria are prioritized by the APO's TAC into one intermodal project list. Prioritization considerations include the following:

1. Technical engineering criteria developed by the Central Minnesota ATP-3.
2. APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity, and non-vehicular accommodations.
3. APO sub-targeted local Federal funding available as listed in the [Project Selection](#) section.

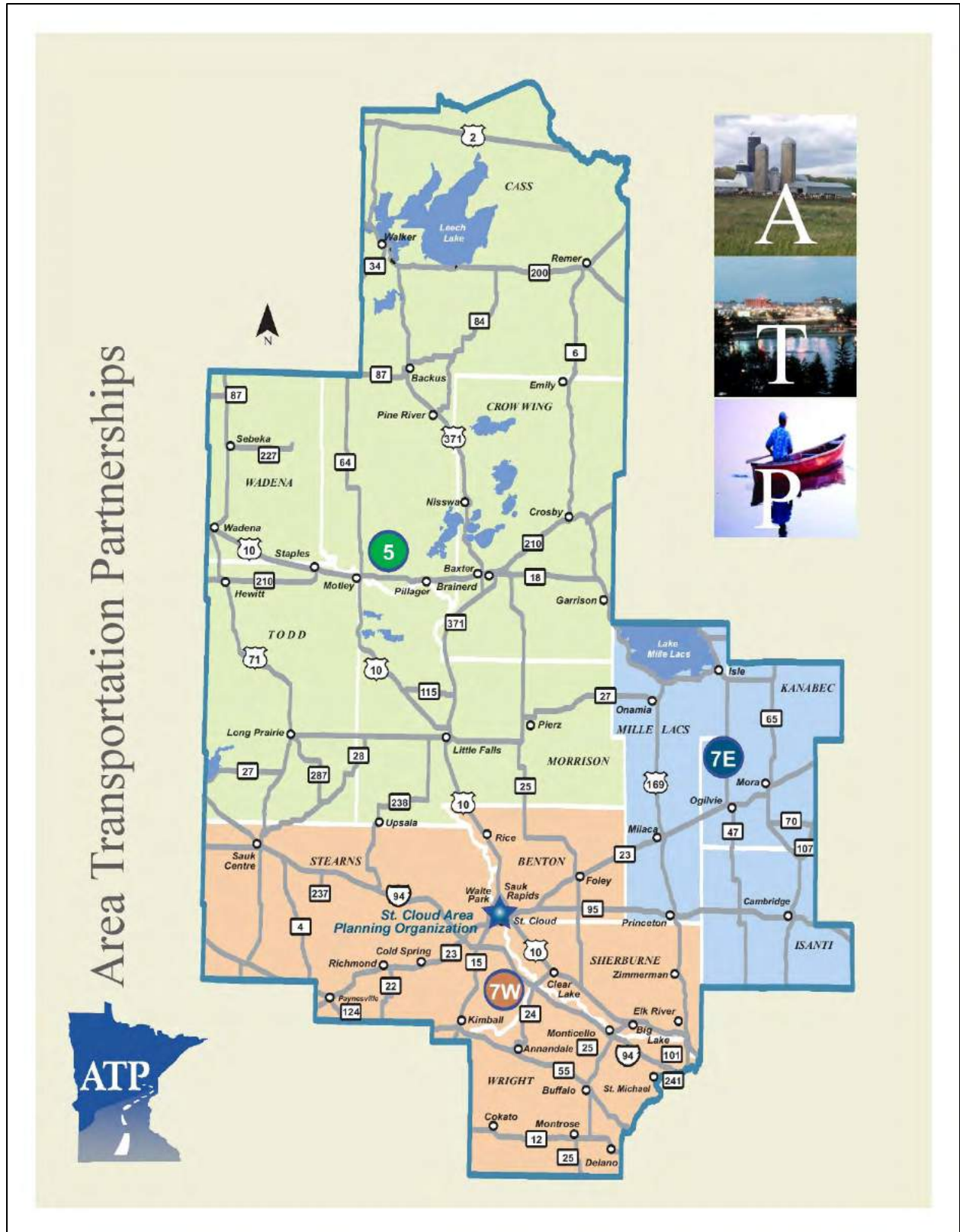


Figure 9: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

In addition, the current Federal transportation bill, [Fixing America's Surface Transportation \(FAST\) Act](http://www.fhwa.dot.gov/fastact/) (www.fhwa.dot.gov/fastact/) [23 U.S.C. § 134(f)] has a set of planning factors that must be considered in the transportation planning process. They are as follows:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

A prioritized list is then forwarded to the APO's Policy Board for approval or modification.

Funding Sources

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows MnDOT to reserve the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

Bonds (BF)

Funding identified as BF in the TIP indicate that projects are being funded almost exclusively with bond funds.

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds – allocated based upon merit by MnDOT's Office of Traffic Safety and Technology – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain

projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

Highway Rail Grade Crossing & Rail Safety (RRS)

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100% of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

Local Funds (LF)

Funding identified as LF in the TIP indicate projects that are being funding almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

National Highway Performance Program (NHPP)

The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

State Funds (SF)

Funding identified as SF in the TIP indicate that projects are being funded almost exclusively with state funds. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

Project Selection

APO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

To be included within the APO's TIP the project must be identified directly and/or support one or more of the goals established with the APO's MTP. Depending on the funding source, the proposed project may need to be reviewed and competitively scored by APO staff and/or at the MnDOT District 3 level.

Surface Transportation Block Grant Program (STBGP) Scoring Process
STBGP funding is received by the state via the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota ATPs.

In the Central Minnesota ATP-3, STBGP funding is further divided among specific regions within the district – [Region 5 Development Commission](http://www.regionfive.org) (www.regionfive.org), [East Central Regional Development Commission \(7E\)](http://www.ecrdc.org) (www.ecrdc.org), [Region 7W Transportation Policy Board](http://www.dot.state.mn.us/d3/region7w/index.html) (www.dot.state.mn.us/d3/region7w/index.html), and Saint Cloud APO – based upon a formula that takes into account the roadway network system size and use factors. Regions, like the APO, can then use these funding targets to assist in setting individual transportation priorities.

For the APO MPA, APO staff initiate the solicitation process for projects. Jurisdictions and agencies within the APO's MPA complete an application form for funding that is consistent across MnDOT District 3. APO staff review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunction with the APO's TAC and approved by the APO's Policy Board prior to the start of the solicitation process.

APO staff scores and preliminary rankings are brought before the TAC. TAC members use these scores and rankings as guidance to prioritize projects to the level of STBGP funds targeted to the region by ATP-3 through MnDOT's ATP Managed Program distribution. The TAC usually defers to the APO staff scores for the rest of the applicant projects considered beyond the availability of funding or fiscal constraints of the APO. This recommended project prioritization list is then brought before the APO's Policy Board for approval.

APO staffers forward the fiscally constrained and ranked list of projects to MnDOT District 3 for consideration by the ATP-3 ATIP subcommittee.

The subcommittee will compile all the scoring and rankings by the various sub-regions of the ATP and will rank all submitted projects into a unified ranked list based on the merit of the project, requested funding amount, and regional equity. These project rankings are typically deferred to the project list developed by each of the ATP sub-regions.

While projects may not get funded if they are not ranked high enough by the ATP-3 ATIP subcommittee, typically every project that has been ranked and fiscally constrained by sub-regions, will receive funding. The overall ranking by the ATP-3 ATIP subcommittee is used only if Congress and/or the State Legislature drastically cuts transportation funding during their respective sessions.

More information about STBGP funding can be found in the [Funding Sources](#) section of this chapter.

Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for [Transportation Alternatives \(TA\) funding](http://www.dot.state.mn.us/ta/) (www.dot.state.mn.us/ta/) first must submit a letter of intent to the MnDOT District 3 Office. Within the APO's planning area, the full application is only distributed to applicants that have successfully completed the letter of intent process and said letter has been reviewed by APO staff to ensure the ability of the applicant to meet the requirements necessary to be competitive in the grant application.

Once the completed application has been submitted to the District 3 Office by the jurisdiction, District 3 planners compile all the submitted applications across the district and distributes them to various regional planning representatives including the APO for scoring. This scoring system is based upon a rubric developed by ATP-3.

APO staffers score all the projects based upon this rubric. In addition, the APO can award an additional 10 and five bonus points to the top two TA projects that are submitted by APO member jurisdictions that will be completed within the MPA. Bonus points are awarded based on factors that include, but are not limited to, a) application's total technical score and b) APO TAC recommendation on regional needs. Those scores, along with those by other regional planning representatives across the district, are then submitted back to the district.

MnDOT District 3 convenes a TA subcommittee to review all the scores submitted by the regional planning representatives. This TA subcommittee is responsible for recommending projects – across the Central Minnesota ATP-3 – based upon the final combined rankings that would be eligible for the limited TA funding available.

These recommendations are then brought before the full ATP-3 board for possible inclusion into the ATIP. If an APO MPA project or projects are awarded funding, those projects are subsequently incorporated into the TIP.

More information about TA funding can be found in the [Funding Sources](#) section of this chapter.

Fiscal Constraint and Environmental Justice

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the APO in cooperation with MnDOT, Saint Cloud Metro Bus, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the APO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in [Chapter 4](#).

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in [Chapter 2](#).

Public Involvement

The APO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the St. Cloud Times – the newspaper of record for the APO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the APO's [Stakeholder Engagement Plan](#) (<https://bit.ly/2s5p2WN>). The process provides stakeholders a reasonable opportunity to comment on the TIP.

[Chapter 5](#) provides a more comprehensive look at public involvement used in developing the FY 2022-2025 TIP.

Public comments obtained via surveys specifically during the initial public outreach can be found in Appendix C.

Self-Certification

The State and the APO must annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud Metro Bus. This finding shall be based on the self-certification statement submitted by MnDOT and the APO on an annual basis. Joint certification action will remain in effect for four years.



CHAPTER ONE: FY 2022-2025 TIP PROJECTS

The following section lists all the transportation projects scheduled for Federal and/or state funding in the Saint Cloud MPA. See [Appendix A](#) for the APO's FY 2022-2025 TIP project table.

Of note, projects with Advance Construction (AC) – the total estimated amount of future Federal funds being committed to a project, front-ended by jurisdictions and/or agencies – can have construction occur in fiscal years outside of the current time frame (FY 2022-2025). In these cases, jurisdictions and/or agencies are requesting a payback (AC Payback) in the years when Federal funding was originally made available for the project.

For the purposes of the following section, in the event a project was advance constructed in fiscal years outside of the FY 2022-2025 time frame, the project will be identified under the year of first appearance within the current TIP. AC Projects are denoted with "AC" at the end of the project number.

Projects with multiple project numbers that identify the same scope of construction work are also combined and listed under the first year of appearance within the FY 2022-2025 TIP.

2022 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22	Operating assistance	\$9,500,000	FTA: \$1,340,000 LF: \$8,160,000
TRF-0048-22C	Preventive maintenance	\$1,300,000	FTA: \$1,040,000 LF: \$260,000
TRF-0048-22A	Paratransit operating	\$4,600,000	LF: \$4,600,000
TRF-0048-22B	Northstar commuter operating	\$1,300,000	LF: \$1,300,000

Status updates

TRF-0048-22: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22C: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22A: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22B: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2022 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22D	Purchase office equipment, IT, & communication projects	\$63,000	FTA: \$50,400 LF: \$12,600
TRF-0048-22I	Facility improvements	\$25,000	FTA: \$20,000 LF: \$5,000
TRF-0048-22H	Purchase maintenance tools & equipment	\$15,000	FTA: \$12,000 LF: \$3,000

Status updates

TRF-0048-22D: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22I: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22H: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2022 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22K	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRS-0048-22TA	Purchase three Class 400 replacement CNG DAR buses	\$717,000	STBGP 5K-200K: \$573,600 LF: \$143,400

Status updates

TRF-0048-22K: Sept. 18, 2020: Project is still in the planning stages.

TRS-0048-22TA: Feb. 3, 2020: Project being added to the TIP per funding awarded by MnDOT’s Office of Transit and Active Transportation to Metro Bus. **June 2020:** MnDOT is assisting Metro Bus with the local match for these vehicle purchases. Per MnDOT Office of Transportation System Management (OTSM), this is reflected through local funding. Metro Bus is responsible for half of the local match (\$71,700). **Sept. 18, 2020:** Project is still in the planning stages.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2022 WACOSA Bus Purchase



Photo courtesy of WACOSA

Estimated project cost: \$93,000
Fiscal year: 2022

Project Description
Purchase one replacement bus.
Project Number: TRF-9503-22
Funding Source: FTA

Programmed Funds Breakdown	Total
FTA	\$74,400
LF	\$18,600

Status updates
Dec. 21, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 17, 2020, per MnDOT Office of Transit and Active Transportation.

Project Sponsor: WACOSA
Project Contact: Steve Howard, Executive Director
320-251-0087 showard@wacosa.org

2022 WACOSA Bus Purchase



Photo courtesy of WACOSA

Estimated project cost: \$96,000
Fiscal year: 2022

Project Description
Purchase one replacement bus.
Project Number: TRF-9503-23
Funding Source: FTA

Programmed Funds Breakdown	Total
FTA	\$76,800
LF	\$19,200

Status updates
Dec. 21, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 17, 2020, per MnDOT Office of Transit and Active Transportation.

Project Sponsor: WACOSA
Project Contact: Steve Howard, Executive Director
320-251-0087 showard@wacosa.org

2022 ConnectAbility RTCC



Photo courtesy of ConnectAbility of MN

Estimated project cost: \$41,910

Fiscal year: 2022

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-22

Funding Source: FTA

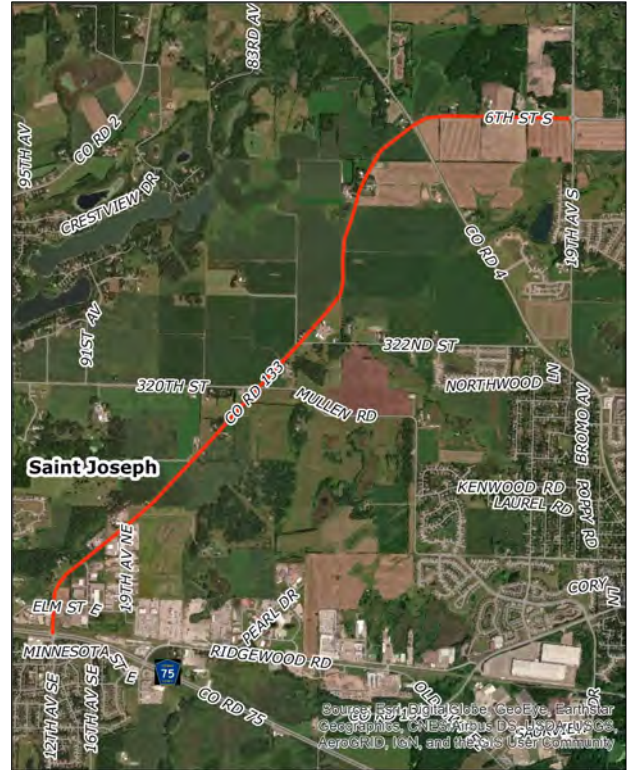
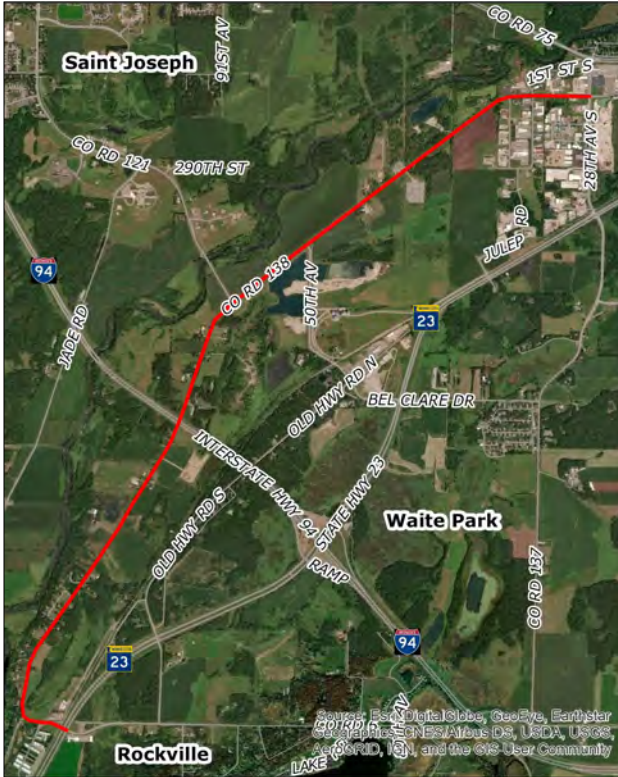
Status updates

Programmed Funds Breakdown	Total
FTA	\$33,528
LF	\$8,382

Project Sponsor: ConnectAbility of MN

Project Contact: Sheri Wegner, Executive Director
320-253-0765
sheri.wegner@connectabilitymn.org

2022 Stearns County Chevron Curve Signing



Photos courtesy Saint Cloud APO

Estimated project cost: \$240,000

Construction year: 2022

Project Description

Installation of chevron curve signing along CSAH 133 and CSAH 138.

Project Number: 073-070-023

Funding Source: HSIP

Project Scope: N/A

Status update

Nov. 12, 2019: No plans or project memorandum have been completed yet. These items should be complete by December 2021. Expected letting date around February 2022.

Nov. 17, 2020: Will begin project memorandum in early 2022. Project not expected to be controversial so no public meeting necessary.

Programmed Funds Breakdown	Total
FHWA	\$216,000
LF	\$24,000

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2022 Stearns County Rural Intersection Lighting

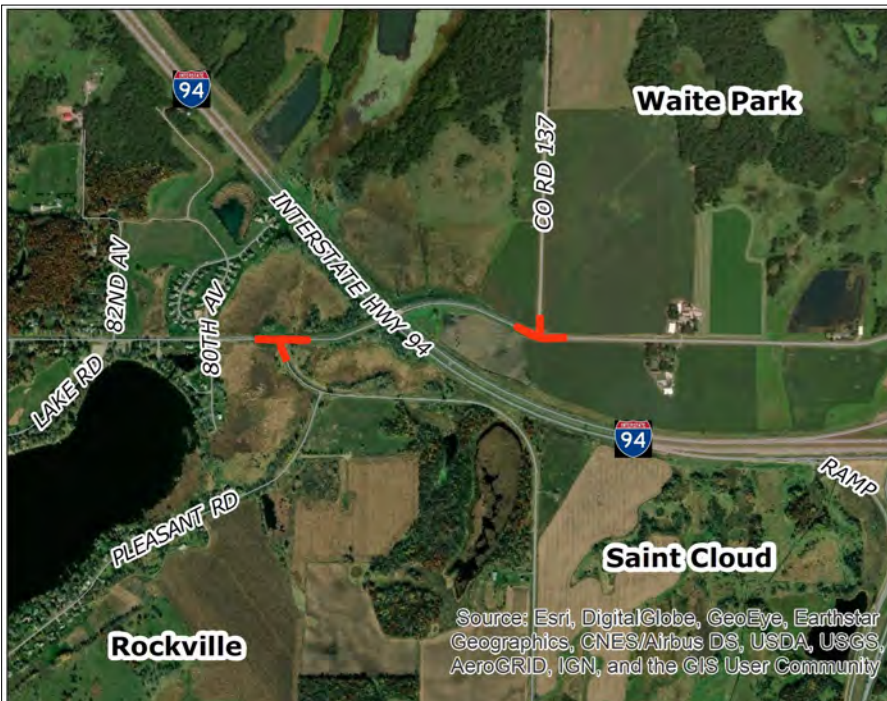


Estimated project cost:
\$96,000

Construction year: 2022

Project Description
Installation of rural intersection lighting at CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S); CSAH 6 (260th Street/40th Street S) and CSAH 137; and CSAH 6 (CR 122/260th Street) and CR 137.

Project Number: 073-070-024
Funding Source: HSIP
Project Scope: N/A



Programmed Funds Breakdown	Total
FHWA	\$86,400
LF	\$9,600

Status updates

Nov. 12, 2019: Plans and project memorandum have not yet been started. These items should be complete by December 2021. Letting date in February 2022 is expected. **Nov. 17, 2020:** Will begin the project memorandum in early 2021. Project not expected to be controversial so no public meeting necessary.

Photos courtesy Saint Cloud APO

Project Sponsor: Stearns County
Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2022 Stearns County CSAH 75 from 15th Avenue to Park Avenue

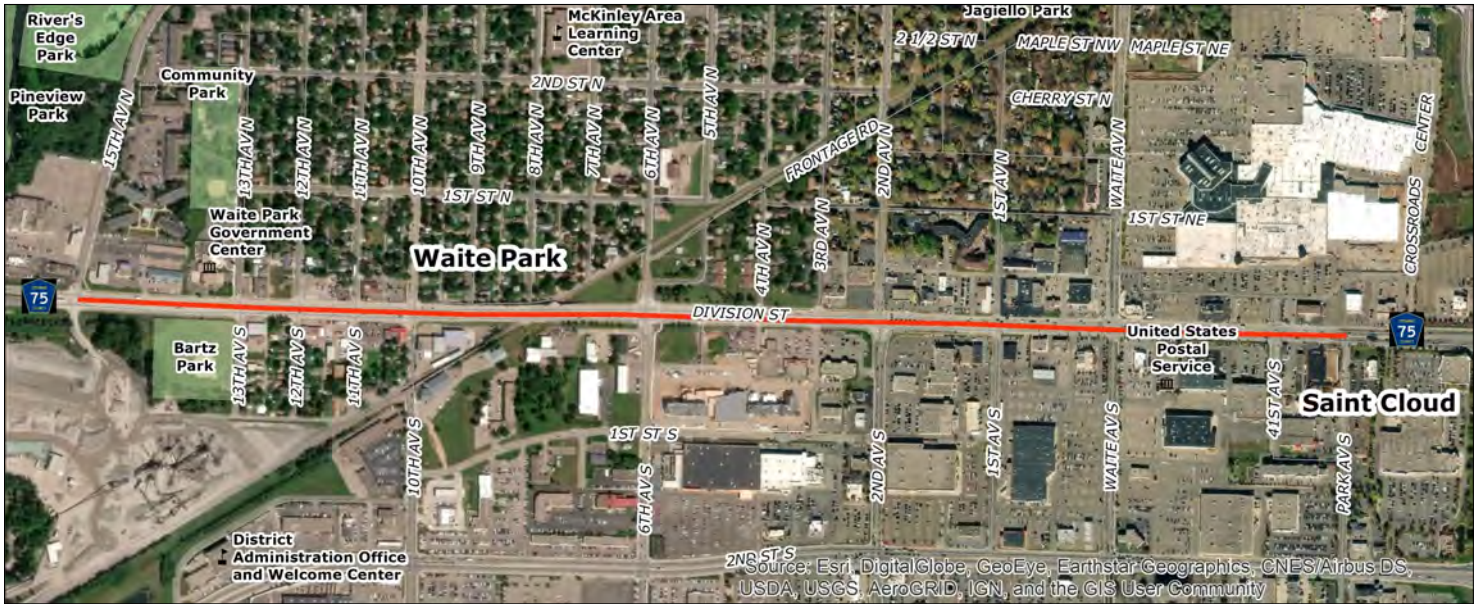


Photo courtesy Saint Cloud APO

Project Description

Concrete pavement rehabilitation on Stearns CSAH 75 (Division Street) from 15th Avenue in Waite Park to Park Avenue in Saint Cloud.

Project Number: 073-675-040AC

Funding Source: NHPP

Project Scope: 1.39 miles

Programmed Funds Breakdown		Total
Advance Construction	\$806,536	
Payback		

Status updates

Nov. 12, 2019: Project memorandum submitted. Plans are about 90 percent complete. Project cost has increased to \$1,900,000. In process of discussing potential funding shift from future project with District 3 State Aid Engineer Kelvin Howieson. Further update on this project expected in late November. **Dec. 30, 2019:** Funding source change from STBGP to NHPP. Project cost increased from \$1,100,000 to \$1,715,056. Additional Federal funding is being pulled from CSAH 75 project programmed in FY 2022 (073-675-041) to cover cost increase — AC increasing from \$191,480 to \$806,536. Local match is remaining the same. **Nov. 17, 2020:** Contract has been awarded. Work will take place in 2021.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2022 Saint Cloud Beaver Island Trail



Photo courtesy of Saint Cloud APO

Estimated project cost
\$600,000

Construction year: 2022

Project Description

Construct the Beaver Island Trail connection from the existing trail at the Saint Cloud Waste Water Treatment Facility to the southern border of the city.

Project Number: 162-090-007

Funding Source: STBGTA 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$480,000
LF	\$120,000

Project Sponsor: City of Saint Cloud

Project Contact: Steven Foss, City Engineer
 320-255-7243

steven.foss@ci.stcloud.mn.us

Status updates

Oct. 30, 2019: APO Policy Board approved a request from the City to move this project back from FY 2020 to FY 2022. City Park and Recreation Director Scott Zlotnik said the city applied for a state grant to assist with the local match.

April 9, 2020: During annual TIP update development, City of Saint Cloud has opted to advance the construction of this project from fiscal year 2022 to fiscal year 2021. As a result of advancing the project, the city will be reimbursed its Federal funding in fiscal year 2022.

Oct. 21, 2020: Project is going to be pushed back to FY 2022 per Park and Recreation Director Scott Zlotnik. Administrative modification to the TIP will be processed at the beginning of calendar year 2021.

2022 Saint Cloud Cooper Avenue



Photo courtesy of Saint Cloud APO

Estimated project cost \$2,600,000
Construction year: 2022

Project Description
Reconstruction of MSAS 141 (Cooper Avenue), from Traverse Road to CSAH 75 (Roosevelt Road). This project also includes bicycle lanes and sidewalks.

Advance Construction
Payback in FY 2023

Project Numbers:
2022: 162-141-008
2023: 161-141-008AC

Funding Source: STBGP 5K-200K

Project Scope: 0.6 miles

Programmed Funds Breakdown	Total
FHWA (2022 only)	\$1,457,080
Advance Construction Payback (2023 only)	\$612,000
LF (2022 only)	\$530,920

Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2022 with an anticipated completion date of Fall 2022. **Oct. 21, 2020:** Project is programmed to be constructed in 2022. **March 2021:** Per MnDOT, a funding swap has occurred between the City of Saint Cloud, City of Buffalo, and City of Minneapolis. Saint Cloud is swapping state aid from funding for Federal funding. This will allow for \$612,000 in Federal funding to be paid back in FY 2023. Project cost has increased as a result from \$2.5 million to \$2.6 million to account for the additional Federal funding.

Project Sponsor: City of Saint Cloud
Project Contact: Steven Foss, City Engineer 320-255-7243 steven.foss@ci.stcloud.mn.us

2022 Sartell 19th Avenue

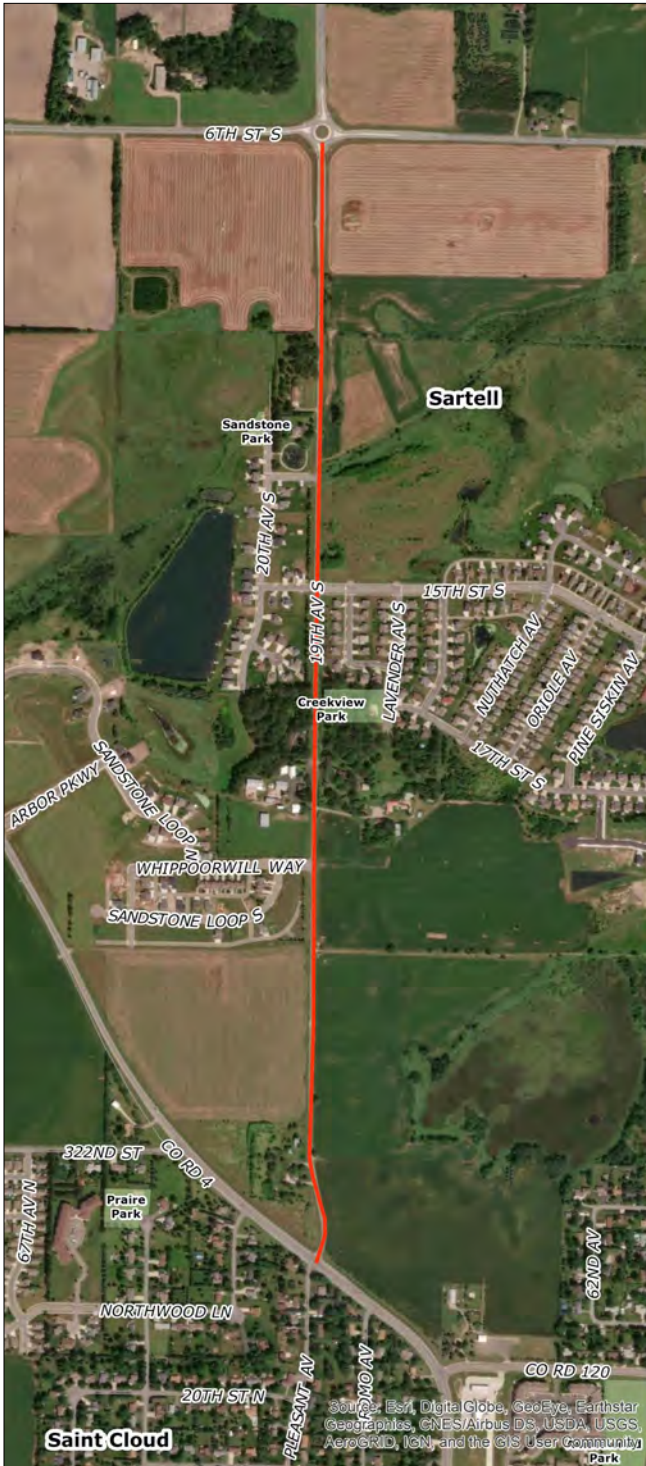


Photo courtesy Saint Cloud APO

Estimated project cost \$7,037,903

Construction year: 2022

Project Description
 Reconstruction of 19th Avenue from CSAH 4 to CSAH 133 (Sixth Street S).
Advance Construction
 Payback in FY 2023.
Project Numbers:
2022: 220-113-002
2023: 220-113-002AC
Funding Source: STBGP 5K-200K
Project Scope: 1.3 miles

Programmed Funds Breakdown	Total
FHWA (2022 Only)	\$160,100
Advance Construction Payback (2023 Only)	\$1,929,820
LF (2022 Only)	\$4,947,983

Status updates

Nov. 7, 2019: Topographic surveying and a more detailed preliminary design is anticipated to begin in the spring of 2020. Final design is anticipated to be completed by the winter of 2021. Project is on track. **Sept. 23, 2020:** Project is on track and we are currently working through the preliminary design, project memorandum, and feasibility study for the project. All three of those efforts should be completed by the end of this year and transitioning into final design this winter/spring. **Dec. 21, 2020:** Project cost has increased by nearly 47% due to significant water main and sanitary sewer work added to the project (from \$4,799,920 to \$7,037,903). Cost increase in local match from \$2,710,000 to \$4,947,983.

Project Sponsor: City of Sartell
 Project Contact: Jon Halter, City Engineer 320-229-4344 jhalter@sehinc.com

2022 Sartell Trail and Sidewalk Gaps



Photo courtesy Saint Cloud APO

Estimated project cost \$458,740
Construction year: 2022

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$367,040
LF (2022 Only)	\$91,700

Project Sponsor: City of Sartell
Project Contact: Jon Halter, City Engineer 320-229-4344 jhalter@sehinc.com

Project Description

Completing shared use path gaps on Seventh Street N and 12th Street N and filling in sidewalk gaps along 13th Avenue N and Third Street N.

Advance Construction
Payback in FY 2025.

Project Numbers:
2022: 220-090-003
2023: 220-090-003AC

Funding Source: STBG TAP 5K-200K

Project Scope: N/A

Status updates

2022 MnDOT US 10 Bridge Replacement

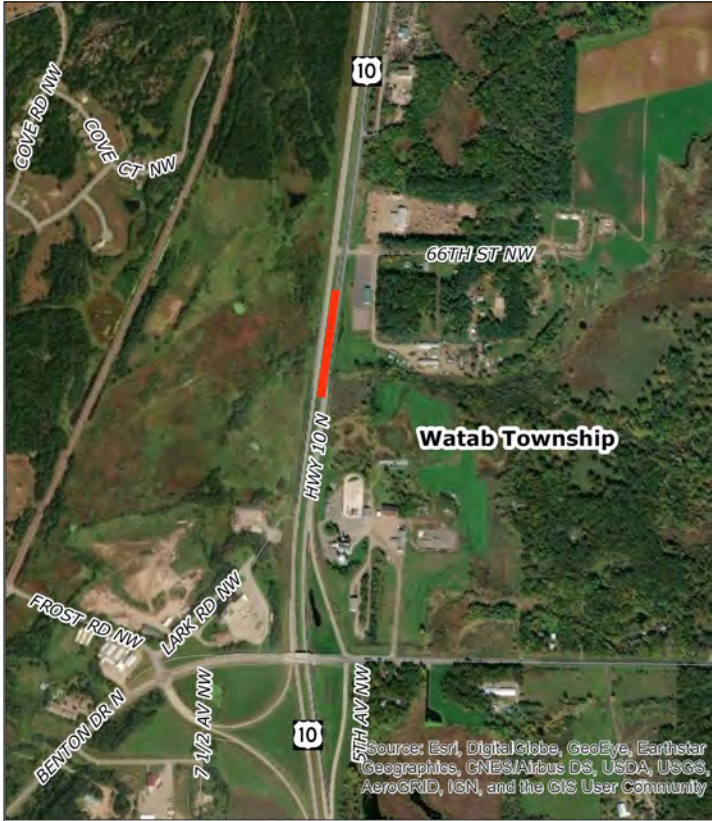


Photo courtesy Saint Cloud APO.

Estimated project cost \$1,400,000
 Construction year: 2022

Project Description
 Replacement of bridge number 3666 over stream with a box culvert 0.5 miles NW of Benton CSAH 33 (First Avenue NE/60th Street NW) on US 10. This also includes the installation of a high tension median cable guardrail from 66th Street to CSAH 33.
Project Number: 0502-115
Funding Source: NHPP
Project Scope: 0.64 miles

Programmed Funds Breakdown	Total
FHWA	\$1,120,000
SF	\$280,000

Status updates
Oct. 30, 2019: Anticipated letting date for this project is Jan. 28, 2022. **March 19, 2020:** Project cost has increased from \$621,000 to \$1,401,000 due to cost estimates increasing. **July 23, 2020:** In addition to the conversion of the existing bridge to a box culvert, this project also contains the placement of a high tension media cable guardrail from 66th Street to CSAH 33. **Nov. 18, 2020:** This project is currently on track for a Jan. 28, 2022 letting. The estimate is current. **March 2021:** During the annual TIP update the project cost has dropped from \$1,401,000 to \$1,400,000.

Project Sponsor: MnDOT District 3
 Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536
 russell.fellbaum@state.mn.us

2022 MnDOT MN 301 Retaining Wall



Photo courtesy Saint Cloud APO

Estimated project cost \$1,900,000
Construction year: 2022

Project Description

Restore failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. This project will also improve drainage, maintainability, and safety.

Project Number: 7109-08
Funding Source: SF
Project Scope: 1 mile

Status updates

Dec. 30, 2019: Project is being added to the APO’s TIP per MnDOT District 3. **Nov. 18, 2020:** Project is currently on track to be let on Feb. 26, 2021. The estimate is current. **Feb. 5, 2021:** Per Historic Roadside Properties Program, project is being pushed back from 2021 to 2022. In addition, the project cost is increasing from \$800,000 to \$900,000. **May 2021:** Project cost has increased from \$900,000 to \$1,900,000 due to additional work being completed on this project.

Programmed Funds Breakdown	Total
SF	\$1,900,000

Project Sponsor: MnDOT Historic Roadside Properties Program
Project Contact: Andrea Weber, Historic Roadside Properties Program 651-366-4643
andrea.weber@state.mn.us

2022 MnDOT Historical Marker



Photos courtesy Saint Cloud APO.

Estimated project cost \$50,000
Construction year: 2022

<p align="center">Project Description</p> <p>Stone masonry repair and interpretive signage reinstallation on historical landmark along US 10 across from the St. Cloud Reformatory.</p> <p>Project Number: 7103-64</p> <p>Funding Source: SF</p> <p>Project Scope: N/A</p>
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Programmed Funds Breakdown	Total
SF	\$50,000

<p>Status updates</p> <p>Dec. 28, 2020: Project to be added to the TIP per MnDOT Office of Historical Roadside Properties Program. June 2021: Per MnDOT District 3 and Historic Roadside Property Program this project is being pushed back from 2021 to 2022 construction. An administrative modification to the FY 2021-2024 TIP will be processed in September 2021.</p>
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<p>Project Sponsor: MnDOT Historical Roadside Properties Program</p> <p>Project Contact: Andrea Weber, Historic Roadside Property Program Manager 651-403-3746 andrea.weber@state.mn.us</p>

2023 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-23A	Paratransit operating	\$4,700,000	LF: \$4,700,000
TRF-0048-23B	Northstar commuter operating	\$1,400,000	LF: \$1,400,000

Status updates

TRF-0048-23H: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23A: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23B: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus
 Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23D	Purchase office equipment, IT, and communication projects	\$115,000	FTA: \$92,000 LF: \$23,000
TRF-0048-23G	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000

Status updates

TRF-0048-23D: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23G: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23I	Facility improvements	\$30,000	FTA: \$24,000 LF: \$6,000
TRF-0048-23J	Western transit center	\$4,000,000	LF: \$4,000,000

Status updates

TRF-0048-23I: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** This project has changed from Transit Signal Priority (TSP) projects to facility improvements. Project cost and funding breakdown has remained the same.

TRS-0048-23TA: Feb. 3, 2020: Project being added to the TIP per funding awards from MnDOT’s Office of Transit and Active Transportation. **June 2020:** MnDOT is assisting Metro Bus with the local match for these vehicle purchases. Per MnDOT Office of Transportation System Management, this is reflected under local funding. Metro Bus is responsible for half of the local match (\$121,600). **Sept. 18, 2020:** Project is still in the planning stages. **March 2021:** Per funding awards from MnDOT’s Office of Transit and Active Transportation, this project for the purchase of two 35-foot Class 700 CNG buses for \$1,216,000 has been removed from the TIP.

TRF-0048-23J:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2023 ConnectAbility RTCC



Photo courtesy of ConnectAbility of MN

Estimated project cost: \$45,210

Fiscal year: 2023

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-23

Funding Source: FTA

Status updates

Programmed Funds Breakdown	Total
FTA	\$36,168
LF	\$9,042

Project Sponsor: ConnectAbility of MN

Project Contact: Sheri Wegner, Executive Director
320-253-0765
sheri.wegner@connectabilitymn.org

2023 Sherburne County Rumble Strips and Sign Enhancements

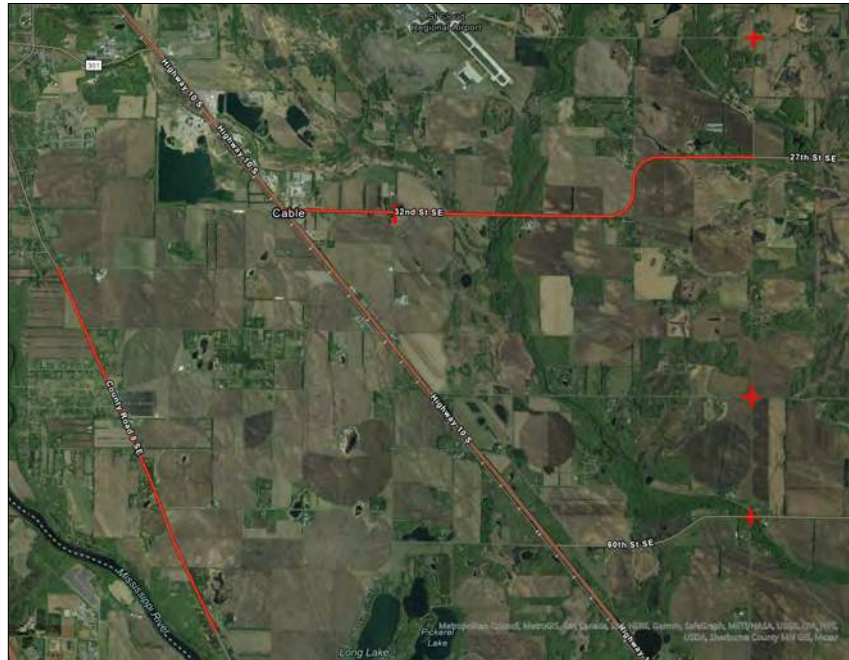


Photo courtesy Saint Cloud APO.

Estimated project cost: \$150,000

Construction year: 2023

Project Description

Installation of mumble strips along CSAH 8 from 37th Street south to the Haven Township border and CSAH 3 from US 10 to CSAH 20. Stop sign enhancements to be placed at the following intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Number: 071-070-043

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$135,000
LF	\$15,000

Status updates

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Construction year: 2023

Project Description
 Consolidation of two 45-degree intersections of US 10 and BNSF railroad to one 90-degree intersection. Realignment of County Road 65 and 45th Avenue.

Advance Construction
 Payback in FY 2025

Project Numbers:
2023: 071-596-008
2025: 071-596-008AC and 7103-65

Funding Source: STBGP<5K

Project Scope: 0.1 miles

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	071-596-008AC: \$1,000,000 7103-65: \$1,200,000
LF (2023 Only)	071-596-008: \$300,000

Status updates

Project Sponsor: Sherburne County
 Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Stearns County ROCORI Trail

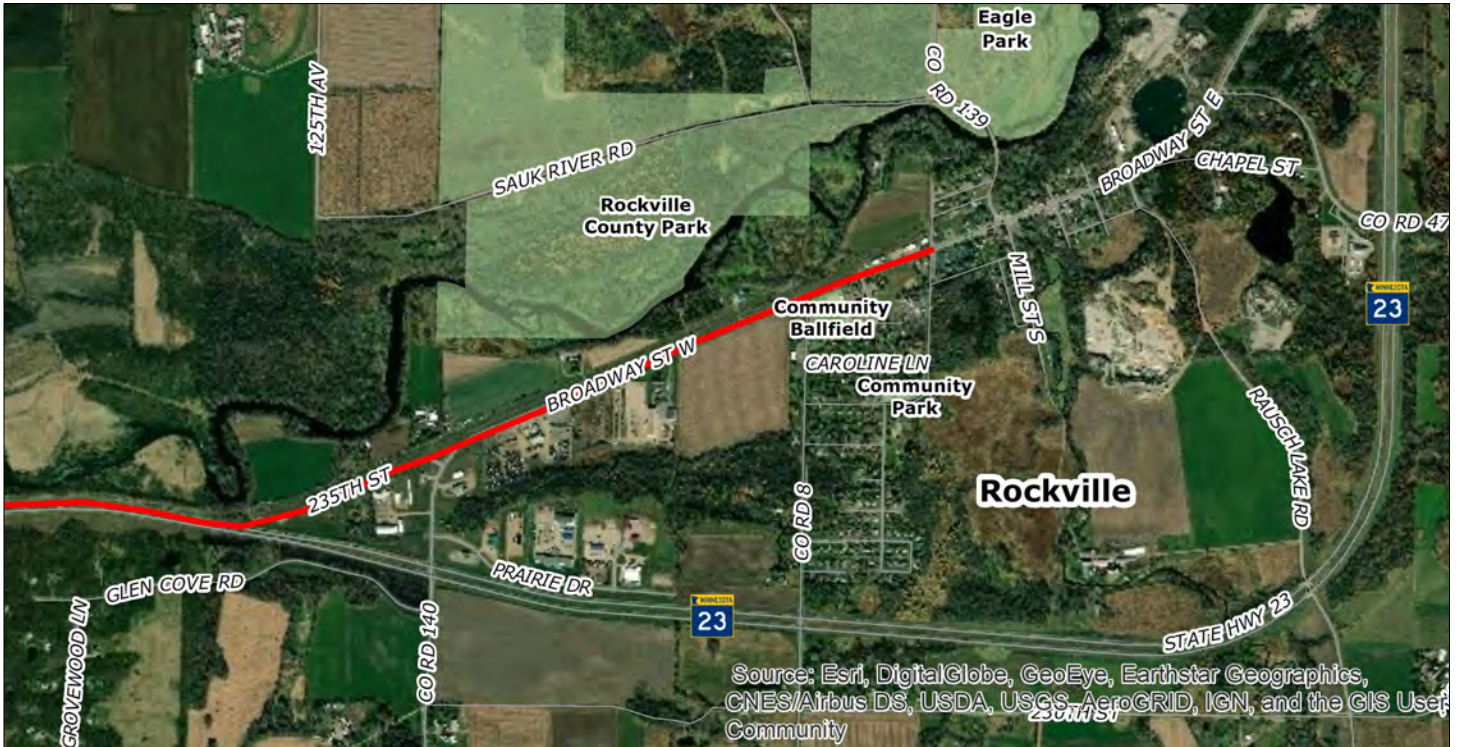


Photo courtesy Saint Cloud APO.

Project Description

Construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville.

Advance Construction

Payback in FY 2024

Project Numbers:

2023: 073-090-011

2024: 073-090-011AC

Funding Source: STBG TAP 5K-200K

Project Scope: 2.3 miles

Estimated project cost: \$1,813,000

Construction year: 2023

Status updates

Nov. 12, 2019: Project memorandum has been started. Still in the process of securing the local share for the project. **April 9, 2020:** Project cost estimates have increased the cost of this project from \$1,663,863 to \$1,813,000. Federal funding remains the same. The local contribution has increased from \$851,593 to \$1,000,730. **Nov. 17, 2020:** The ROCORI Trail Construction Board has contacted MnDOT District 3 to request the project be delayed a year due to local share funding. **Dec. 21, 2020:** Project has been delayed from FY 2021 construction to FY 2023 due to lack of local share.

Programmed Funds Breakdown

Total

FHWA (2023 Only)	\$520,000
Advance Construction Payback (2024 Only)	\$292,270
LF (2023 Only)	\$1,000,730

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County Beaver Island Trail Extension

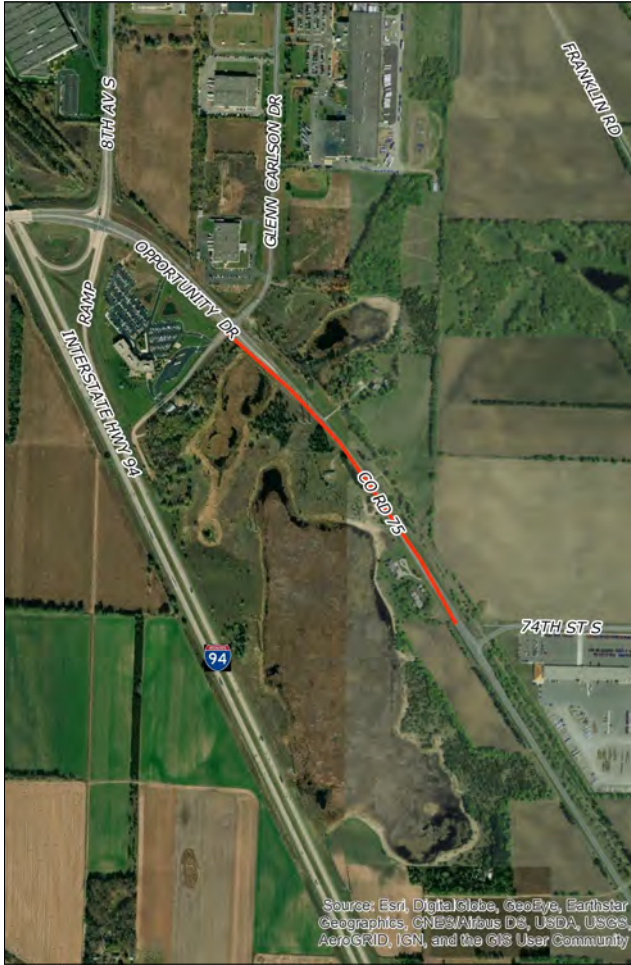


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

Estimated project cost: \$1,740,000

Construction year: 2023

Project Description

Extending the Beaver Island Trail from the Saint Cloud city limits to Stearns County Road 143 just west of Clearwater.

Project Number: 073-090-012

Funding Source: STBG TAP 5K-200K

Project Scope: 4.7 miles (a majority of construction will take place outside of the APO's MPA).

Programmed Funds Breakdown	Total
FHWA	\$400,000
LF	\$1,340,000

Status updates

Nov. 12, 2019: Consultant Request for Proposal will be sent out soon to begin work on the project memorandum and plans.

Nov. 17, 2020: Preliminary design will begin in late 2021, as will project memorandum. Discussions have been ongoing with property owners from whom right of way will be needed.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County CSAH 75 from MN 15 to Cooper Avenue



Photo courtesy of Saint Cloud APO

Estimated project cost: \$1,600,000

Construction year: 2023

Status updates

May 21, 2019: Project was incorporated into the FY 2020-2023 TIP table. Per Kelvin Howieson, MnDOT D3 State-Aid Engineer, Stearns County receives NHPP funding every year for CSAH 75. This entry is a placeholder for a project yet to be determined by the county. **August 2019:** Project has been identified to be a mill and overlay on County Road 75 from MN-15 to Cooper Avenue. This description, along with the updated project number (073-675-041) will need to be processed as an amendment to the Transportation Improvement Program. A formal change is anticipated in February 2020. **Nov. 12, 2019:** Project plans and project memorandum have not yet been started. These items should be completed by December 2021 and a letting date in February 2022 is expected. **Dec. 30, 2019:** Local match is increasing from \$307,528 to \$922,584. This is due to Federal funds needing to be pulled from this project to cover cost increase to 073-675-040. Overall project cost will remain the same. **April 10, 2020:** During annual TIP update, Stearns County has opted to allocate its yearly targeted NHPP CSAH 75 funds (approximately \$615,000 for FY 2024) to this project. The influx of \$615,054 in Federal funds has dropped the local funds to \$369,890 from \$922,584. **Nov. 17, 2020:** Project memorandum will be prepared in 2021. **April 2021:** Project has been pushed back from 2022 construction to 2023 construction.

Project Description

Mill and overlay on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud.

Advance Construction
Payback in FY 2024.

Project Numbers:
2023:073-675-041
2024: 073-675-041AC

Funding Source: NHPP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA (2023 only)	\$615,055
Advance Construction Payback (2024 only)	\$615,055
LF (2023 only)	\$369,890

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns CSAH 4/CSAH 133 Roundabout



Estimated project cost: \$888,900

Construction year: 2023

Project Description

Construct a roundabout at the intersection of CSAH 4 and CSAH 133 at Five Points in Stearns County.
Project Number: 073-070-025
Funding Source: HSIP
Project Scope: N/A

Programmed Funds Breakdown

Programmed Funds Breakdown	Total
FHWA	\$800,000
LF	\$88,900

Status updates

Nov. 17, 2020: Project memorandum will be completed in early 2022. Public outreach will begin in late 2021.

Photo courtesy Saint Cloud APO

Project Sponsor: Stearns County
 Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Sartell Heritage Drive Connections



Photo courtesy Saint Cloud APO

Estimated project cost \$459,121

Construction year: 2023

Project Description

Extension of current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project also includes the installation of two marked crosswalks along Heritage Drive.

Project Number: 220-090-002

Funding Source: STBG TAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$367,297
LF	\$91,824

Status updates

Nov. 7, 2019: Project memo is anticipated to be completed in the fall of 2021. Final design is anticipated to start in the spring of 2022, and be completed by the winter of 2022/2023. Project is on track. **Sept. 23, 2020:** Plan to begin the preliminary design and project memo in Spring 2021. Project is on track.

Project Sponsor: City of Sartell

Project Contact: Jon Halter, City Engineer 320-229-4344 jhalter@sehinc.com

2023 MnDOT County Road 65 Railroad Signal Improvements

Estimated project cost: \$300,000

Construction year: 2023

Project Description
 Removing the at-grade rail crossing of the dual BNSF tracks along US 10 at 45th Avenue and realign the County Road 65/42nd Street crossing.

Project Number: 71-00129
Funding Source: RRS
Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$222,000
LF	\$78,000

Status updates

Feb. 3, 2020: Project added to the TIP per MnDOT’s Office of Freight and Commercial Vehicle Operations. **March 19, 2020:** Project cost has increased from \$300,000 to \$307,000. **Nov. 18, 2020:** Project is currently on track to be let on June 14, 2022. The estimate is current. **March 2021:** To better coordinate with Sherburne County, this project has been pushed back from FY 2022 to FY 2023. Because of this, a project swap needed to occur within Office of Rail causing the cost of this project to drop from \$307,000 to \$300,000.

Project Sponsor: MnDOT Office of Freight and Commercial Vehicle Operations
 Project Contact: Amy Johnson, Program Manager 651-366-3709 amy.l.johnson@state.mn.us

2023 MnDOT MN 23 and US 10

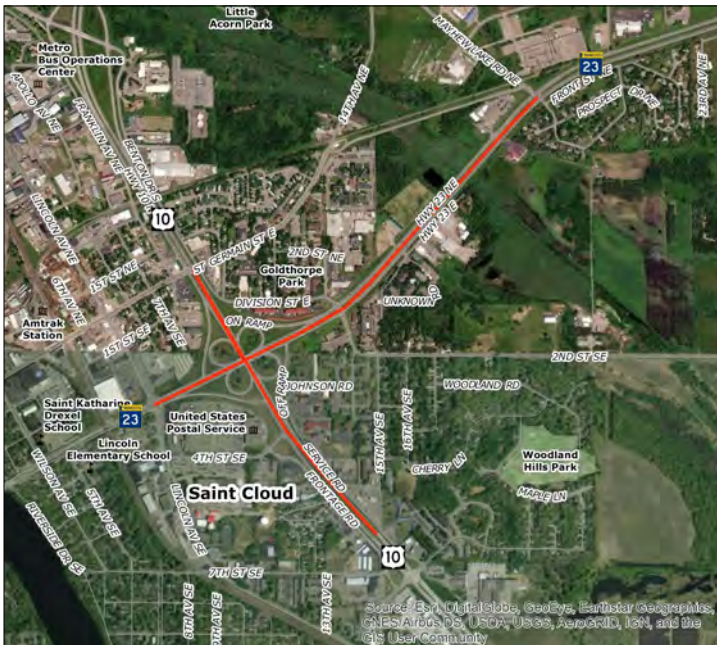


Photo courtesy Saint Cloud APO

Estimated project cost \$38,186,000
Construction year: 2023

Programmed Funds Breakdown	Total
FHWA (2023 Only)	0503-91: \$7,714,800 0503-91S: \$675,000 0503-91GMNR: \$3,016,000 0503-91AC: \$0
Advanced Construction Payback (2024 Only)	0503-91: \$0 0503-91S: \$0 0503-91GMNR: \$0 0503-91AC: \$16,338,000
SF (2023 Only)	0503-91: \$6,013,200 0503-91S: \$75,000 0503-91GMNR: \$754,000 0503-91AC: \$0
LF (2023 Only)	0503-91: \$3,600,000 0503-91S: \$0 0503-91GMNR: \$0 0503-91AC: \$0

Project Sponsor: MnDOT District 3
 Project Contact: Claudia Dumont, Development Project Manager 320-223-6530
 claudia.dumont@state.mn.us

Project Description
 Reconstruction of MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/ Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15th Avenue SE) interchange. This project will include replacing bridges 9021 and 9022 with 05019 and 05018 respectively along with multimodal improvements. This project also includes the construction of a bridge at Fourth Street spanning US 10.

Project Numbers: 0503-91, 0503-91AC, 0503-91S, and 0503-91GMNR

Advance Construction
 Payback in FY 2024 (0503-91AC ONLY)

Funding Source:
0503-91 and 0503-91AC: NHPP
0503-91S: HSIP
0503-91GMNR: STBGP 5K-200K

Project Scope: 2.05 miles

Status updates

Oct. 30, 2019: Anticipated letting date for this project is mid to late 2021. **March 19, 2020:** Additional STBGP funds have been added to this project through the Greater Minnesota Reliability Fund program (0503-91GMNR). HSIP funds have also been added to this project (0503-91S). **July 15, 2020:** MnDOT has increased the project cost for this from \$30,300,000 to \$35,580,000. An additional \$2,680,000 in funding has been provided for this project from the City of Saint Cloud (\$2,650,000) and Benton County (\$30,000). Additional Federal and state funds have also been added to this project. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **April 2021:** During the annual TIP update, this project has added the construction of a bridge spanning US 10 at Fourth Street. In addition, the cost of this project has increased from \$35,580,000 to \$38,186,000.

2023 MnDOT Interstate 94 Bridge Overlay

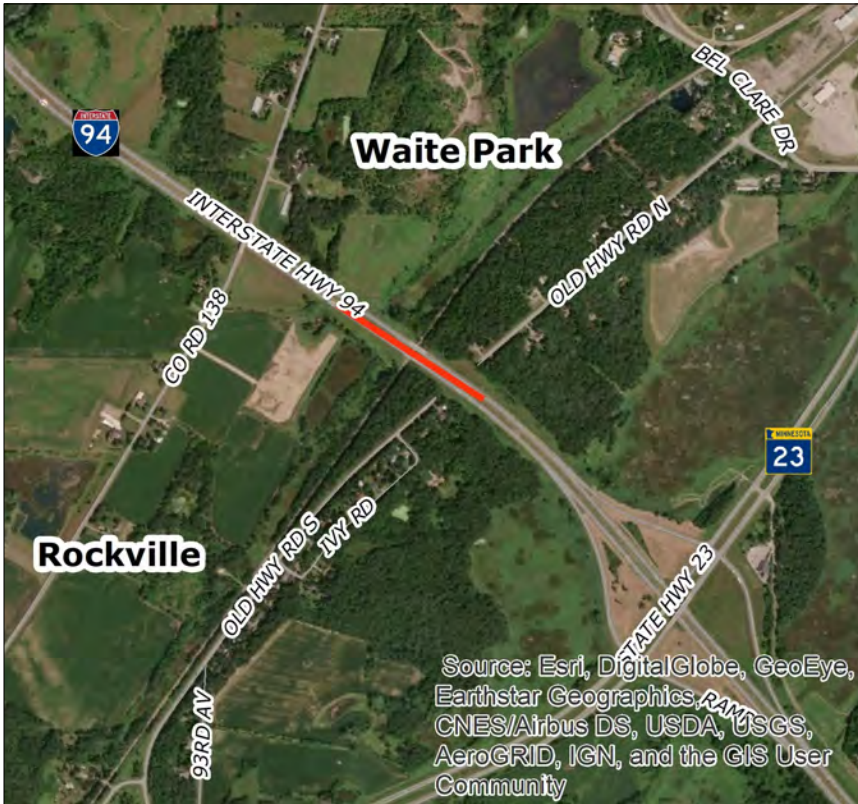


Photo courtesy Saint Cloud APO

Estimated project cost
\$1,600,000

Construction year: 2023

Project Description

Overlay bridge numbers 73875 and 73876 over the BNSF railroad 0.6 miles west of the MN 23 interchange.

Project Number: 7380-259

Funding Source: NHPP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$1,280,000
SF	\$320,000

Status updates

Oct. 30, 2019: Project letting date is anticipated for Jan. 28, 2022. This could possibly be an Early Let, Late Award (ELLA) project. **March 19, 2020:** Project cost has dropped from \$6,054,000 to \$1,800,000. Original project proposed was scaled back. New cost estimate on the adjusted project was provided. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 28, 2022. The estimate is current. **March 2021:** During the annual TIP update, project cost estimate has decreased from \$1,800,000 to \$1,600,000.

Project Sponsor: MnDOT District 3

Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536
 russell.fellbaum@state.mn.us

2023 MnDOT Interstate 94 Bridge Overlay at CSAH 75



Photo courtesy Saint Cloud APO

Estimated project cost
\$1,200,000

Construction year: 2023

Project Description
 Overlay I-94 bridge number 73868 at CSAH 75 northwest of Saint Joseph.
Project Number: 7380-264
Funding Source: NHPP
Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$960,000
SF	\$240,000

Status updates

July 15, 2020: MnDOT has increased the project cost for this from \$1,100,000 to \$1,200,000. The FHWA contribution has increased from \$880,000 to \$960,000 and the state fund contribution has increased from \$220,000 to \$240,000. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current.

Project Sponsor: MnDOT District 3
 Project Contact: Kelly Scegura, Construction Project Manager 320-223-6614 kelly.scegura@state.mn.us

2023 MnDOT US 10 Guardrails



Estimated project cost \$1,900,000
 Construction year: 2023

Project Description
 Install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake.
Project Number: 7103-63
Funding Source: HSIP
Project Scope: 9.18 miles



Photos courtesy Saint Cloud APO and MnDOT.

Programmed Funds Breakdown	Total
FHWA	\$1,710,000
SF	\$190,000

Status updates
July 23, 2020: The estimated project cost has increased from \$1,634,250 to \$1,900,000. This includes the increase of FHWA funds from \$1,470,825 to \$1,710,000 and state funds from \$163,425 to \$190,000. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 27, 2023. The estimate is current.

Project Sponsor: MnDOT District 3
 Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2024 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-24I	Paratransit operating	\$4,750,000	LF: \$4,750,000
TRF-0048-24J	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

Status updates

TRF-0048-24H: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-24I: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-24J: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-24A	Purchase four 35-foot replacement CNG buses	\$2,316,000	STBGP 5K-200K: \$1,852,800 LF: \$463,200
TRF-0048-24D	Long Range Transportation Plan	\$350,000	FTA: \$280,000 LF: \$70,000

Status updates

TRS-0048-24A: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24A to TRS-0048-24A. In addition, per MnDOT’s Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has increased from two to four. This has increased the cost of this project from \$1,216,000 to \$2,316,000.

TRF-0048-24C: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** MnDOT’s OTAT has successfully received state bonding money on behalf of Metro Bus for the acquisition of a western transit hub. This project for facility improvements and acquisitions for \$5,975,000 (with primary funding from FTA) has been deleted from the TIP.

TRF-0048-24D: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24E	Purchase office equipment, IT, & communication projects	\$114,000	FTA: \$91,200 LF: \$22,800
TRS-0048-24F	Purchase two Class 400 replacement CNG buses	\$506,000	STBGP 5K-200K: \$404,800 LF: \$101,200
TRF-0048-24G	Purchase maintenance tools & equipment	\$65,000	FTA: \$52,000 LF: \$13,000

Status updates

TRF-0048-24E: Sept. 18, 2020: Project is still in the planning stages.

TRS-0048-24F: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24F to TRS-0048-24F. In addition, per MnDOT's Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has decreased from eight to two. This has decreased the cost of this project from \$1,920,000 to \$506,000.

TRF-0048-24G: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2024 Benton County CSAH 1



Photo courtesy Saint Cloud APO

Estimated project cost: \$922,944

Construction year: 2024

Project Description

Full depth reclamation on Benton CSAH 1 (Mayhew Lake Road NE) from CSAH 29 (35th Street NE) to 0.25 miles south of County Road 78 (15th Avenue NE) in Sauk Rapids/Sauk Rapids Township.

Project Number: 005-601-012

Funding Source: STBGP 5K-200K

Project Scope: 3.07 miles

Programmed Funds Breakdown		Total
FHWA		\$738,355
LF		\$184,589

Status updates

Sept. 17, 2020: Project is under development. Anticipated starting date is May 1, 2024.

Project Sponsor: Benton County

Project Contact: Chris Byrd, County Engineer 320-968-5054 cbyrd@co.benton.mn.us

2024 Sherburne County Rural Intersection Lighting

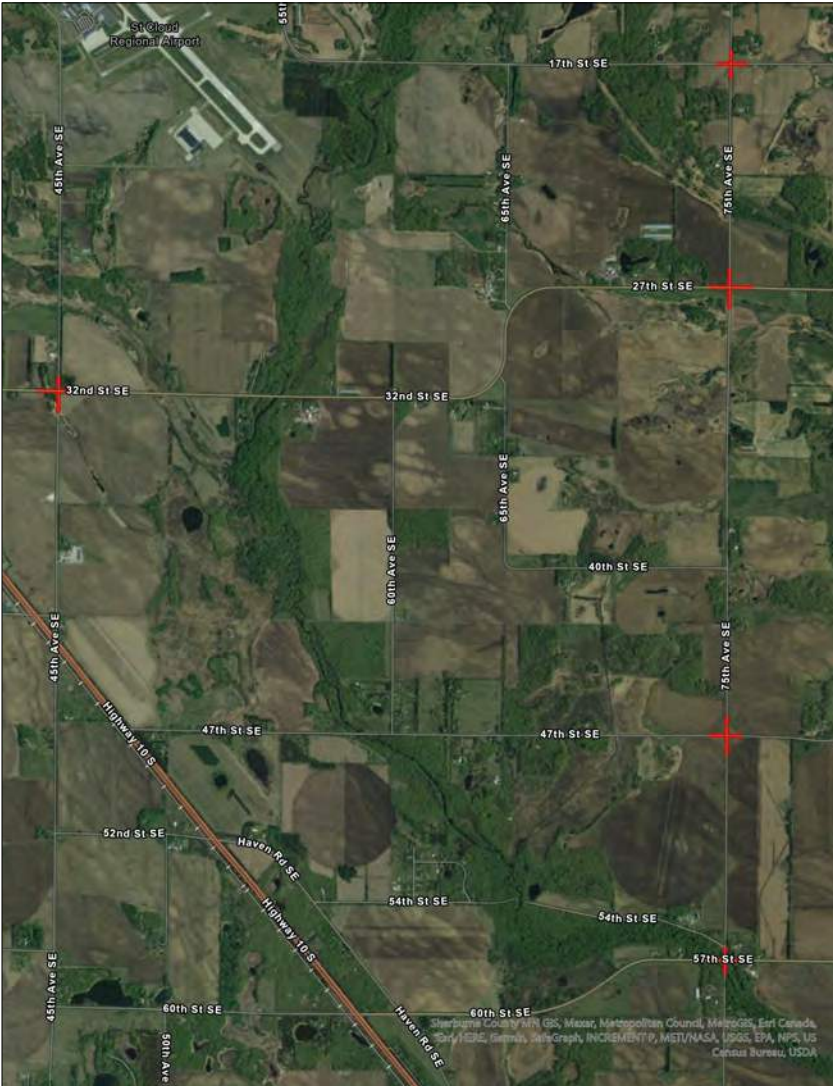


Photo courtesy Saint Cloud APO

Estimated project cost:
\$368,000

Construction year: 2024

Project Description

Installation of rural intersection lighting at the following locations: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Number: 071-070-042

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$331,200
LF	\$36,800

Status updates

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2024 Stearns County CSAH 133



Estimated project cost: \$1,822,944

Construction year: 2024

Project Description

Expanding CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of dual left turn lanes on eastbound CSAH 75 to northbound CSAH 133.

Project Number: 073-733-006

Funding Source: STBGP 5K-200K

Project Scope: 0.46 miles

Programmed Funds Breakdown

Programmed Funds Breakdown	Total
FHWA	\$1,458,355
LF	\$364,589

Photo courtesy Saint Cloud APO

Status updates

Nov. 17, 2020: Public input process will begin in 2022. Project terminus is being modified from 19th to 15th Avenue. This TIP change is anticipated to be initiated in early 2021. **Dec. 21, 2020:** TIP amendment process has begun to make this change.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2024 Saint Cloud County Road 136



Photo courtesy Saint Cloud APO

Project Description

Reconstruction of County Road 136/Oak Grove Road SW from 22nd Street S to 33rd Street S. This includes the addition of sidewalk along the urban section of Oak Grove Road SW near Oak Hill Elementary School.

Project Number: 162-591-005AC

Funding Source: STBG TAP 5K-200K

Project Scope: 1.6 miles

Programmed Funds Breakdown		Total
Advance Construction	\$99,000	
Payback		

Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021. **April 09, 2020:** The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY. **Oct. 21, 2020:** Project is currently being designed. Anticipate a late May 2021 start date. Project to be completed in fall 2021. **Dec. 21, 2020:** Due to available funding from State Aid, an additional \$127,000 in Federal funding has been added to the reconstruction project (162-175-001) therefore decreasing the local match from \$1,027,518 to \$900,518 and increasing the Federal contribution from \$842,482 to \$969,482. **Feb. 22, 2021:** Project cost estimate has increased the combined project cost from \$2.4 million to \$3,737,360. Local funding has increased for the roadway portion of the project (from \$900,518 to \$2,231,335) and the active transportation portion (from \$106,000 to \$112,543). **June 2021:** Per MnDOT, a funding swap is occurring between the City of Saint Cloud and Becker County. Saint Cloud is receiving \$325,000 out of the \$424,000 in TA funding in 2021 (Becker County's funding). This will decrease the amount of Federal reimbursement in FY 2024 to \$99,000 for this project.

Project Sponsor: City of Saint Cloud

Project Contact: Steven Foss, City Engineer
320-255-7243
steven.foss@ci.stcloud.mn.us

2024 Sauk Rapids Second Avenue S



Photo courtesy Saint Cloud APO

Estimated project cost: \$1,744,000

Construction year: 2024

Project Description
 Reconstruction of Second Avenue S from Benton Drive to 10th Street S. This project will also include sidewalk, ADA upgrades, lighting, drainage, and watermain improvements.

Advance Construction
 Payback in 2025.

Project Numbers:
2024: 191-104-006
2025: 191-104-006AC

Funding Source: STBGP 5K-200K

Project Scope: 0.4 miles

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$1,135,120
LF (2024 Only)	\$608,880

Status updates

Project Sponsor: City of Sauk Rapids
 Project Contact: Scott Hedlund, City Engineer 320-229-4335 shedlund@sehinc.com

2025 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25A	Operating assistance	\$9,700,000	FTA: \$1,500,000 LF: \$8,200,000
TRF-0048-25B	Paratransit operating	\$4,800,000	LF: \$4,800,000
TRF-0048-	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

Status updates

TRF-0048-25A:

TRF-0048-25B:

TRF-0048-25C:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus
 Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25D	Purchase maintenance tools & equipment	\$15,000	FTA: \$12,000 LF: \$3,000
TRF-0048-25E	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000
TRF-0048-25F	Purchase office equipment, IT, & communication projects	\$535,000	FTA: \$428,000 LF: \$107,000

Status updates

TRF-0048-25D:

TRF-0048-25E:

TRF-0048-25F:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25G	Facility improvements	\$1,500,000	FTA: \$1,200,000 LF: \$300,000
TRS-0048-25A	Purchase six Class 400 replacement CNG buses	\$1,566,000	STBGP 5K-200K: \$1,252,800

Status updates

TRF-0048-25G:

TRS-0048-25A:



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus
 Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2025 MnDOT MN 15 Bridge Overlay at CSAH 137



Maxar, Microsoft, Esri, Community Maps Contributors, Building Footprint USA, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Photo courtesy Saint Cloud APO

Estimated project cost \$760,000

Construction year: 2025

Project Description

Overlay MN 15 bridge number 73019 at CSAH 137.

Project Number: 7303-52

Funding Source: STBGP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

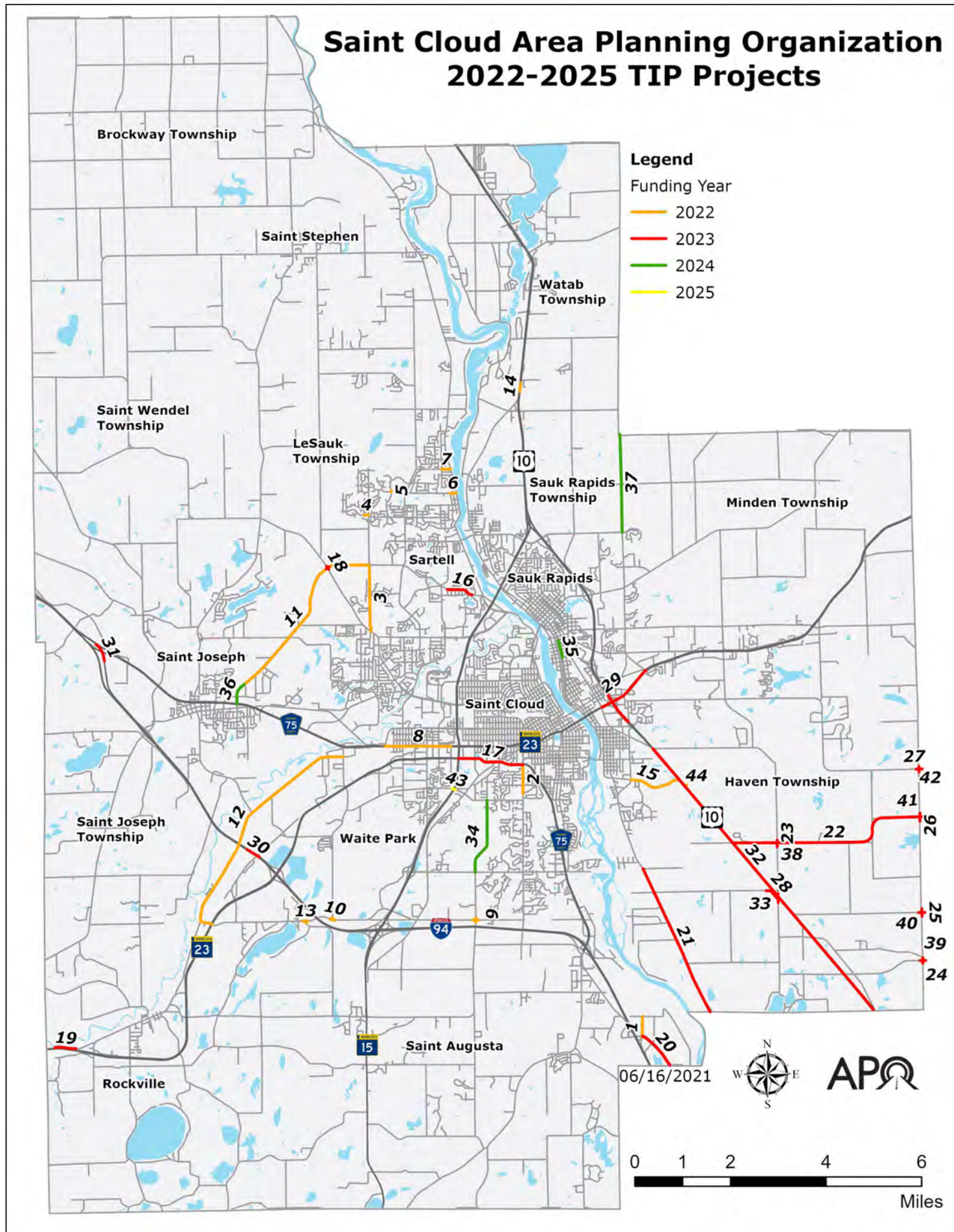
Total

FHWA	\$608,000
SF	\$152,000

Status updates

Project Sponsor: MnDOT District 3

Project Contact: Steve Voss, District Planning Director 218-828-5779 steve.voss@state.mn.us



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9, 10, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11 and 12	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21, 22, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29	2023	MnDOT	MN 23	Bridge new
30	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31	2023	MnDOT	I-94	Bridge deck overlay
32	2023	MnDOT	US 10	Guard rail
33	2023	MnDOT	CR 65	Railroad crossing improvements
34	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Lighting
43	2025	MnDOT	MN 15	Bridge deck overlay
44	2022	MnDOT	US 10	Historical preservation

Figure 10: Map of the APO's FY 2022-2025 TIP project locations.

CHAPTER TWO: COMMUNITY IMPACT ASSESSMENT

In 1994, Presidential Executive Order 12898 mandated that every Federal agency incorporate environmental justice (EJ) in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations.

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three principles to ensure non-discriminatory practices in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Historically underrepresented communities, including those protected under Federal legislation like EO 12898, Title VI, Americans with Disabilities Act (ADA), Title II of the ADA, Older Americans Act, and EO 13116 for limited English proficient populations must be considered in the APO planning process at the plan development program, and project level.

The Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on historically underrepresented communities – especially minority (Black, Indigenous and People-of-Color – BIPOC) and low-income populations. A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods.

While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects disproportionately affect the health or environments of BIPOC or low-income populations in a negative manner. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

Figures 11 and 13 on the following pages indicate the locations of large concentrations of BIPOC populations and low-income households within the MPA, respectively. BIPOC populations include individuals who identify as one or more of the following: Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; and Hispanic or Latino descent regardless of race.

Figures 12 and 14 identify the location of the FY 2022-2025 TIP projects (sans transit) in comparison to both BIPOC populations and low-income households within the MPA.

In addition to considering concentrations of BIPOC and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted by transportation. Those populations include people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and



younger. A more detailed demographic breakdown can be found in the APO's [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2s5p2WN) (<https://bit.ly/2s5p2WN>).

Figure 15 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and younger. Figure 16 identifies the location of the FY 2022-2025 TIP projects (sans transit) in comparison to these communities.

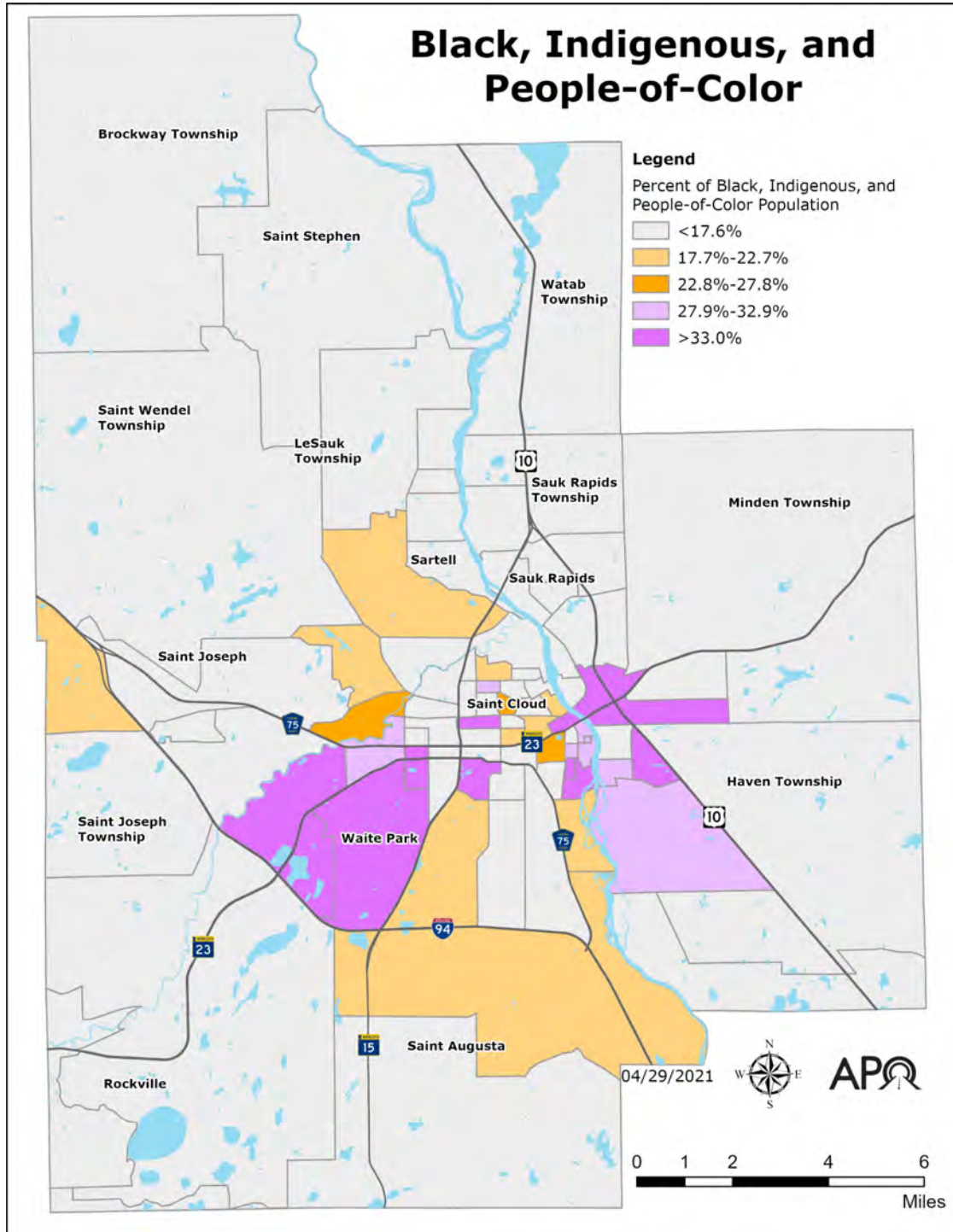


Figure 11: Percent of APO member jurisdiction's Black, Indigenous, and People-of-Color (BIPOC) population by Census block group. According to the U.S. Census Bureau's 2015-2019 American Community Survey Five Year Estimates, a total of 24,283 residents (out of 137,093) have been identified as being BIPOC. This corresponds to a regional average of 17.7% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a BIPOC population greater than the regional average. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates.

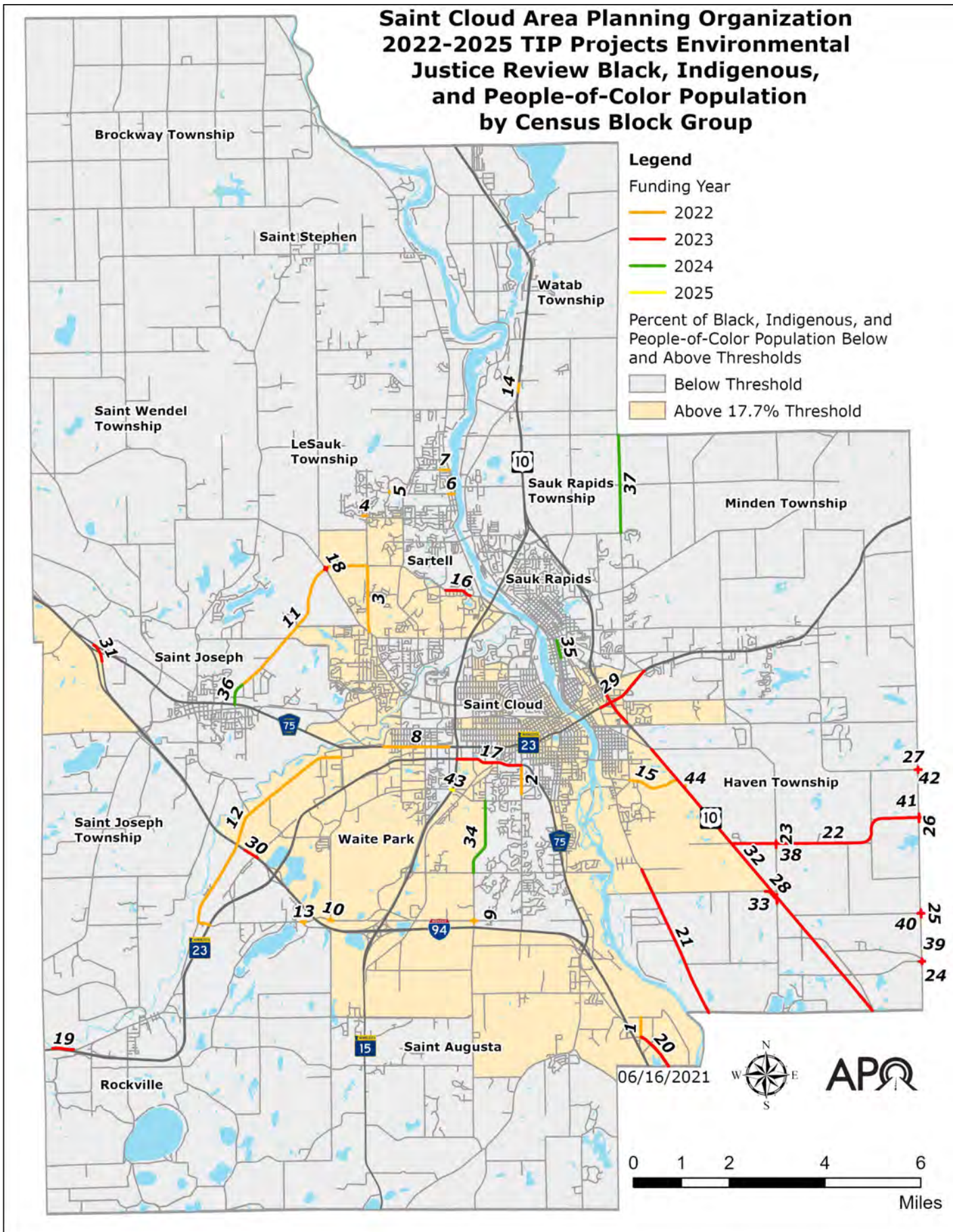


Figure 12: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of BIPOC populations. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3*	2022	City of Sartell	19th Avenue	Bituminous replacement
4*, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9*, 10*, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16*	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18*	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20*	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30*	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing improvements
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Lighting
43*	2025	MnDOT	MN 15	Bridge deck overlay
44*	2022	MnDOT	US 10	Historical preservation

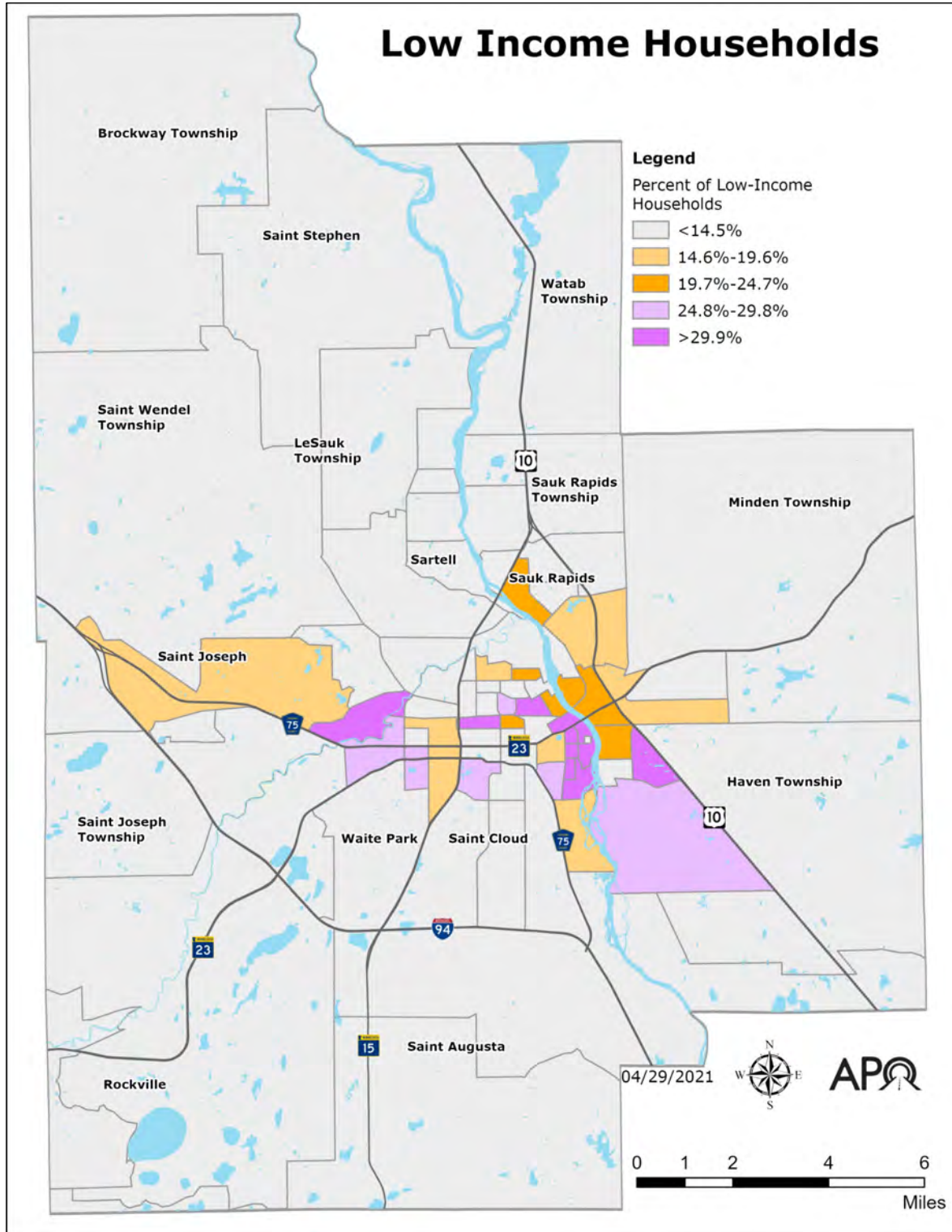


Figure 13: Percent of APO member jurisdiction's household population living in poverty by Census block group. According to the U.S. Census Bureau's 2015-2019 American Community Survey Five Year Estimates, a total of 7,675 households (out of 53,040) have been identified as low-income. This corresponds to a regional average of 14.5% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a low-income household population greater than the regional average. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates.

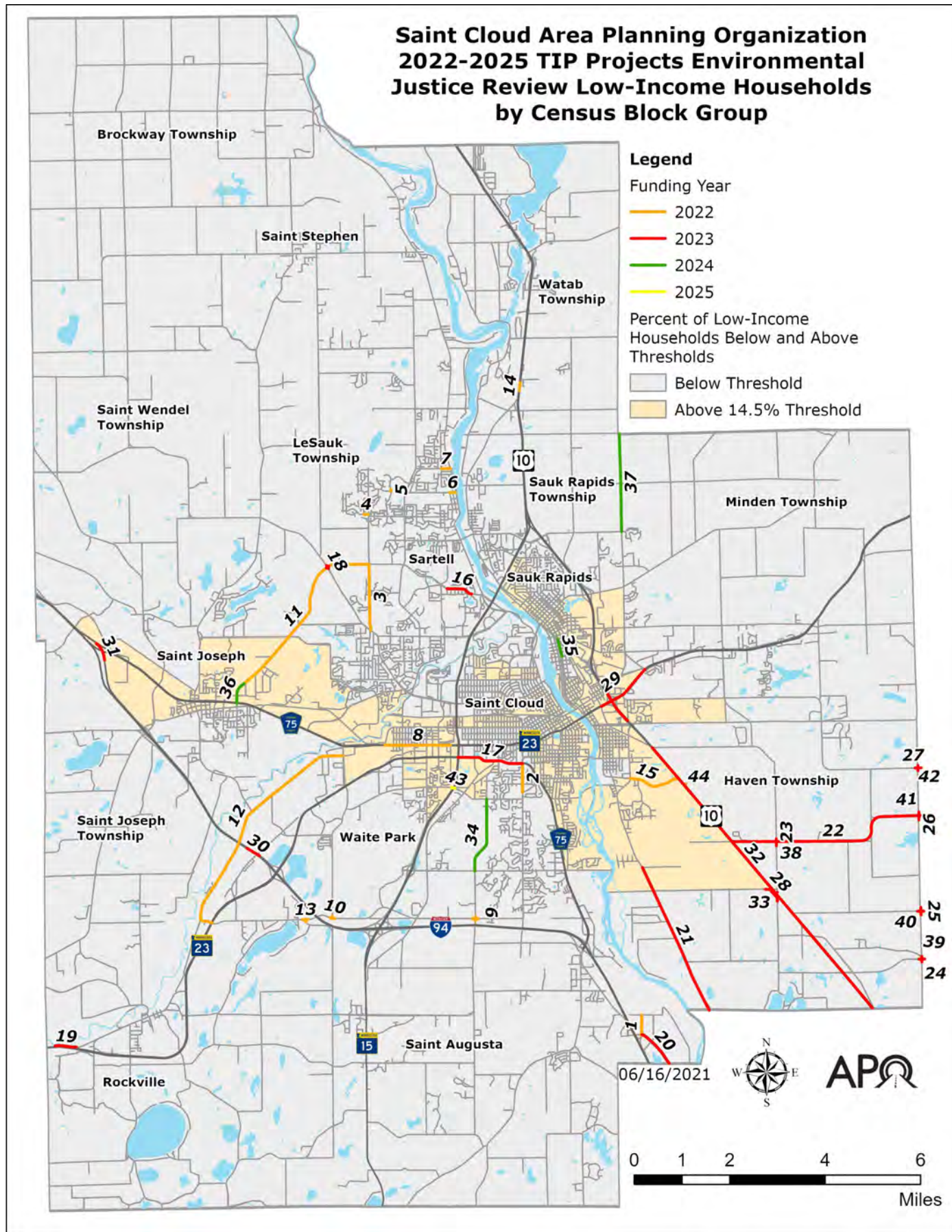


Figure 14: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of low-income households. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income households.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9, 10, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing improvements
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35*	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36*	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Lighting
43*	2025	MnDOT	MN 15	Bridge deck overlay
44*	2022	MnDOT	US 10	Historical preservation

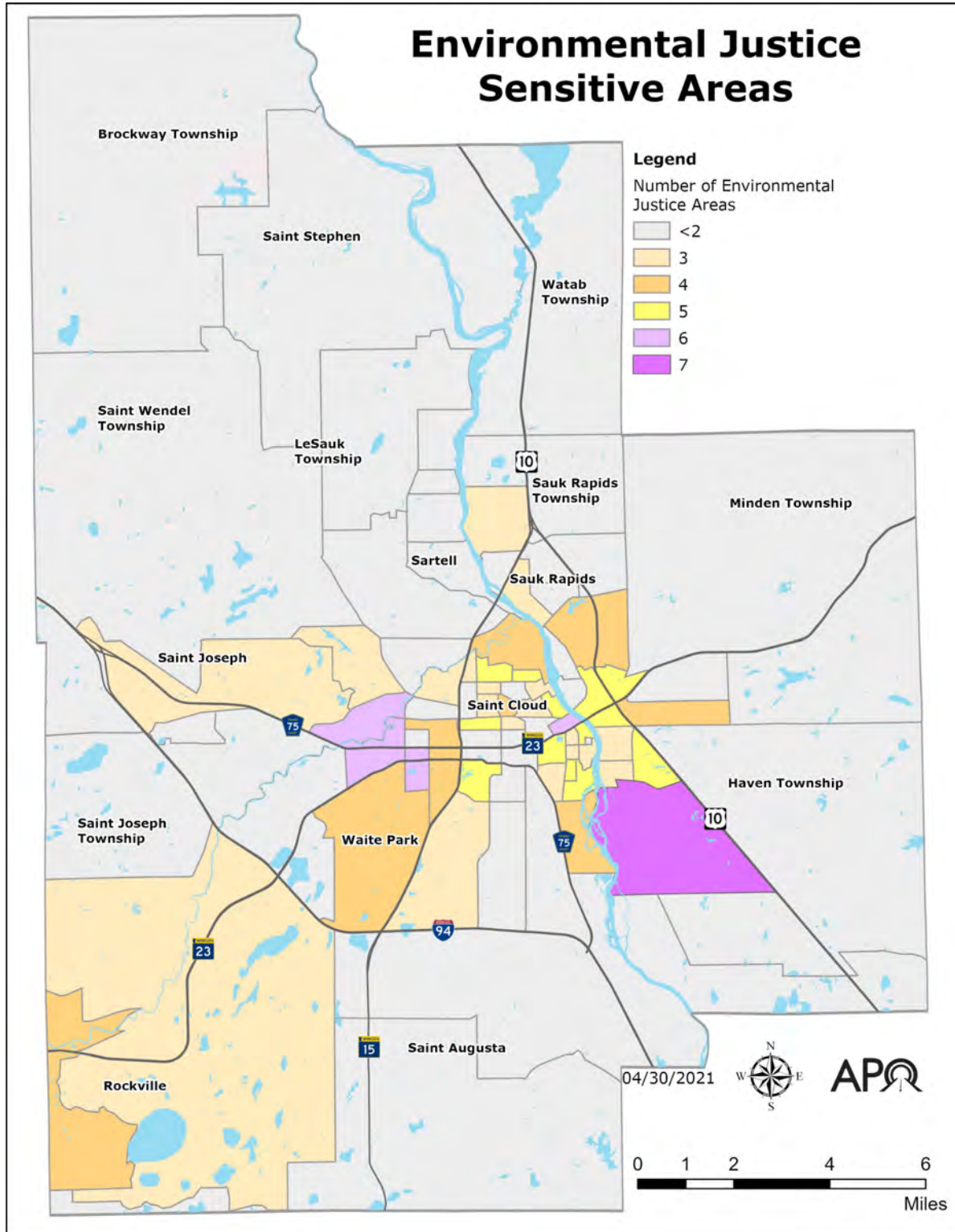


Figure 15: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates.

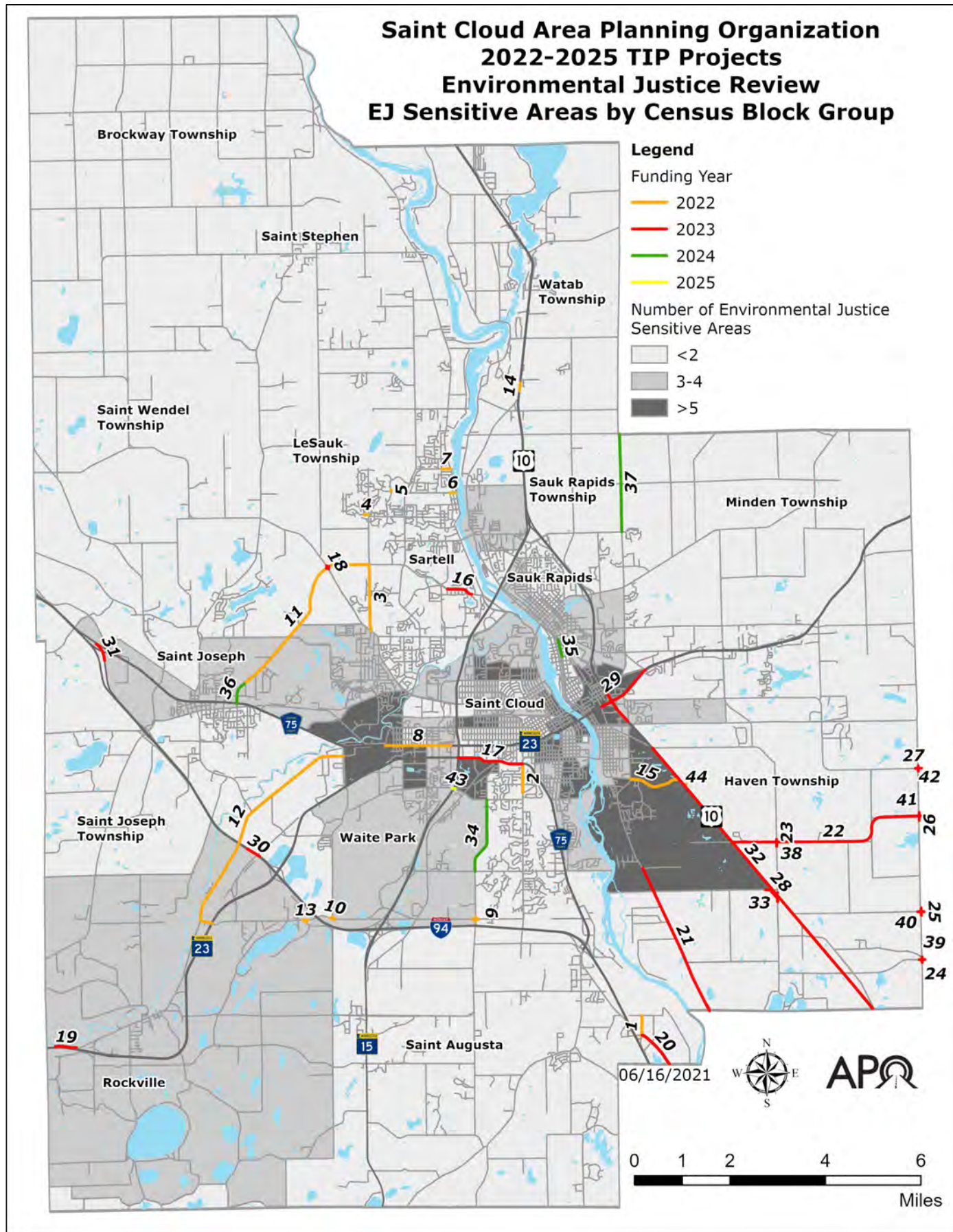


Figure 16: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes project that intersects, at least in part, with a block group with a high concentration of EJ and/or Title VI populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9*, 10*, and 13*	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19*	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30*	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing improvements
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35*	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36*	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Lighting
43*	2025	MnDOT	MN 15	Bridge deck overlay
44*	2022	MnDOT	US 10	Historical preservation

A project is defined as having the potential to have an adverse EJ effect if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of BIPOC individuals or a block group with a high percentage of low-income households.

A total of 24 projects intersect, at least in part, with block groups with high BIPOC percentage. A total of 18 projects intersect with block groups with a high low-income household percentage. The projects, identified in Figure 19, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because they benefit nearly the entire APO planning area.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
BIPOC Population	24,283	17.7%	\$61,666,664	85%
Non-BI POC Population	112,810	82.3%	10,670,888	15%
Total	137,093	100%	\$72,337,552	100%

Figure 17: BIPOC population within the APO planning area and TIP project investments within the APO area excluding transit projects. Population data courtesy of U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
Households with low-income	7,675	14.5%	\$52,352,944	72%
Non-low-income households	45,365	85.5%	\$19,984,608	28%
Total	53,040	100%	\$72,337,552	100%

Figure 18: Low-income households within the APO planning area and TIP project investments within the APO area excluding transit projects. Household data courtesy of U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

As is evident in the charts above, most TIP investment projects occur within or directly abutting Census block groups identified as having populations above the respective thresholds for BIPOC and low-income populations. These projects, however, primarily focus on safety improvements and/or system preservation for the transportation network. Both styles of projects have lasting benefits for the entire region. While construction could have adverse impacts on populations living within close proximity of the project – i.e. delays, detours, noise, and dust – once complete, the projects are anticipated to result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods.

It will fall upon the agencies and jurisdictions implementing the project to work toward mitigating and/or minimizing adverse impacts of project construction to both the traveling public and neighborhood areas.

In addition, the completion of the identified TIP projects will aid the APO in achieving its regional performance measures and targets as identified in the next chapter.

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BI POC Area	Low-Income Household Area
1	LOCAL STREETS	162-090-007	2022	SAINT CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	\$600,000	\$120,000	YES	NO
2	LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	\$2,600,000	\$530,920	NO	NO
3	LOCAL STREETS	220-113-002	2022	SARTELL	**AC** SARTPELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	\$7,037,903	\$4,947,983	YES	NO
4, 5, 6, 7	LOCAL STREETS	220-090-003	2022	SARTELL	**AC** CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	\$458,740	\$91,700	YES	NO
8	HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST, REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	\$0	\$0	YES	YES
9, 10, 13	LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	\$96,000	\$9,600	YES	NO
11, 12	LOCAL STREETS	073-073-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	\$240,000	\$24,000	YES	YES
14	HIGHWAY US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33.	\$1,400,000	\$280,000	NO	NO
15	HIGHWAY MN 301	7109-08	2022	MNDOT	**PRS** MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	\$1,900,000	\$1,900,000	YES	YES
16	LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.	\$459,121	\$91,824	YES	NO
17	LOCAL STREETS	073-675-041	2023	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024)	\$1,600,000	\$369,890	YES	YES
18	HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	\$888,900	\$88,900	YES	NO
19	LOCAL STREETS	073-090-011	2023	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024)	\$1,813,000	\$1,000,730	NO	NO
20	LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.	\$1,740,000	\$1,340,000	YES	NO
21, 22, 23, 24, 25, 26, 27	LOCAL STREETS	071-070-043	2023	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS	\$150,000	\$15,000	YES	YES
28	HIGHWAY US 10	071-596-008; 7103-65	2023	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED SP 7103-65)	\$2,500,000	\$300,000	YES	YES

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BI POC Area	Low-Income Household Area
29	HIGHWAY MN 23	0503-91; 0503-91S; 0503-91GMNR	2023	MNDOT	**PRS**AC**ELLE** MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15 TH AVE SE; REPLACE BRIDGES OVER US 10, BR #9021 WITH BR #05019 AND BR #9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	\$38,186,000	\$10,442,200	YES	YES
30	HIGHWAY I 94	7380-259	2023	MNDOT	**FLEX** I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	\$1,600,000	\$320,000	YES	NO
31	HIGHWAY I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	\$1,200,000	\$240,000	YES	YES
32	HIGHWAY US 10	7103-63	2023	MNDOT	**SEC164** US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEAR LAKE (HSIP PROJECT)	\$1,900,000	\$190,000	YES	YES
33	LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42 ND ST, HAVEN TWP, SHERBURNE COUNTY	\$300,000	\$78,000	YES	YES
34	HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC** ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTIMODAL CORRIDOR (ASSOCIATED WITH 162-591-005) (PAYBACK 1 OF 1)	\$0	\$0	YES	YES
35	LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2 ND AVE S FROM BENTON DR TO 10 TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	\$1,744,000	\$608,880	NO	YES
36	HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15 TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,822,944	\$364,589	NO	YES
37	HIGHWAY CSAH 1	005-601-012	2024	BENTON COUNTY	BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM	\$922,944	\$184,589	NO	NO
38, 39, 40, 41, 42	LOCAL STREETS	071-070-042	2024	SHERBURNE COUNTY	INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS	\$368,000	\$36,800	NO	NO
43	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -OVERLAY	\$760,000	\$152,000	YES	YES
44	HIGHWAY US 10	7103-64	2022	MNDOT	ST CLOUD HISTORICAL MARKER SITE – REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS	\$50,000	\$50,000	YES	YES
TOTAL						\$72,337,552	\$23,777,605	Yes: 24 No: 7	Yes: 18 No: 13

*Note: Estimated project total and local/state match required for advance construction projects are not reflected due to these costs being allocated in previous years.

Figure 19: A list of FY 2022-2025 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of BIPOC and/or low-income individuals.

CHAPTER THREE: PERFORMANCE MEASURES

Titles 23 and 49 of United States Code (USC) require that planning agencies such as the APO utilize performance measures and monitoring to help inform the transportation investment decision-making process.

According to 23 CFR 450.326(d):

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

APO staff have updated the MTP through planning horizon 2045. During this process, staff have incorporated Federally mandated performance measures into the MTP. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. It is the goal that these performance measures incorporated into the MTP will help further align current and future TIP-programmed projects with the overall goals and objectives established in the MTP.

Anticipated Effect

The performance measures focus on several major areas:

- PM1: Transportation Safety.
- PM2: Infrastructure (pavement and bridge condition).
- PM3: System Performance (system reliability).
- TAM: Transit Asset Management.
- PTSAP: Public Transportation Agency Safety Plans.

TAM and PTSAP targets emphasize improvement of the regional transit system (Saint Cloud Metro Bus), and the APO must program projects accordingly. The APO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and PTSAP.

Within these five categories, specific performance measures and targets are identified. Methods of calculation for PMs 1-3 are based on the guidelines outlined by the [TPM assessment tool](https://www.fhwa.dot.gov/tpm/rule.cfm) (<https://www.fhwa.dot.gov/tpm/rule.cfm>) and can be found in [Appendix B](#).

Federal regulations require the APO to either 1) support all or some of MnDOT's performance targets for each performance measure, or 2) set all or some of its own regional target(s). The APO has decided to set its own targets for each of the performance measures.

Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

The following sections contain the list of Federally-required performance measures and APO adopted targets which have been incorporated into the FY 2022-2025 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO's FY 2022-2025 TIP.

PM1: Safety

The safety performance measure (PM1) incorporates the following five key targets:

1. Number of Fatalities.
2. Rate of Fatalities per 100 million vehicle miles traveled (VMT).
3. Number of Serious Injuries.
4. Rate of Serious Injuries per 100 million VMT.
5. Number of Non-Motorized Fatalities and Serious Injuries.

Each of these individual targets is based upon a five-year rolling average. Thus, 2020 targets were based on the totals for 2015, 2016, 2017, 2018, and 2019 then divided by five. Subsequently, 2021 targets are based on the total of 2016, 2017, 2018, 2019, and 2020 then divided by five. Hence with each year, the average can change based on new data.

The APO receives its VMT data from MnDOT.

Figure 20 outlines the specific safety performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM1 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
Number of Fatalities	352.4	9.0	8.6
Rate of Fatalities (per 100 million vehicle miles traveled)	0.582	0.731	0.730
Number of Serious Injuries	1,579.8	24.8	23.0
Rate of Serious Injuries (per 100	2.606	2.006	1.946

PM1 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
million vehicle miles traveled)			
Number of Non-Motorized Fatalities and Serious Injuries	281.2	8.6	8.2

Figure 20: A list of incorporated PM1 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

All the safety targets the APO has adopted are lower than MnDOT's targets.

For example, MnDOT has adopted a yearly target of 352.4 fatalities in 2021, while the APO selected a yearly target of 8.6 fatalities for 2021. The APO's regional 2019 baseline measurement for fatalities was 9.0. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the FY 2022-2025 TIP that will help achieve the APO's roadway targets include the following: the installation of rumble strips and intersection sign enhancements along various Sherburne County roadways and intersections (project number 071-070-043); construction of Phase 3 of the ROCORI Trail along railroad corridor from Cold Spring to Rockville (project number 073-090-011); construction of a roundabout at the intersection of Stearns CSAH 4 and Stearns CSAH 133 (073-070-025); and Cooper Avenue from Traverse Road to Stearns CSAH 75 reconstruction with bicycle lanes and sidewalk (project number 162-141-008). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

It is important to note that while the APO can promote a transportation system that is safe for all users through appropriate safety infrastructure to help prevent crashes, the APO cannot control individual behaviors that may lead to crashes. The APO and its member agencies and jurisdictions can only encourage, educate, and inform citizens of safe driving, walking, and bicycling habits to mitigate crashes.

PM2: Infrastructure

The infrastructure performance measure (PM2) incorporates the following two key target categories:

1. Interstate System and Non-Interstate NHS Pavement Conditions.
2. Non-Interstate NHS Pavement Conditions.

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement condition targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent: 86-100.

- Good: 71-85.
- Fair: 56-70.
- Poor: 0-55.

For the bridge condition targets, each bridge on the National Highway System (NHS) is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

- Good: 7-9.
- Fair: 5-6.
- Poor: 0-4.

Figure 21 outlines the specific infrastructure performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM2 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
Percentage of pavements of the Interstate System in Good condition	55%	96.3%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	72.9%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0%	1%
Percent of NHS bridges classified as in Good condition	50%	65.4%	60%
Percentage of NHS bridges classified as in Poor condition	4%	0%	1%

Figure 21: A list of incorporated PM2 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

Like PM1, the APO has opted to set stricter performance targets for infrastructure than MnDOT. APO staff believe that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

Currently there are no Interstate pavement projects programmed in the APO's MPA.

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2022-2025 TIP include the replacement of US 10 bridge #3666 with box culvert northwest of Benton CSAH 33 (project number 0502-115) and the replacement of MN 23 bridge over US 10 (project number 0503-91).

PM3: System Performance

The system performance measure (PM3) incorporates the following three key targets:

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Truck Travel Time Reliability Index.

Each of these individual targets are established every four years, but State DOTs are required to report on each target biennially. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA provides access to the National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (80th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).

Reliable segments of roadway are considered to have a ratio of 1.5 or less, whereas segments of roadway with a ratio above 1.5 are considered unreliable. In other words, if a one-mile stretch of roadway with a 60 mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute.

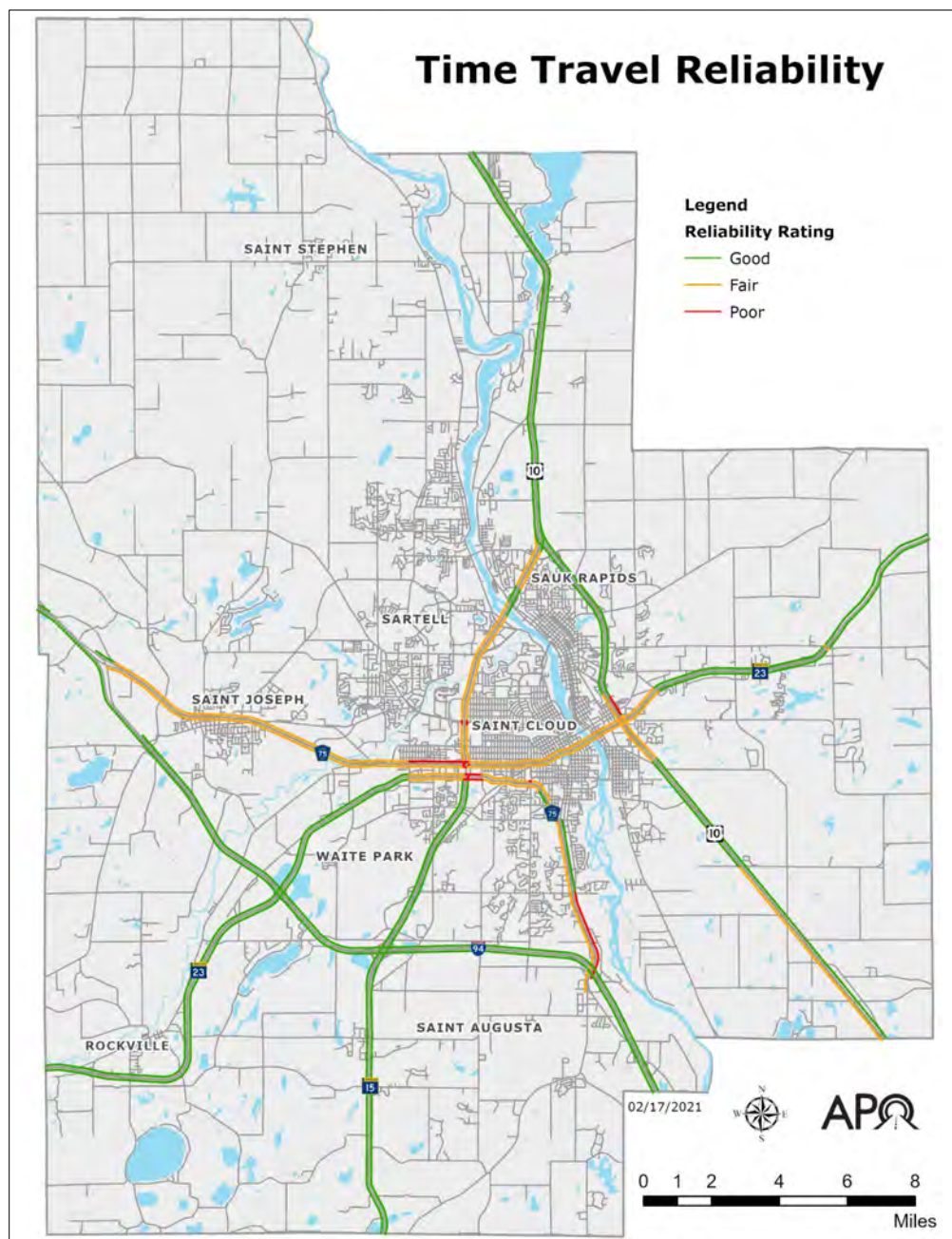


Figure 22: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

MnDOT provides data to the APO regarding non-Interstate NHS reliability data.

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)
to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).
- Overnights (8 p.m. – 6 a.m. all days).



Figure 23: Traffic traveling westbound on Interstate 94. Photo courtesy of Saint Cloud APO.

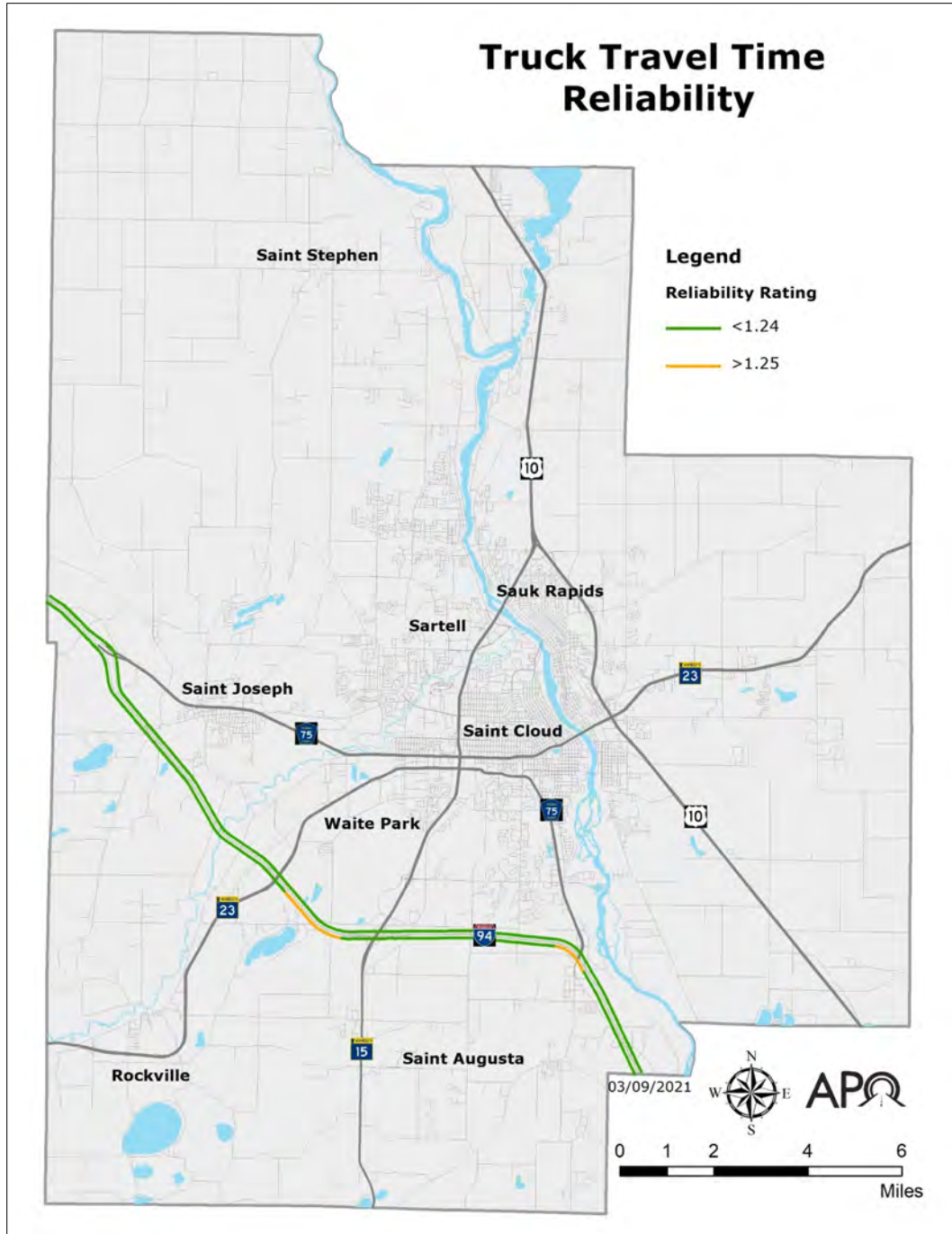


Figure 24: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Figure 25 outlines the specific system performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM3 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
Percent of person-miles traveled on the Interstate that are reliable	80%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	75%	96.5%	90%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.15	1.24

Figure 25: A list of the incorporated PM3 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 96.5%, respectively. MnDOT has set targets of Interstate reliability at 80% and non-Interstate NHS at 75%. The APO has reviewed past data trends and determined Interstate reliability should remain at 100%, therefore making supporting the MnDOT targets not as relevant to the APO's planning area.

The non-Interstate NHS reliability has seen a flux of reliability from 2014. The APO has a goal to increase system accessibility, mobility, and connectivity. Like person-miles traveled on the Interstate, the APO's baseline measurement exceeds the targets established by MnDOT. Choosing to support the state targets would not allow the APO to gauge an accurate representation of the area's needs due to the fact they are lower than the current existing conditions for the APO's planning area.

Since there are currently no programmed projects that will increase reliability, APO staff have set a lower target for non-Interstate NHS reliability.

Interstate freight movement is very important to the economy as many businesses are dependent on a reliable system for shipping and delivery. MnDOT has set a target of 1.5 truck travel time reliability (TTTR) while the APO has adopted a target of 1.24. The current TTTR is 1.15 in the APO region. The APO has opted to impose stricter performance targets on its region since the APO's baseline measurement was below that of the MnDOT established targets.

There are currently no programmed projects expected to increase reliability. However, the Interstate system is still under capacity within the APO region, so there is no evidence travel time reliability will see any adverse impacts.

Transit Asset Management (TAM)

In addition to TPM requirements which focus specifically on the roadway network, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the

Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

1. Equipment: Non-revenue support-service and maintenance vehicles.
2. Rolling Stock: Revenue vehicles by mode.
3. Infrastructure: Only rail-fixed guideway, track, signals and systems.
4. Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.

TAM plan requirements fall into two categories:

- Tier I: Operates rail **OR ≥ 101 vehicles across all fixed route modes OR ≥ 101** vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds **OR American Indian Tribe OR ≤ 100 vehicles** across all fixed route modes **OR ≤ 100 vehicles in one non-fixed route mode.**

Within the APO's planning area, Saint Cloud Metro Bus is required to develop a TAM plan falling under the Tier II requirements. Figure 26 outlines the MnDOT SGR targets for each measurement, the Metro Bus's baseline measurement, and the Metro Bus adopted targets.

Figure 27 outlines the TERM scale rating and ULB targets for Metro Bus facilities.

Transit Asset Management SGR	MnDOT's 2021 Targets	Metro Bus Baseline Measurement	Metro Bus 2021 Past ULB
Equipment (non-revenue service vehicles)	10%	50%	10.89%
Rolling Stock (revenue vehicles)	10%	27.2%	0%
Infrastructure (rail, fixed guideway, track signals, and systems)	10%	0%	0%

Figure 26: A list of the incorporated SGR performance measures in the APO's FY 2022-2025 TIP and the ULB for those performance measures.

Transit Asset Management TERM scale	Metro Bus Base Line Measurement	Metro Bus Percent of Assets Rated Below 3
Mobility Training Center	5	0%
Transit Center	4	3%
Operations	3	5%
Cold Storage	1	25%

Figure 27: A list of the incorporated TAM TERM scale performance measures in the APO's FY 2022-2025 TIP and performance targets for those TERM scale performance measures.

Staff at Saint Cloud Metro Bus and the APO worked together to establish both transit asset management State of Good Repair targets and the Transit Economic Requirements Model (TERM) scale targets for facilities.

Examples of programmed projects in the FY 2022-2025 TIP that will help achieve these targets include: the purchase of three Class 400 replacement CNG Dial-a-Ride buses (project number TRS-0048-22TA); facility improvements (project number TRF-0048-231); and the purchase of three replacement operations vehicles (project number TRF-0048-25E).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route and Dial-a-Ride buses past their state of good repair with new buses and maintaining and improving existing facilities.

Public Transportation Agency Safety Plan (PTSAP)

Accompanying TAM plans, FTA has required certain public transportation system operators that receive Federal funds under FTA's Urbanized Area Formula Grants – such as Saint Cloud Metro Bus – to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The SMS components of the PTSAP must include the following:

- Safety Management Policy.
 - Safety objectives.
 - Confidential employee reporting program.
 - Organizational accountabilities and safety responsibilities.
 - Designation of a Chief Safety Officer.
- Safety Risk Management.
 - Process for hazard identification.
 - Risk assessment.
 - Mitigation development.
- Safety Assurance.
 - All operators develop processes for safety performance monitoring and measurement.
 - Rail and large bus operators also develop processes for management of change and continuous improvement.
- Safety Promotion.
 - Comprehensive safety training program.
 - Safety communication.

PTASP regulation requires public transportation providers and state DOTs to also establish safety performance targets to address the safety performance measures identified in the [National Public Transportation Safety Plan](https://bit.ly/2Q8LUAt) (https://bit.ly/2Q8LUAt). Guidance from the development of this plan will assist transit agencies in properly identifying and addressing safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

The following are a list of transit safety performance measures as established under the National Public Transportation Safety Plan:

1. Fatalities: Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
2. Fatalities per 65,000 Vehicle Revenue Miles (VRM): Total number of fatalities per total VRM by mode.
3. Injuries: Harm to a person requiring immediate medical attention away from the scene excluding injuries resulting from assaults and other crimes.

4. Safety Events: All events reported on the Safety & Security (S&S-40) form for the National Transit Database (NTD) such as major safety events excluding major security events.
5. Safety Events per 65,000 VRM: Total number of safety events per total VRM by mode.
6. System Reliability (VRM/Failures): Mean distance between major mechanical failures as defined by NTD – a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Performance targets are developed for each mode of transit service provided.

The public transportation provider is required to update the PTSAP on an annual basis, but MPOs are not required to adopt PTSAP targets on an annual basis. Only when a new PTSAP is adopted (at least once every four years) does the MPO have to adopt PTSAP targets.

Figure 28 outlines the safety measures by mode of service for Saint Cloud Metro Bus.

Mode of Transit Service	Total Fatalities	Fatalities per 65,000 VRM	Total Injuries	Injuries per 65,000 VRM	Total Safety Events	Safety Events per 65,000 VRM	System Reliability (65,000 VRM/failure)
Fixed Route Bus	0	0	2	0.2	2	0.25	<3
Paratransit Bus	0	0	2	0.1	3	0.15	<3
Commuter Bus	0	0	0	0.1	0	0.1	<3

Figure 28: A list of the incorporated PTSAP safety targets in the APO's FY 2022-2025 TIP.

Staff at Saint Cloud Metro Bus and the APO worked together to establish these safety targets.

Examples of programmed projects in the FY 2022-2025 TIP that will help achieve these targets include: the purchase of four replacement fixed route buses (TRS-0048-24A), the purchase of two Class 400 CNG Dial-a-Ride buses (TRS-0048-24F), and the purchase of six Class 400 replacement CNG Dial-a-Ride buses (TRS-0048-25A).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route, Dial-a-Ride, and commuter buses past their state of good repair with new buses thus increasing system reliability.

MPO Investment Priorities

Performance-based programming uses strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

The responsibility of reporting, gathering, and evaluating existing conditions of the roadway network falls under the purview of the APO's planning technician.

While the APO's [project selection process and investment strategy](#) – as identified in the [Introduction](#) – is anticipated to remain the same, APO staff will conduct studies and use the tools necessary to project future transportation needs and investment priorities through the following techniques:

- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.
- A 2021 study pertaining to the development of an interjurisdictional beltline arterial corridor particularly the southwest segment connecting the existing 33rd Street S interchange at MN 15 with CSAH 75 somewhere between the cities of Waite Park and Saint Joseph.
- A 2021 planning study of possible alignments for a potential Mississippi River bridge crossing connecting 33rd Street S and Roosevelt Road (CSAH 75) to US 10.

The APO has also adopted additional performance measures which will help investment priorities such as crashes involving chemical impairment and distracted driving, volume/capacity (V/C) ratios, and return on investment strategies to name a few.

Future TIP projects – both currently within this document and future subsequent TIP documents – and potential financial implications have been considered by APO staff when establishing performance targets for the region.

An example of this are the four bridge replacement projects programmed into the TIP. These projects replace one bridge on US 10 (project number 0502-115), two bridges on MN 23 (project numbers 0503-91, 0503-91S, 0503-91GMNR, and 0503-91AC) and three bridges on I-94 (project numbers 7380-259 and 7380-264). With the replacement of these bridges, which currently have a fair condition rating, bridge conditions in the APO's MPA will improve by roughly 2.9 percentage points.

NHS Bridge Condition	2019	2025	Percentage Point Change
Good	66.0%	68.9%	2.9
Fair	34.0%	31.1%	-2.9
Poor	0.0%	0.0%	0

Figure 29: A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2022-2025 TIP.

It is anticipated that there will be enough available revenue to ensure performance targets within the APO's planning area are met.

As finalized performance targets become available for additional performance measures, anticipated programmed TIP projects will have to demonstrate how they will contribute to achieving those predetermined targets.

CHAPTER FOUR: FINANCIAL CAPACITY ANALYSIS

General Legislative and Policy Background

As the Federally designated MPO for the Saint Cloud MPA, the APO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR §450.326(j), the APO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its agencies and/or jurisdictions to fund these projects while continuing to also fund the necessary system preservation work of the existing transportation system.

FAST Act & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2015 FAST Act, and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportations (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting Federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system.
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- The MPO must consider all projects and strategies funded under title 23 USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from Federal sources should not exceed currently authorized amounts.
- Show the amount of Federal funds proposed to be obligated in each program year, the proposed sources of Federal and non-Federal funds, and the estimated cost for each project.
- Meet all criteria in the metropolitan and statewide planning regulations.

Financial Analysis Preparation

For projects to be programmed into the TIP, not only do they have to align with the APO's MTP, but they must be fiscally constrained within the respective agency's or jurisdiction's budget.

Estimated local funds, as part of the necessary local match for federally funded projects, must not compromise maintenance and operation – known as system preservation – of the existing roadway network.

Local match amounts allocated to Federal “system preservation” projects are assumed to enhance maintenance and operation of the existing system. These projects focus on activities that retain and/or restore the condition of an existing roadway within a jurisdiction's transportation network. Work classified under system preservation can include activities such as – but not limited to – snow removal, road repair, resurfacing, reconditioning, bridge repair, reconstruction, traffic management, and safety.

For an agency or jurisdiction to be found in financial conformance, local match amounts allocated to “expansion” projects – projects that either add capacity to an already existing

roadway or construct an entirely new roadway – should not adversely impact a jurisdiction’s historic local system preservation investment.

Historical Financial Condition

Each agency and jurisdiction that has projects programmed into the FY 2022-2025 TIP has provided historical information on transportation funding. This information, gathered over a period of 10 years, demonstrates how each respective agency or jurisdiction allocates funding to either system preservation or expansionary projects. This information is then averaged out over the 10-year period and reflected as a percentage split between system preservation and expansion projects.

Future Financial Condition

In addition to the historical information provided, each jurisdiction and agency had to provide projected local revenue sources per each year programmed into the FY 2022-2025 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

Determining Fiscal Constraint

To determine the fiscal constraint for each jurisdiction and agency, APO staff consulted both the historical and future financial information provided.

To ensure potential revenue was being allocated appropriately toward system preservation, the historical funding percentage was applied to the total projected local funds by year. The funds remaining would then be allocated toward expansion projects. Fiscal constraint would be maintained if the local match of the projects programmed into the TIP (either system preservation or capacity expansion) do not exceed the projected revenue allocations.

Calculating fiscal constraint for the three counties and MnDOT District 3 varies from the individual jurisdictions and agencies. This is because only a portion of the county’s or MnDOT’s roadway network falls within the APO’s MPA. Financial information for these jurisdictions is based upon the percentage of the roadway network that falls within the APO’s MPA. For contextual information, the APO has also asked the counties and MnDOT District 3 to provide both historical and future financial information for their entire respective planning areas. Because these entities have larger pools of money to pull from, fiscal constraint may or may not be met within the APO’s MPA but will be maintained on a countywide or districtwide level.

Financial Capability Finding

The pages that follow summarize the existing and forecasted financial condition of implementing agencies and the ability to provide adequate local and/or state funding to match Federal dollars programmed in the FY 2022-2025 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Benton County has allocated on average 67% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 33% of overall local transportation related dollars to be expended on new transportation related projects.

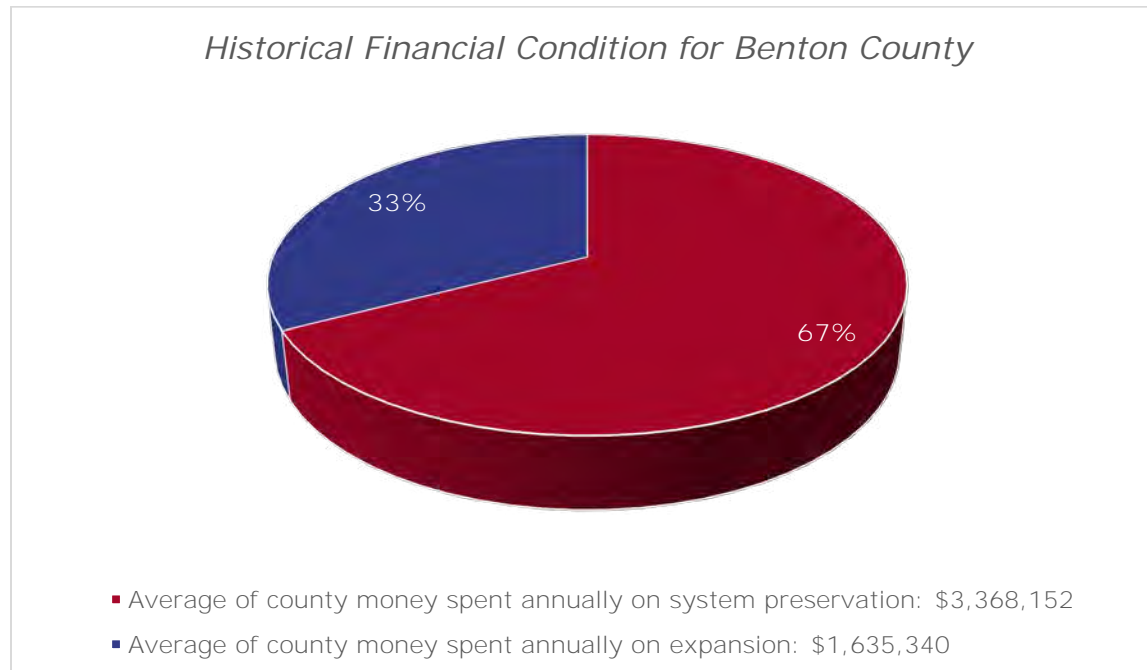


Figure 30: Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$3,282,985	\$136,292	\$3,419,277
2012	\$3,786,495	\$17,296	\$3,803,791
2013	\$2,522,292	\$1,550,646	\$4,072,938
2014	\$4,422,130	\$6,133,846	\$10,555,976
2015	\$3,136,796	\$952,114	\$4,088,910
2016	\$930,787	\$3,878,344	\$4,809,131
2017	\$1,992,607	\$942,160	\$2,934,767
2018	\$6,364,560	\$2,742,697	\$9,107,257
2019	\$941,068	\$0	\$941,068
2020	\$6,301,797	\$0	\$6,301,797
Total	\$33,681,517	\$16,353,395	\$50,034,912
Average	\$3,368,152	\$1,635,340	\$5,003,491
Percentage of Total County Expense	67%	33%	100%

Figure 31: Local investment on system preservation and expansion within Benton County from 2011-2020. Data courtesy of Benton County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 12% of the roadway network for Benton County lies within the APO planning. To approximate the budget expended within the APO planning area, Benton County takes a flat 12% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning. That stated, Benton County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

Of note, all the expansion projects within Benton County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.

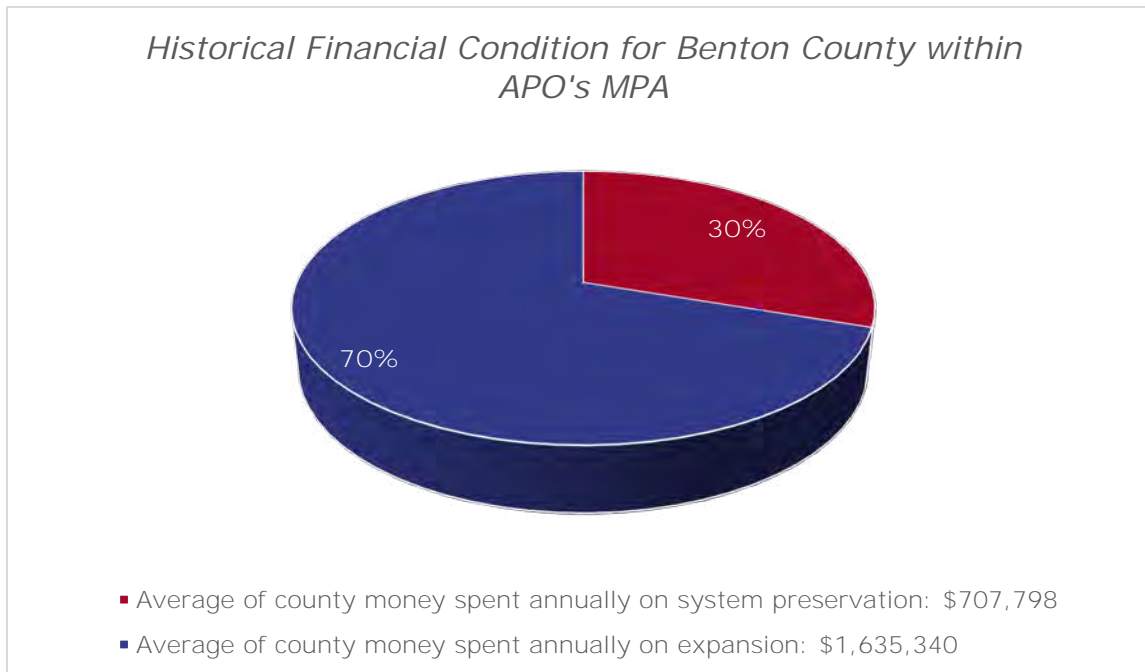


Figure 32: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$393,958	\$136,292	\$530,250
2012	\$454,379	\$17,296	\$471,675
2013	\$302,675	\$1,550,646	\$1,853,321
2014	\$530,656	\$6,133,846	\$6,664,502
2015	\$376,416	\$952,114	\$1,328,530
2016	\$111,694	\$3,878,344	\$3,990,038
2017	\$239,113	\$942,160	\$1,181,273
2018	\$3,799,942	\$2,742,697	\$6,542,639
2019	\$112,928	\$0	\$112,928
2020	\$756,216	\$0	\$756,216
Total	\$7,077,977	\$16,353,395	\$23,431,372
Average	\$707,798	\$1,635,340	\$2,343,137
Percentage of Total County Expense	30%	70%	100%

Figure 33: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2011-2020. Data courtesy of Benton County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Benton County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$4,516,667	\$4,516,667	\$0	\$0	\$9,033,334
State-Aid Funds	\$2,345,800	\$2,869,042	\$2,885,334	\$2,352,007	\$10,452,183
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$4,986,667	\$4,986,667	\$3,884,789	\$3,165,400	\$17,023,523
Total Projected County Funds	\$11,849,134	\$12,372,376	\$6,770,123	\$5,517,407	\$36,509,040

Figure 34: Projected county transportation funding sources and amounts for Benton County to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Benton County reasonably estimates to spend approximately 12% of the county's entire transportation related revenue within the APO planning area. However, Benton County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$542,000	\$542,000	\$0	\$0	\$1,084,000
State-Aid Funds	\$281,496	\$344,285	\$346,240	\$282,241	\$1,254,262
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$598,400	\$598,400	\$466,175	\$1,266,160	\$2,929,135
Total Projected County Funds	\$1,421,896	\$1,484,685	\$812,415	\$1,548,401	\$5,267,397

Figure 35: Projected county transportation funding sources and amounts for the portion of Benton County within the APO's MPA to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Fiscal Constraint within APO's MPA

Figure 36 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, \$1,580,219 is available for system preservation projects during fiscal years 2022-2025. The remaining \$3,687,178 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (30% of Total)	Historical Expansion Investment (70% of Total)
2022	\$1,421,896	\$426,569	\$995,327
2023	\$1,484,685	\$445,406	\$1,039,280
2024	\$812,415	\$243,725	\$568,691
2025	\$1,548,401	\$464,520	\$1,083,881
Total	\$5,267,397	\$1,580,219	\$3,687,178

Figure 36: A total of available revenue for the portion of Benton County within the APO's MPA by year from 2022 through 2025. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has one system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$184,589 in year of expenditure dollars. In addition, the county is contributing \$26,146 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

Overall, Benton County has enough funding to finance these projects and thereby maintains fiscal constraint.

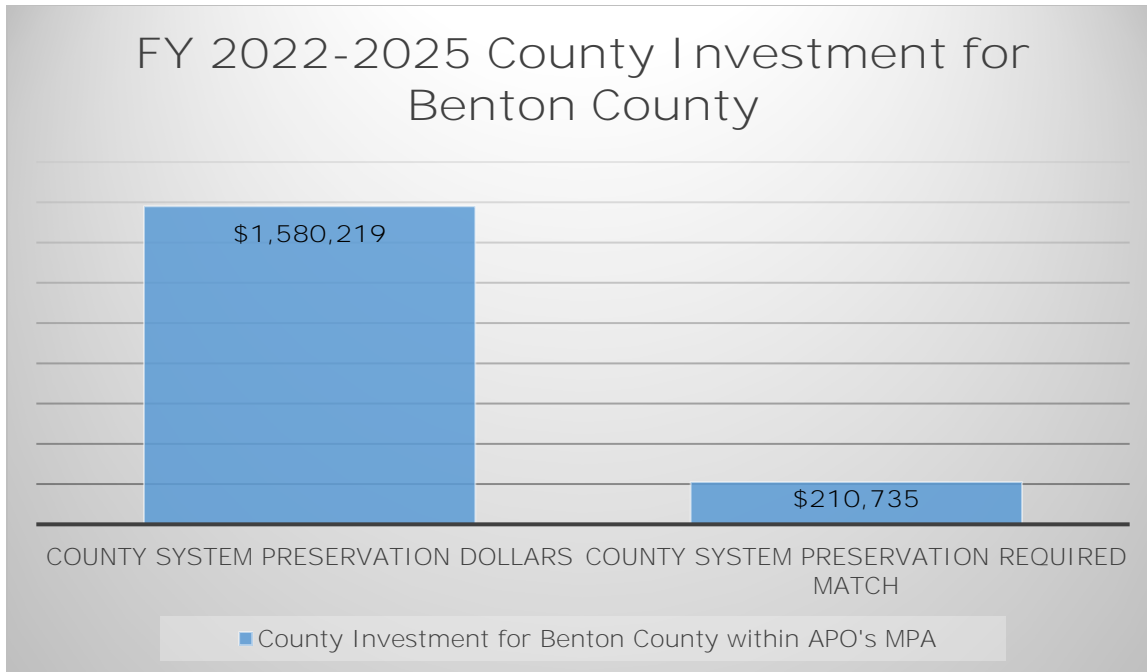


Figure 37: Total fiscal constraint for Benton County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Sherburne County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

The county has not completed any capacity expanding projects within that time frame.

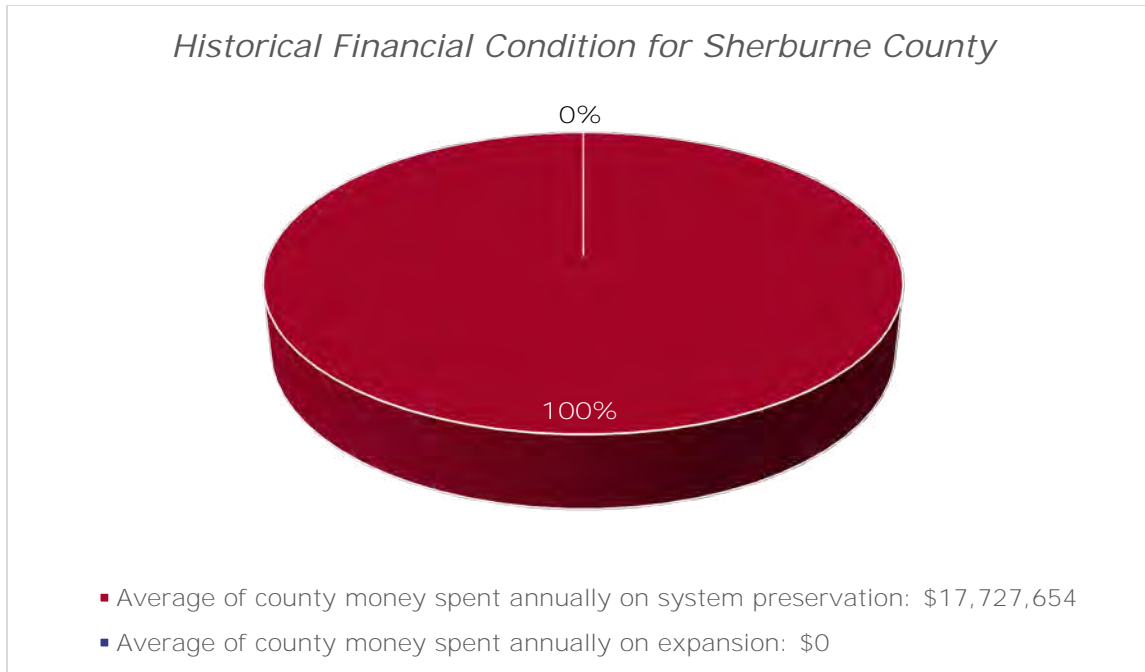


Figure 38: Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$14,875,533	\$0	\$14,875,533
2012	\$16,951,863	\$0	\$16,951,863
2013	\$15,330,074	\$0	\$15,330,074
2014	\$20,358,007	\$0	\$20,358,007
2015	\$18,414,656	\$0	\$18,414,656
2016	\$11,745,584	\$0	\$11,745,584
2017	\$17,229,707	\$0	\$17,229,707
2018	\$17,964,370	\$0	\$17,964,370
2019	\$25,598,083	\$0	\$25,598,083
2020	\$18,808,660	\$0	\$18,808,660
Total	\$177,276,536	\$0	\$177,276,536
Average	\$17,727,654	\$0	\$17,727,654
Percentage of Total County Expense	100%	0%	100%

Figure 39: Local investment on system preservation and expansion within Sherburne County from 2011-2020. Data courtesy of Sherburne County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 9% of the roadway network for Sherburne County lies within the APO planning area. To approximate the budget expended within the APO planning area, Sherburne County takes a flat 9% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Sherburne County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

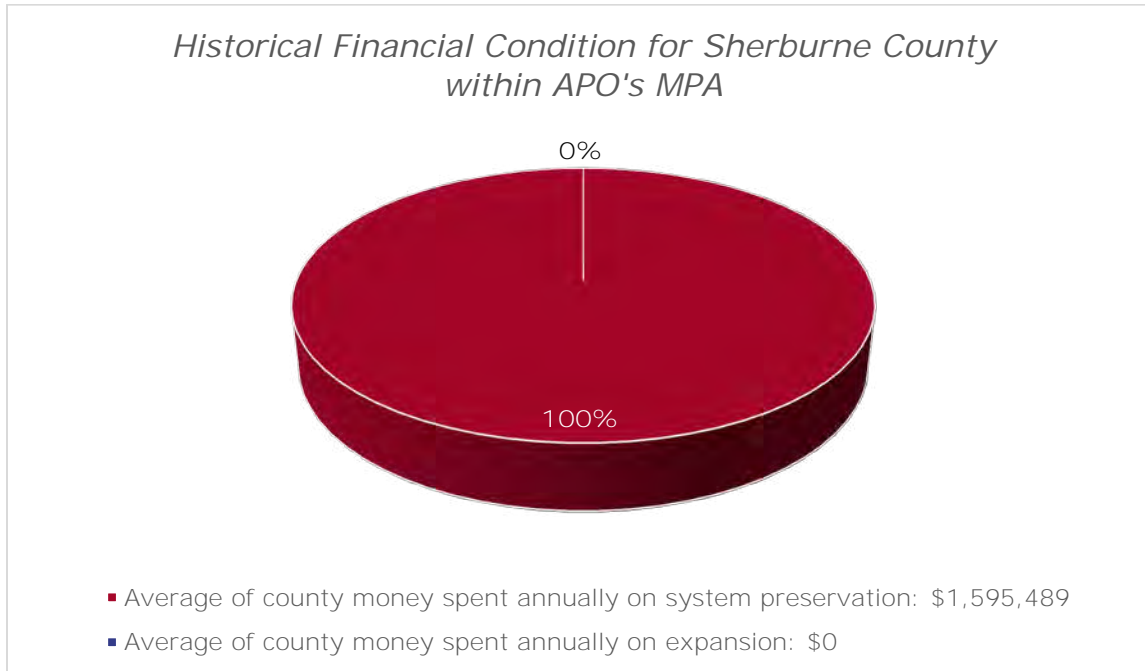


Figure 40: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$1,338,798	\$0	\$1,338,798
2012	\$1,525,668	\$0	\$1,525,668
2013	\$1,379,707	\$0	\$1,379,707
2014	\$1,832,221	\$0	\$1,832,221
2015	\$1,657,319	\$0	\$1,657,319
2016	\$1,057,103	\$0	\$1,057,103
2017	\$1,550,674	\$0	\$1,550,674
2018	\$1,616,793	\$0	\$1,616,793
2019	\$2,303,827	\$0	\$2,303,827
2020	\$1,692,779	\$0	\$1,692,779
Total	\$15,954,888	\$0	\$15,954,888
Average	\$1,595,489	\$0	\$1,595,489
Percentage of Total County Expense	100%	0%	100%

Figure 41: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2011-2020. Data courtesy of Sherburne County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Sherburne County comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$6,256,000	\$4,070,000	\$3,654,000	\$7,269,000	\$21,249,000
State-Aid Funds	\$4,720,000	\$1,000,000	\$5,057,000	\$0	\$10,777,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$7,895,000	\$10,137,000	\$6,456,000	\$4,664,000	\$29,152,000
Total Projected County Funds	\$18,871,000	\$15,207,000	\$15,167,000	\$11,933,000	\$61,178,000

Figure 42: Projected county transportation funding sources and amounts for Sherburne County to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Sherburne County reasonably estimates to spend approximately 9% of the county's entire transportation related revenue within the APO planning area. However, Sherburne County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.



County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$563,040	\$585,000	\$567,180	\$654,210	\$2,369,430
State-Aid Funds	\$424,800	\$540,947	\$366,030	\$0	\$1,331,777
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$710,550	\$661,302	\$909,443	\$419,760	\$2,701,055
Total Projected County Funds	\$1,698,390	\$1,787,249	\$1,842,653	\$1,073,970	\$6,402,262

Figure 43: Projected county transportation funding sources and amounts for the portion of Sherburne County within the APO's MPA to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

Fiscal Constraint within APO's MPA

Figure 44 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Sherburne County within the APO's MPA. In total, \$6,402,262 is available for system preservation projects during fiscal years 2022-2025. There is no funding set aside for expansion projects.

Year	Total Projected County Funds	Historical System Preservation Investment (100% of total)	Historical Expansion Investment (0% of Total)
2022	\$1,698,390	\$1,698,390	\$0
2023	\$1,787,249	\$1,787,249	\$0
2024	\$1,842,653	\$1,842,653	\$0
2025	\$1,073,970	\$1,073,970	\$0
Total	\$6,402,262	\$6,402,262	\$0

Figure 44: A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2022 through 2025. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has three system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$351,800 in year of expenditure dollars.

Overall, Sherburne County has enough funding to finance these projects and thereby maintains fiscal constraint.

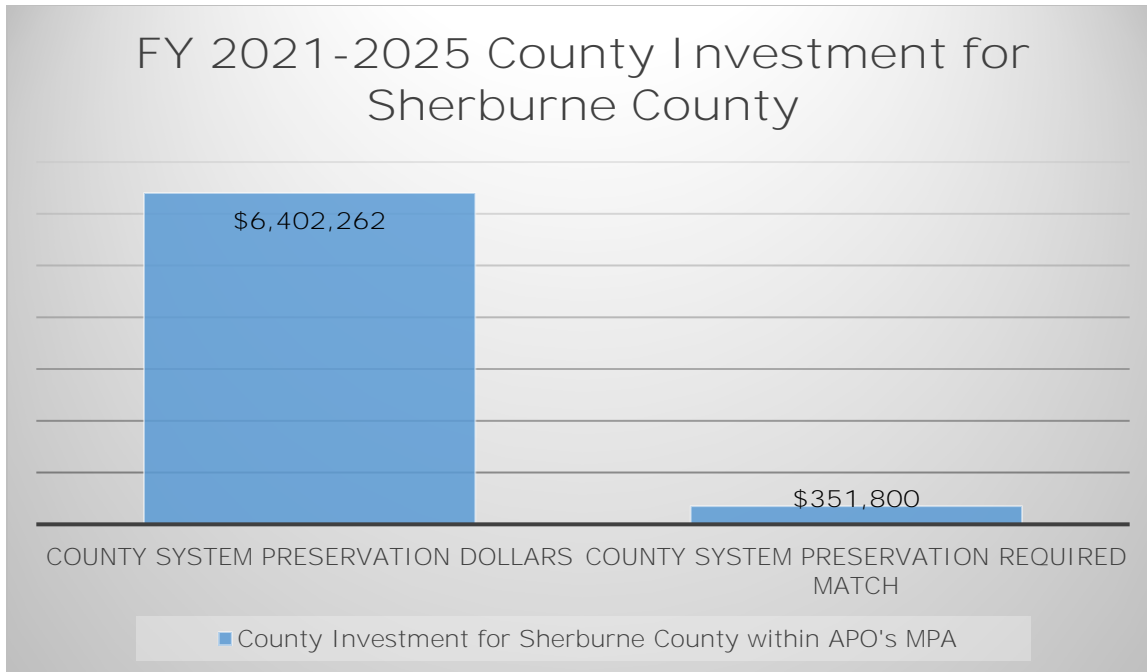


Figure 45: Total fiscal constraint for Sherburne County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Stearns County has allocated on average 92% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 8% of overall local transportation related dollars to be expended on new transportation related projects.

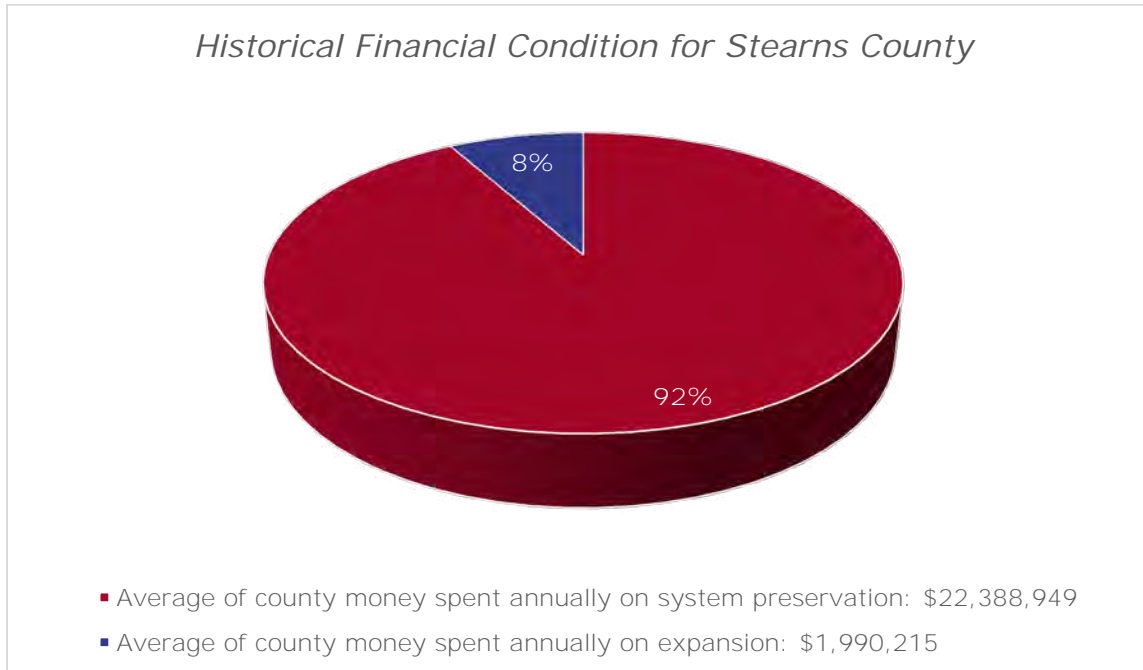


Figure 46: Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$15,779,480	\$13,000,000	\$28,779,480
2012	\$19,235,253	\$3,232,149	\$22,467,402
2013	\$21,553,328	\$2,450,000	\$24,003,328
2014	\$25,337,708	\$0	\$25,337,708
2015	\$22,305,722	\$0	\$22,305,722
2016	\$17,754,405	\$1,220,000	\$18,974,405
2017	\$17,336,156	\$0	\$17,336,156
2018	\$30,779,580	\$0	\$30,779,580
2019	\$27,140,227	\$0	\$27,140,227
2020	\$26,667,632	\$0	\$26,667,632
Total	\$223,889,491	\$19,902,149	\$243,791,640
Average	\$22,388,949	\$1,990,215	\$24,379,164
Percentage of Total County Expense	92%	8%	100%

Figure 47: Local investment on system preservation and expansion within Stearns County from 2011-2020. Data courtesy of Stearns County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 18% of the roadway network for Stearns County lies within the APO planning area. To approximate the budget expended within the APO planning area, Stearns County takes a flat 18% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Stearns County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

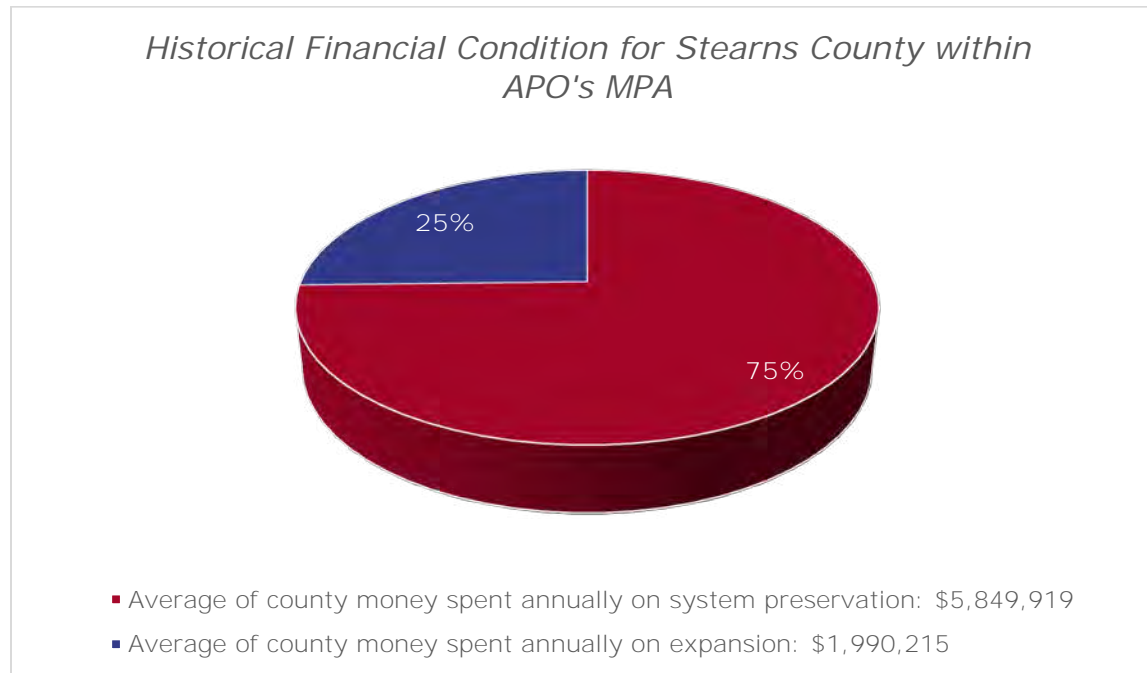


Figure 48: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$2,318,390	\$13,000,000	\$15,318,390
2012	\$7,647,846	\$3,232,149	\$10,879,995
2013	\$6,313,225	\$2,450,000	\$8,763,225
2014	\$3,288,670	\$0	\$3,288,670
2015	\$6,173,953	\$0	\$6,173,953
2016	\$1,421,185	\$1,220,000	\$2,641,185
2017	\$1,923,110	\$0	\$1,923,110
2018	\$15,276,833	\$0	\$15,276,833
2019	\$3,914,521	\$0	\$3,914,521
2020	\$10,213,186	\$0	\$10,213,186
Total	\$58,490,919	\$19,902,149	\$78,393,068
Average	\$5,849,092	\$1,990,215	\$7,839,307
Percentage of Total County Expense	75%	25%	100%

Figure 49: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2011-2020. Data courtesy of Stearns County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Stearns County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$6,800,000	\$6,800,000	\$7,300,000	\$7,621,000	\$28,521,000
State-Aid Funds	\$13,675,000	\$13,675,000	\$14,500,000	\$14,500,000	\$56,350,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$7,400,000	\$7,400,000	\$7,400,000	\$7,897,000	\$30,097,000
Total Projected County Funds	\$27,875,000	\$27,875,000	\$29,200,000	\$30,018,000	\$114,968,000

Figure 50: Projected county transportation funding sources and amounts for Stearns County to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Stearns County reasonably estimates to spend approximately 18% of the county's entire transportation related revenue within the APO planning area. However, Stearns County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$1,224,000	\$1,224,000	\$1,314,000	\$1,371,780	\$5,133,780
State-Aid Funds	\$2,461,500	\$2,461,500	\$2,610,000	\$2,610,000	\$10,143,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$1,332,000	\$1,332,000	\$1,332,000	\$1,421,460	\$5,417,460
Total Projected County Funds	\$5,017,500	\$5,017,500	\$5,256,000	\$5,403,240	\$20,694,240

Figure 51: Projected county transportation funding sources and amounts for the portion of Stearns County within the APO's MPA to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

Fiscal Constraint within APO's MPA

Figure 52 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Stearns County within the APO's MPA. In total, \$15,520,680 is available for system preservation projects during fiscal years 2022-2025. The remaining \$5,173,560 is available for expansion.



Year	Total Projected County Funds	Historical System Preservation Investment (75% of Total)	Historical Expansion Investment (25% of Total)
2022	\$5,017,500	\$3,763,125	\$1,254,375
2023	\$5,017,500	\$3,763,125	\$1,254,375
2024	\$5,256,000	\$3,942,000	\$1,314,000
2025	\$5,403,240	\$4,052,430	\$1,350,810
Total	\$20,694,240	\$15,520,680	\$5,173,560

Figure 52: A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2022 through 2025. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has five system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of \$492,390 in year of expenditure dollars. The county also has three expansion projects programmed requiring a local match of \$2,705,319. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

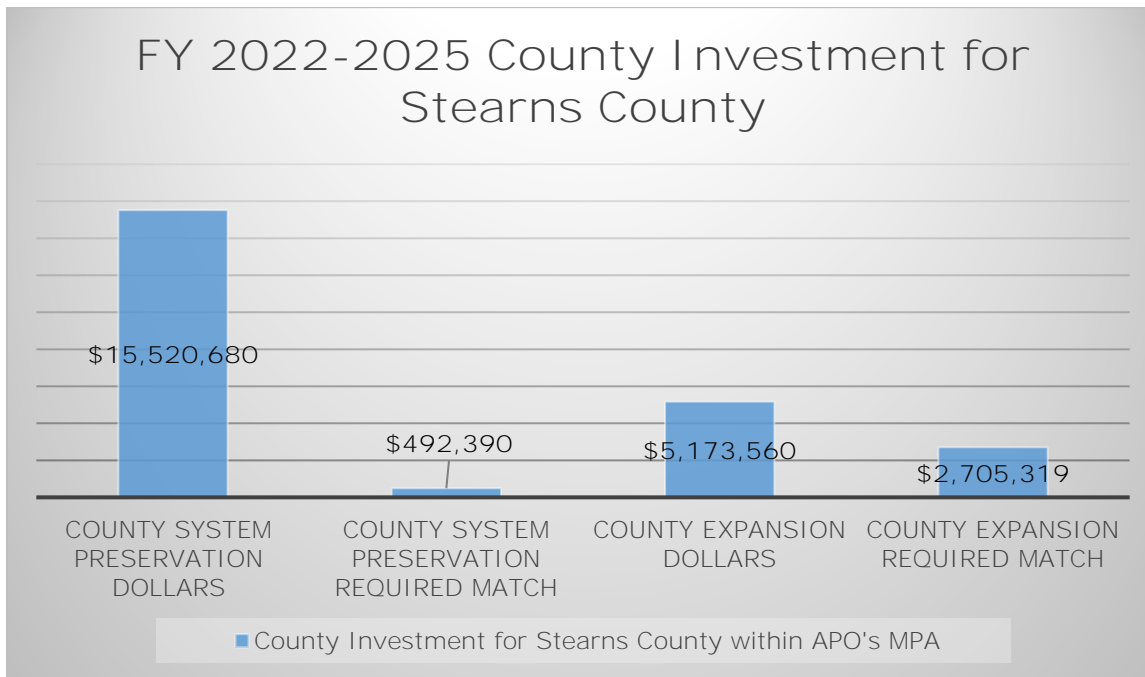


Figure 53: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Saint Cloud has allocated on average 81% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 19% of overall local transportation related dollars to be expended on new transportation related projects.

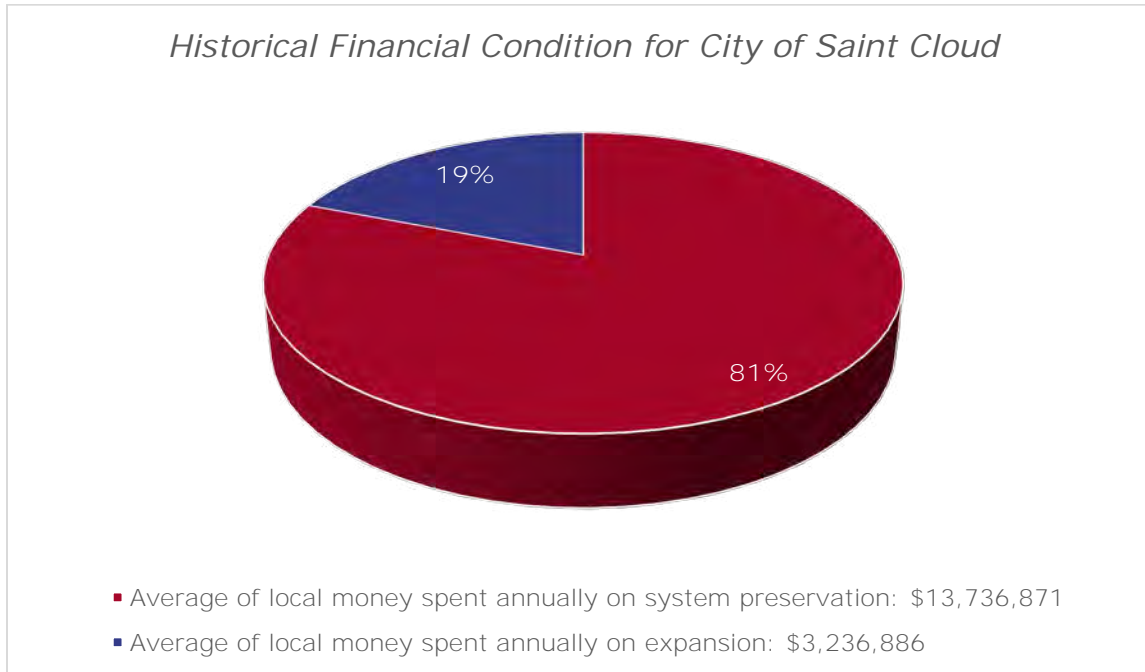


Figure 54: Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
2011	\$8,484,350	\$2,610,000	\$11,094,350
2012	\$20,317,905	\$2,475,000	\$22,792,905
2013	\$17,206,909	\$3,278,700	\$20,485,609
2014	\$25,495,287	\$3,600,000	\$29,095,287
2015	\$12,688,129	\$1,656,000	\$14,344,129
2016	\$10,297,070	\$2,025,000	\$12,322,070
2017	\$10,657,080	\$1,440,000	\$12,097,080
2018	\$11,415,690	\$4,770,000	\$16,185,690
2019	\$13,123,620	\$5,924,160	\$19,047,780
2020	\$7,682,670	\$4,590,000	\$12,272,670
Total	\$137,368,710	\$32,368,860	\$169,737,570
Average	\$13,736,871	\$3,236,886	\$16,973,757
Percentage of Total Local Expense	81%	19%	100%

Figure 55: Local investment on system preservation and expansion in the City of Saint Cloud from 2011-2020. Data courtesy of City of Saint Cloud.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Cloud comes from a variety of sources including state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$2,600,000	\$1,500,000	\$3,500,000	\$1,500,000	\$9,100,000
Assessments	\$900,000	\$1,050,000	\$2,400,000	\$1,360,000	\$5,710,000
Bonding	\$3,500,000	\$4,035,000	\$2,900,000	\$4,640,000	\$15,075,000
Other Local	\$9,050,000	\$10,781,400	\$14,880,250	\$18,779,150	\$53,490,800
Total Projected Local Funds	\$16,050,000	\$17,366,400	\$23,680,250	\$26,279,150	\$83,375,800

Figure 56: Projected local transportation funding sources and amounts for the City of Saint Cloud to be used toward transportation projects. Data courtesy of City of Saint Cloud.

Fiscal Constraint

Figure 57 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Cloud. In total, \$67,534,398 is available for system preservation projects during fiscal years 2022-2025. The remaining \$15,841,402 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (81% of Total)	Historic Expansion Investment (19% of Total)
2022	\$16,050,000	\$13,000,500	\$3,049,500
2023	\$17,366,400	\$14,066,784	\$3,299,616
2024	\$23,680,250	\$19,181,003	\$4,499,248
2025	\$26,279,150	\$21,286,112	\$4,993,039
Total	\$83,375,800	\$67,534,398	\$15,841,402

Figure 57: A total of available revenue for the City of Saint Cloud by year from 2022 through 2025. Data courtesy of City of Saint Cloud.

During this time frame, the City of Saint Cloud has two system preservation projects programmed into the TIP requiring a local match of \$530,920 in year of expenditure dollars. In addition, the city is contributing \$3,580,371 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

The city has one expansion project programmed into the TIP as well, requiring a local match of \$120,000.

Overall, the City of Saint Cloud has enough funding to finance these projects and thereby maintains fiscal constraint.

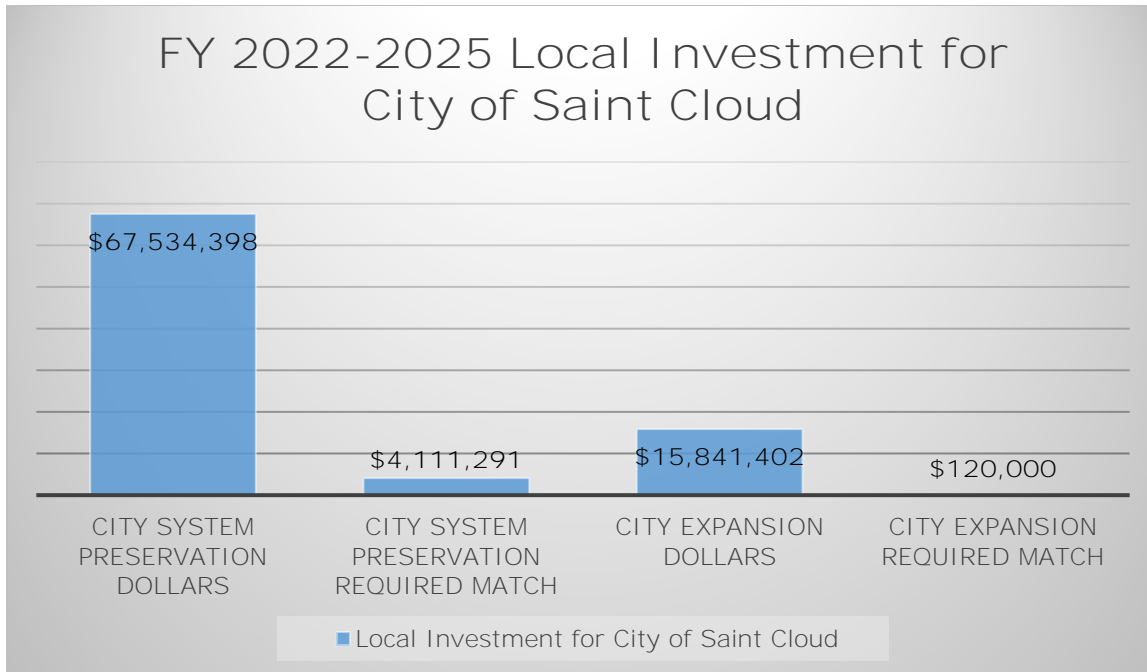


Figure 58: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2022-2025. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Saint Joseph has allocated on average 72% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 28% of overall local transportation related dollars to be expended on new transportation related projects.

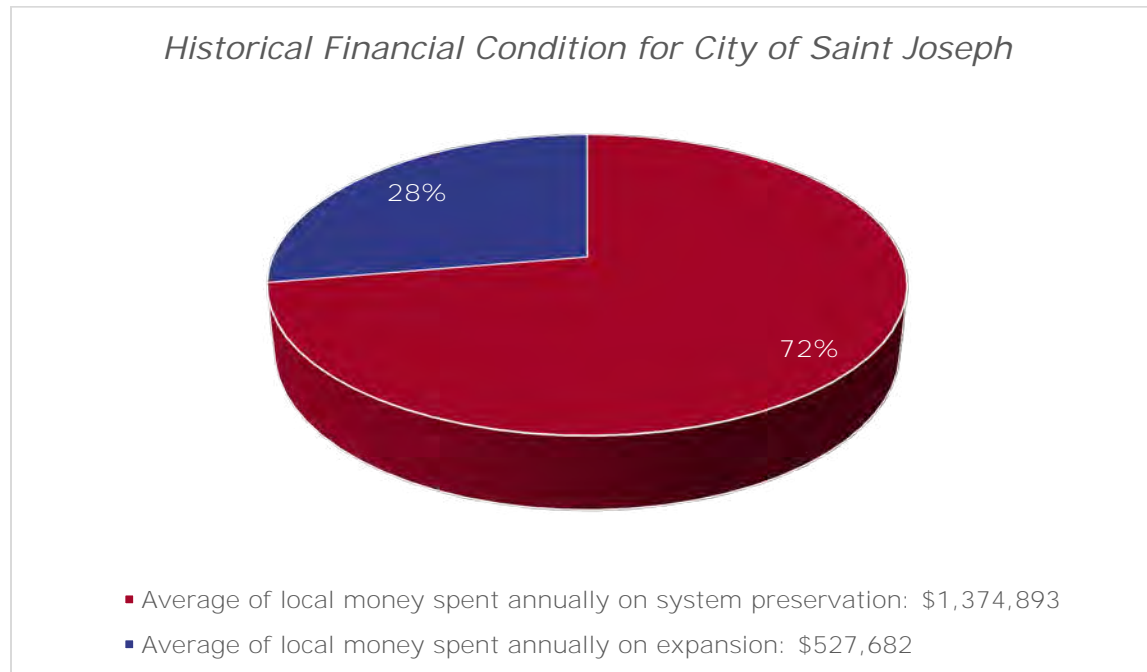


Figure 59: Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

Year	System Preservation	Expansion	Total Local Investment
2011	\$607,102	\$0	\$607,102
2012	\$375,254	\$0	\$375,254
2013	\$776,613	\$0	\$776,613
2014	\$1,908,827	\$0	\$1,908,827
2015	\$1,200,636	\$0	\$1,200,636
2016	\$604,680	\$916,594	\$1,521,274
2017	\$700,822	\$1,033,923	\$1,734,745
2018	\$716,615	\$0	\$716,615
2019	\$4,040,433	\$2,389,830	\$6,430,263
2020	\$2,817,948	\$936,476	\$3,754,424
Total	\$13,748,930	\$5,276,823	\$19,025,753
Average	\$1,374,893	\$527,682	\$1,902,575
Percentage of Total Local Expense	72%	28%	100%

Figure 60: Local investment on system preservation and expansion in the City of Saint Joseph from 2011-2020. Data courtesy of City of Saint Joseph.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Joseph comes from a variety of sources including general tax levies, state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$182,750	\$284,075	\$210,250	\$274,250	\$951,325
State-Aid Funds	\$300,000	\$0	\$0	\$0	\$300,000
Assessments	\$336,170	\$3,342,060	\$971,895	\$1,765,415	\$6,415,540
Bonding	\$224,115	\$1,778,035	\$2,808,930	\$1,426,940	\$6,238,020
Other Local	\$30,000	\$32,000	\$34,000	\$36,000	\$132,000
Total Projected Local Funds	\$1,073,035	\$5,436,170	\$4,025,075	\$3,502,605	\$14,036,885

Figure 61: Projected local transportation funding sources and amounts for the City of Saint Joseph to be used toward transportation projects. Data courtesy of City of Saint Joseph.

Fiscal Constraint

Figure 62 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Joseph. In total, \$10,106,557 is available for system preservation projects during fiscal years 2022-2025. The remaining \$3,930,328 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (72% of Total)	Historical Expansion Investment (28% of Total)
2022	\$1,073,035	\$772,585	\$300,450
2023	\$5,436,170	\$3,914,042	\$1,522,128
2024	\$4,025,075	\$2,898,054	\$1,127,021
2025	\$3,502,605	\$2,521,876	\$980,729
Total	\$14,036,885	\$10,106,557	\$3,930,328

Figure 62: A total of available revenue for the City of Saint Joseph by year from 2022 through 2025. Data courtesy of City of Saint Joseph.

During this time frame, the City of Saint Joseph does not have any projects programmed into the APO's TIP. Thereby, the City of Saint Joseph maintains fiscal constraint.

City of Sartell

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Sartell has allocated on average 57% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 43% of overall local transportation related dollars to be expended on new transportation related projects.

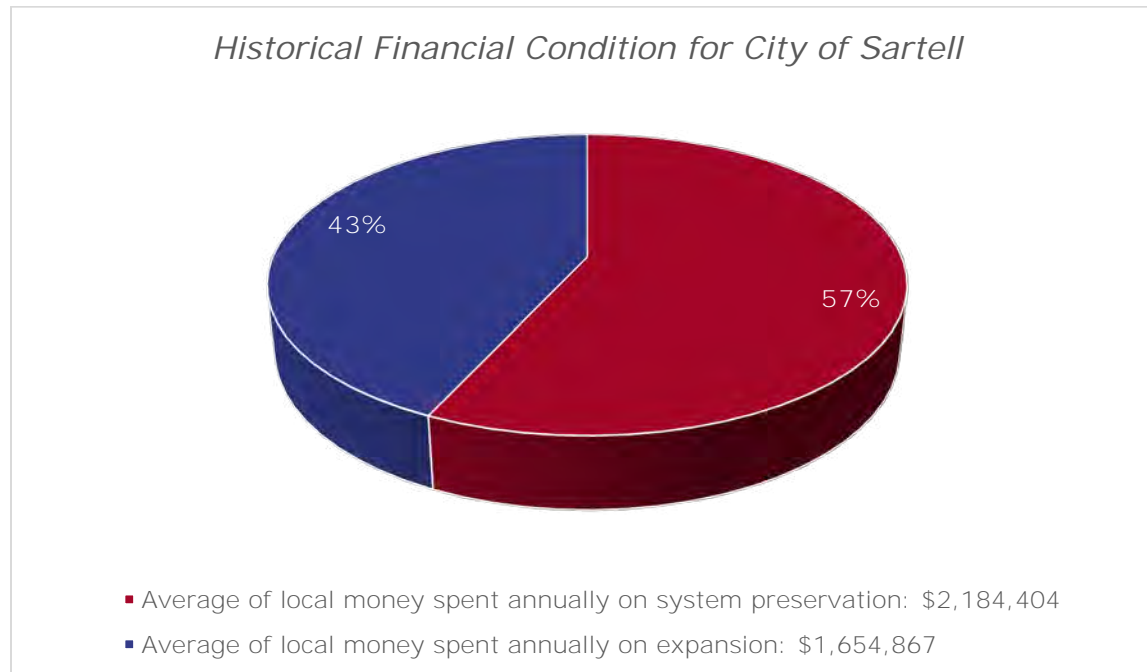


Figure 63: Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
2011	\$1,319,947	\$0	\$1,319,947
2012	\$947,253	\$809,885	\$1,757,138
2013	\$1,197,314	\$0	\$1,197,314
2014	\$2,028,068	\$0	\$2,028,068
2015	\$1,693,048	\$4,956,596	\$6,649,644
2016	\$1,875,414	\$0	\$1,875,414
2017	\$2,219,341	\$2,070,460	\$4,289,801
2018	\$2,348,075	\$4,402,035	\$6,750,110
2019	\$5,833,750	\$2,120,000	\$7,953,750
2020	\$2,381,825	\$2,189,695	\$4,571,520
Total	\$21,844,035	\$16,548,671	\$38,392,706
Average	\$2,184,404	\$1,654,867	\$3,839,271
Percentage of Total Local Expense	57%	43%	100%

Figure 64: Local investment on system preservation and expansion in the City of Sartell from 2011-2020. Data courtesy of City of Sartell.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Sartell comes from a variety of sources including general tax levies, state-aid funds, assessments, and bonding.

Local Transportation Funding Source	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$200,000	\$400,000	\$500,000	\$600,000	\$1,700,000
State-Aid Funds	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
Assessments	\$230,000	\$225,000	\$220,000	\$215,000	\$890,000
Bonding	\$10,000,000	\$0	\$0	\$10,000,000	\$20,000,000
Other Local	\$2,033,250	\$2,089,889	\$2,148,890	\$2,210,351	\$8,482,380
Total Projected Local Funds	\$12,463,250	\$2,714,889	\$3,868,890	\$14,025,351	\$33,072,380

Figure 65: Projected local transportation funding sources and amounts for the City of Sartell to be used toward transportation projects. Data courtesy of City of Sartell.

Fiscal Constraint

Figure 66 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$18,851,257 is available for system preservation projects during fiscal years 2022-2025. The remaining \$14,221,123 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (57% of Total)	Historical Expansion Investment (43% of Total)
2022	\$12,463,250	\$7,104,053	\$5,359,198
2023	\$2,714,889	\$1,547,487	\$1,167,402
2024	\$3,868,890	\$2,205,267	\$1,663,623
2025	\$14,025,351	\$7,994,450	\$6,030,901
Total	\$33,072,380	\$18,851,257	\$14,221,123

Figure 66: A total of available revenue for the City of Sartell by year from 2022 through 2025. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has one system preservation project programmed into the TIP requiring a local match of \$4,947,983 in year of expenditure dollars. The city also has two expansion projects programmed requiring a local match of \$183,524. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

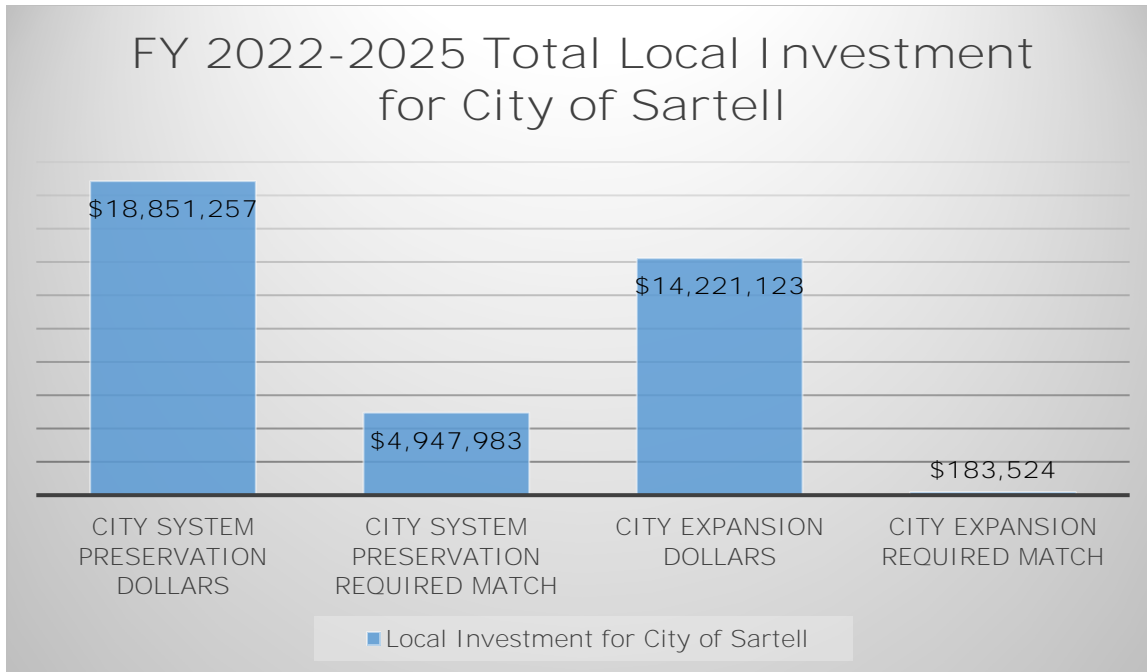


Figure 67: Total fiscal constraint for the City of Sartell for TIP cycle FY 2022-2025. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Sauk Rapids has allocated on average 82% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 18% of overall local transportation related dollars to be expended on new transportation related projects.

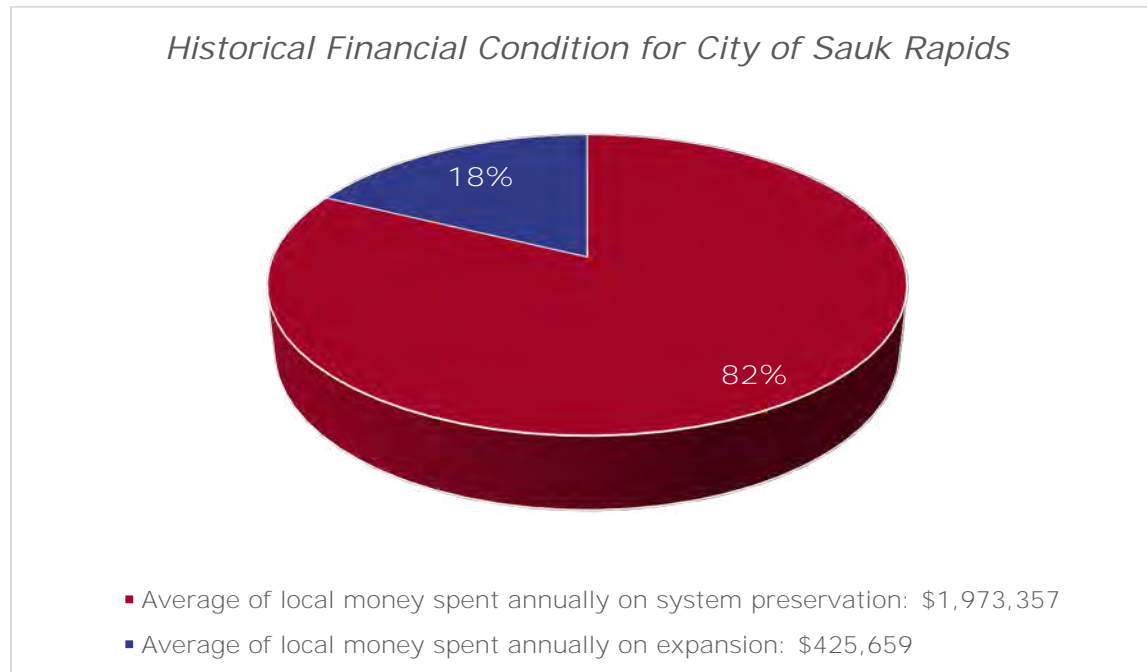


Figure 68: Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	System Preservation	Expansion	Total Local Investment
2011	\$1,734,485	\$186,019	\$1,920,504
2012	\$1,801,156	\$161,063	\$1,962,219
2013	\$958,748	\$0	\$958,748
2014	\$934,802	\$2,957,841	\$3,892,643
2015	\$3,096,470	\$165,017	\$3,261,487
2016	\$1,372,767	\$781,827	\$2,154,594
2017	\$2,685,161	\$4,826	\$2,689,987
2018	\$838,208	\$0	\$838,208
2019	\$2,184,983	\$0	\$2,184,983
2020	\$4,126,788	\$0	\$4,126,788
Total	\$19,733,568	\$4,256,593	\$23,990,161
Average	\$1,973,357	\$425,659	\$2,399,016
Percentage of Total Local Expense	82%	18%	100%

Figure 69: Local investment on system preservation and expansion in the City of Sauk Rapids from 2011-2020. Data courtesy of City of Sauk Rapids.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Sauk Rapids comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$1,000,000	\$1,020,000	\$1,130,000	\$1,150,000	\$4,300,000
State-Aid Funds	\$1,569,000	\$0	\$768,000	\$0	\$2,337,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$1,754,200	\$3,032,500	\$972,780	\$1,347,600	\$7,107,080
Total Projected Local Funds	\$4,323,200	\$4,052,500	\$2,870,780	\$2,497,600	\$13,744,080

Figure 70: Projected local transportation funding sources and amounts for the City of Sauk Rapids to be used toward transportation projects. Data courtesy of City of Sauk Rapids.

Fiscal Constraint

Figure 71 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sauk Rapids. In total, \$11,270,146 is available for system preservation projects during fiscal years 2022-2025. The remaining \$2,473,934 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (82% of Total)	Historical Expansion Investment (18% of Total)
2022	\$4,323,200	\$3,545,024	\$778,176
2023	\$4,052,500	\$3,323,050	\$729,450
2024	\$2,870,780	\$2,354,040	\$516,740
2025	\$2,497,600	\$2,048,032	\$449,568
Total	\$13,744,080	\$11,270,146	\$2,473,934

Figure 71: A total of available revenue for the City of Sauk Rapids by year from 2022 through 2025. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has one system preservation project programmed into the TIP requiring a local match of \$608,880 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

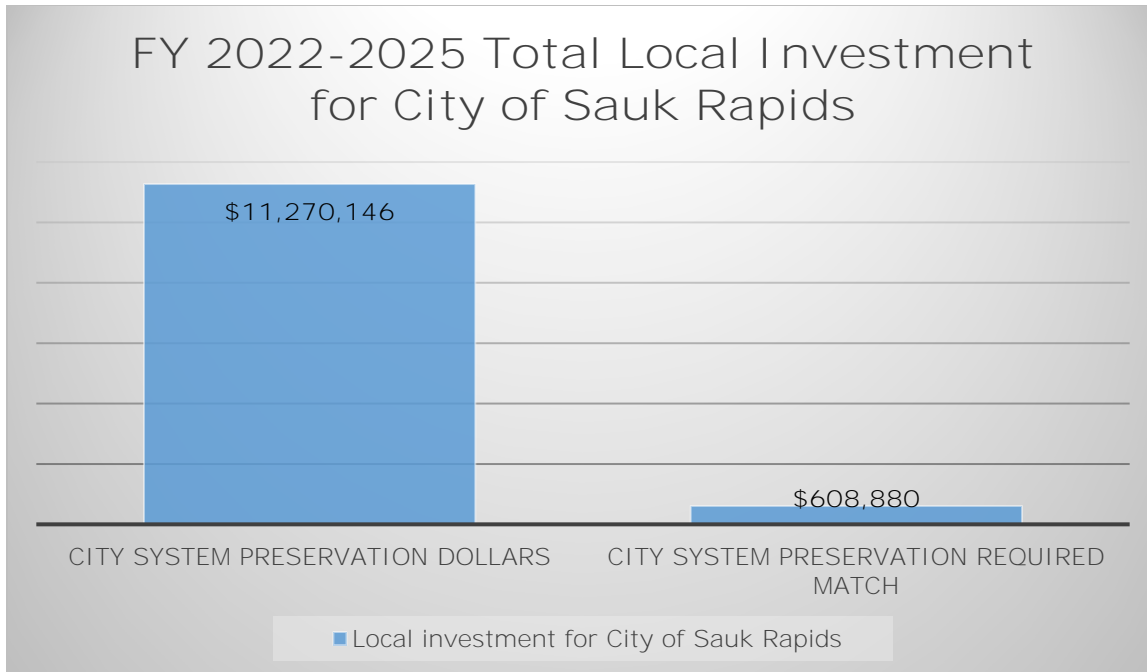


Figure 72: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2022-2025. Data courtesy of City of Sauk Rapids.

City of Waite Park

Historical Financial Condition

In discussions with staff at the City of Waite Park, it was determined that basing future financial conditions on past data would not garner an accurate picture of possible transportation revenue and transportation revenue allocations for the city. According to Public Works Director Bill Schluenz, the city had reconfigured the way it had allocated funds for transportation in 2018, therefore, basing our assumptions on years prior to 2018 would not be an accurate representation.

APO staff have been coordinating with city staff to build a database like the historical transportation spending databases found with the other cities. It is the hope that ideally 10 years of data would be amassed prior to determining a consistent approximate split between the amount typically allocated to system preservation and that which is allocated to expansion for the City of Waite Park.

Below is the historical financial condition for the City of Waite Park that was provided to APO staff. During this time the city has not completed any capacity expanding projects.

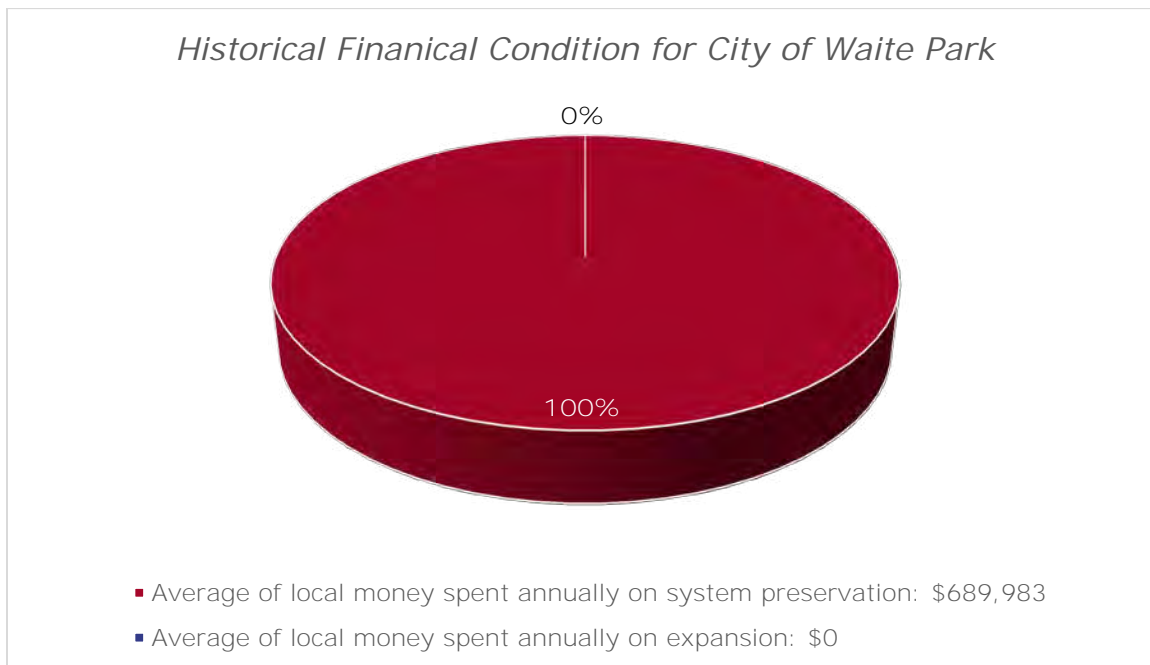


Figure 73: Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

Year	System Preservation	Expansion	Total Local Investment
2018	\$813,000	\$0	\$813,000
2019	\$0	\$0	\$0
2020	\$1,256,950	\$0	\$1,256,950
Total	\$2,069,950	\$0	\$2,069,950
Average	\$689,983	\$0	\$689,983
Percentage of Total Local Expense	100%	0%	100%

Figure 74: Local investment on system preservation and expansion in the City of Waite Park from 2018-2020. Data courtesy of City of Waite Park.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Waite Park comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$900,000	\$1,000,000	\$1,000,000	\$1,100,000	\$4,000,000
State-Aid Funds	\$380,000	\$380,000	\$380,000	\$380,000	\$1,520,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$600,000	\$700,000	\$700,000	\$800,000	\$2,800,000
Total Projected Local Funds	\$1,880,000	\$2,080,000	\$2,080,000	\$2,280,000	\$8,320,000

Figure 75: Projected local transportation funding sources and amounts for the City of Waite Park to be used toward transportation projects. Data courtesy of City of Waite Park.

Fiscal Constraint

Figure 76 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Waite Park. In total, \$8,320,000 is available for system preservation projects during fiscal years 2022-2025.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2022	\$1,880,000	\$1,880,000	\$0
2023	\$2,080,000	\$2,080,000	\$0
2024	\$2,080,000	\$2,080,000	\$0
2025	\$2,280,000	\$2,280,000	\$0
Total	\$8,320,000	\$8,320,000	\$0

Figure 76: A total of available revenue for the City of Waite Park by year from 2022 through 2025. Data courtesy of City of Waite Park.

During this time frame, the City of Waite Park does not have any projects programmed into the APO's TIP. Thereby, the City of Waite Park maintains fiscal constraint.

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

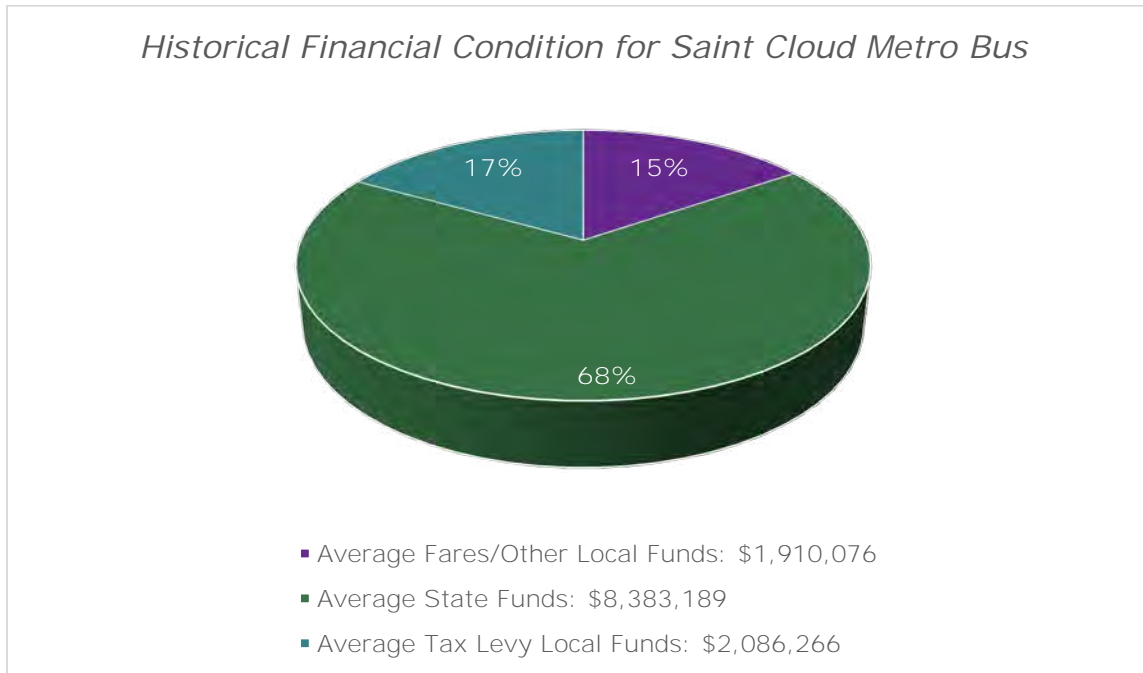


Figure 77: Historic split of local and state revenues for Saint Cloud Metro Bus from 2011 through 2020. Data courtesy of Saint Cloud Metro Bus.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2011	\$1,814,684	\$1,895,624	\$1,499,701	\$5,210,009
2012	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
2013	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
2014	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
2015	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
2016	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
2017	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
2018	\$2,148,575	\$14,453,125	\$2,472,245	\$19,073,945
2019	\$1,823,626	\$12,736,626	\$3,140,470	\$17,700,722
2020	\$1,250,628	\$9,226,520	\$3,143,620	\$13,620,768
Total	\$19,100,760	\$83,831,888	\$20,862,660	\$123,795,308
Average	\$1,910,076	\$8,383,189	\$2,086,266	\$12,379,531
Percentage of Total Local Funds	15%	68%	17%	100%

Figure 78: Historic split of local and state revenues for Saint Cloud Metro Bus from 2011 through 2020. Data courtesy of Saint Cloud Metro Bus.

Future Financial Condition

Operating revenue for local transit comes from local tax levies, fares/other local funding, and state funds.

Transit Funding Source	Projected 2022 Funds	Projected 2023 Funds	Projected 2024 Funds	Projected 2025 Funds	Total 2022-2025 Projected Funds
Local Tax Levy	\$3,136,403	\$3,183,449	\$3,231,201	\$3,279,669	\$12,830,722
Fares/Other Local	\$1,620,871	\$1,624,173	\$1,627,510	\$1,630,765	\$6,503,319
State Funds	\$12,928,616	\$15,757,734	\$15,360,106	\$15,750,000	\$59,796,456
Total Projected Local Funds	\$17,685,890	\$20,565,356	\$20,218,817	\$20,660,434	\$79,130,497

Figure 79: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2022-2025. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 80 demonstrates the projected local funds available for Saint Cloud Metro Bus considering the current operation expenditures. Out of the total transit funding source dollars available – \$79,130,497 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$57,270,000. The remaining dollars – a total of \$21,860,497 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20% local match must be provided should any capital improvement project require the use of Federal funds. However, as of late 2019, MnDOT’s Office of Transit and Active Transportation (OTAT) has opted to have the state split the local match necessary for vehicle purchases that utilized Federal Highway Administration’s (FHWA’s) Surface Transportation Block Grant Program (STBGP) funding during fiscal years 2022-2025. Metro Bus has four vehicle replacement projects programmed in the FY 2022-2025 TIP. With this new guidance, MnDOT is contributing half of the necessary \$1,021,000 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of \$510,500. This funding is separate from that allocated to MnDOT District 3 – a detailed financial plan and fiscal constraint analysis can be found in the next section. MnDOT must prove fiscal constraint as part of development of the STIP, which includes the allocation of funding for transit projects. More information relating to MnDOT’s fiscal constraint can be found within the most recent copy of the [STIP](https://bit.ly/37kEfI3) (<https://bit.ly/37kEfI3>).

In addition, MnDOT’s OTAT had successfully secured \$2 million in state bond funding for Saint Cloud Metro Bus for the purchase/acquisition of a western transit center in fiscal year 2023 (project TRF-0048-23J). The state is also looking to contribute \$1.2 million in funding to this project as well, requiring Saint Cloud Metro Bus to provide \$800,000 in local match funding.

During fiscal years 2022-2025, Saint Cloud Metro Bus has 19 capital projects programmed into the TIP requiring a local match of \$1,907,900 in year of expenditure dollars. Overall, Saint Cloud Metro Bus has enough funding to finance these projects along with the organization’s operation costs. Thereby, fiscal constraint is maintained.



Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
2022	\$17,685,890	\$14,320,000	\$3,365,890
2023	\$20,565,356	\$14,200,000	\$6,365,356
2024	\$20,218,817	\$14,300,000	\$5,918,817
2025	\$20,660,434	\$14,450,000	\$6,210,434
Total	\$79,130,497	\$57,270,000	\$21,860,497

Figure 80: A total of available revenue for Saint Cloud Metro Bus by year from 2022 through 2025. Data courtesy of Saint Cloud Metro Bus.

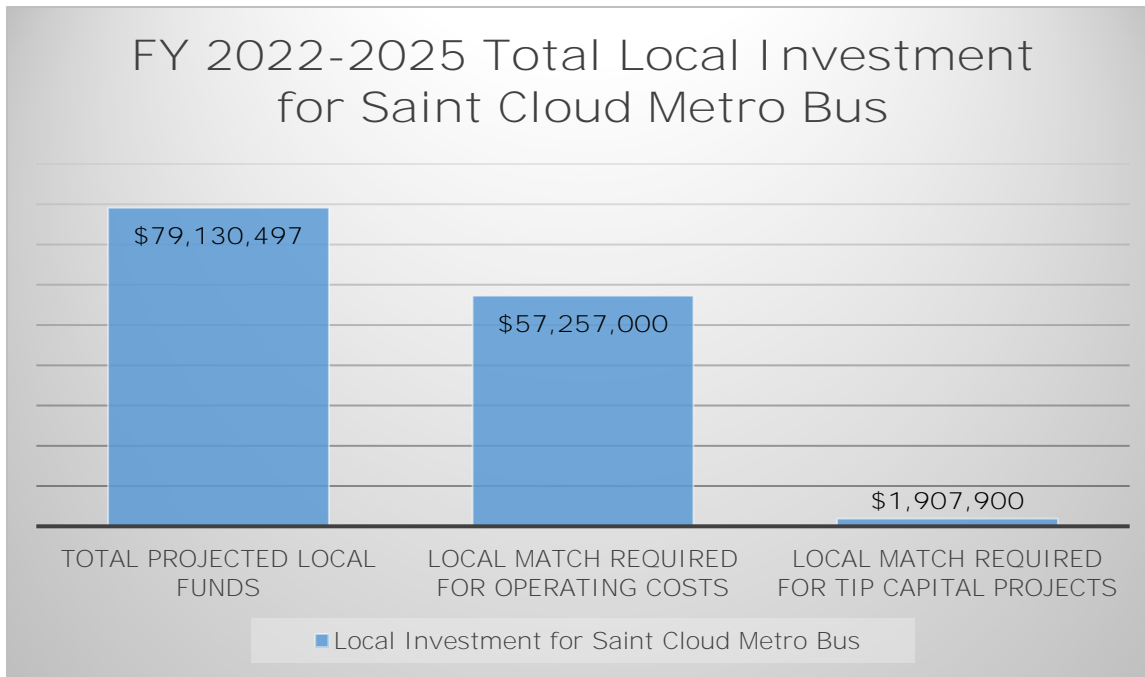


Figure 81: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2022-2025. Data courtesy of Saint Cloud Metro Bus.

Minnesota Department of Transportation (MnDOT District 3)

MnDOT District 3 encompasses a 13-county area comprised of the counties of Aitkin, Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT District 3 supports among other items 1,607 centerline miles of state, U.S., and interstate highways along with 423 bridges and eight transit systems.

The APO MPA is incorporated into MnDOT District 3. Approximately 308 lane miles – a split between roughly 289 miles of rural roadway and just over 18 miles of urban roadway – within the APO’s planning area fall under the jurisdiction of MnDOT District 3. This is equal to roughly 7.7% of MnDOT District 3.

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – MnDOT District 3 has allocated on average 84% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 16% of overall state transportation related dollars to be expended on new transportation related projects.

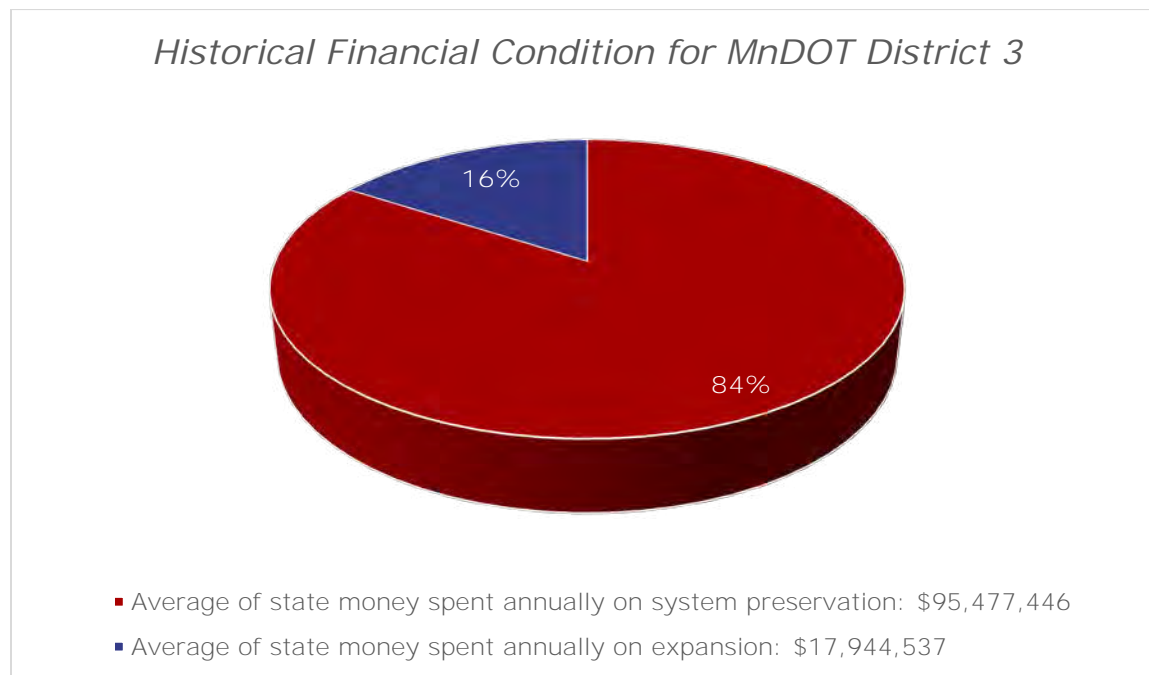


Figure 82: State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2011	\$87,570,556	\$0	\$87,570,556
2012	\$106,448,774	\$30,959,481	\$137,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$95,956,886	\$0	\$95,956,886
2018	\$93,661,958	\$0	\$93,661,958
2019	\$100,011,414	\$60,000,000	\$160,011,414
2020	\$72,188,661	\$33,799,691	\$105,988,352
Total	\$954,774,463	\$179,445,369	\$1,134,219,832
Average	\$95,477,446	\$17,944,537	\$113,421,983
Percent of Total State Expense	84%	16%	100%

Figure 83: State investment on system preservation and expansion within entire MnDOT District 3 from 2011 through 2020. Data courtesy of MnDOT District 3.

Historic Financial Condition within APO MPA

Approximately 7.7% of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area. To approximate the budget expended within the APO boundary, MnDOT District 3 takes a flat 7.7% from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT District 3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

Over a 10-year period – 2011 through 2020 – MnDOT District 3 has allocated on average 87% of overall state transportation related dollars to system preservation of the current transportation system within the APO's MPA. This has left approximately 13% of overall state transportation related dollars to be expended on new transportation related projects.

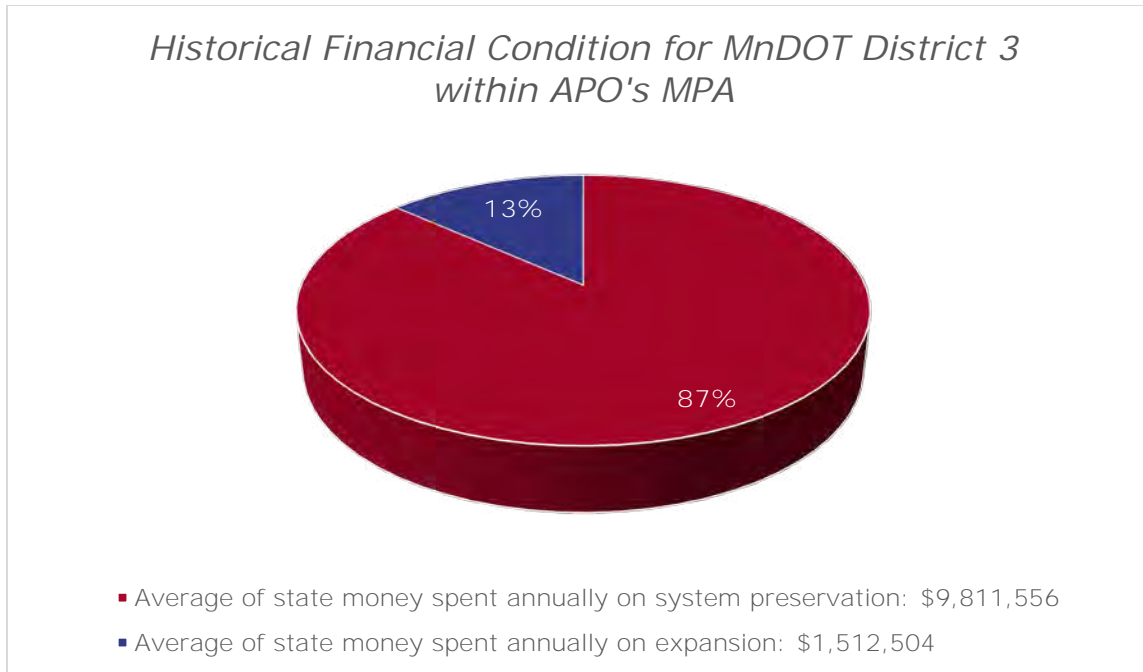


Figure 84: State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2011	\$3,906,172	\$0	\$3,906,172
2012	\$4,956,284	\$14,159,481	\$19,115,765
2013	\$7,352,881	\$965,556	\$8,318,437
2014	\$4,937,621	\$0	\$4,937,621
2015	\$28,709,541	\$0	\$28,709,541
2016	\$19,322,121	\$0	\$19,322,121
2017	\$4,830,318	\$0	\$4,830,318
2018	\$4,504,881	\$0	\$4,504,881
2019	\$13,645,730	\$0	\$13,645,730
2020	\$5,950,014	\$0	\$5,950,014
Total	\$98,115,562	\$15,125,037	\$113,240,599
Average	\$9,811,556	\$1,512,504	\$11,324,060
Percent of Total State Expense	87%	13%	100%

Figure 85: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2011 through 2020. Data courtesy of MnDOT District 3.

Overall Future Financial Condition

Operating revenue for state transportation dollars for the entire MnDOT District 3 comes from a variety of sources including state non-project specific maintenance, state project specific funds, districtwide set asides, and bonding.

Of note, most expansion projects on the Interstate and state trunk highway routes are funded through special funding sources outside of MnDOT's normal federal and state target funding distribution process. In these instances, state funded programs like the Corridors of Commerce and MnDOT's Transportation Economic Development program can be accessed to address congestion and mobility needs. At the Federal level, the Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) discretionary grants are a possible funding source. In all these examples, funding is highly competitive and should not be depended upon for planning purposes.

State Transportation Funding Source	Projected 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Total 2022-2025 Projected State Funds
State Non-Project Specific Maintenance	\$28,428,000	\$29,281,000	\$29,281,000	\$30,159,000	\$117,149,000
State Project Specific Funds	\$126,388,055	\$45,692,000	\$47,881,000	\$88,120,000	\$305,081,055
Districtwide Set Asides	\$27,149,000	\$26,683,556	\$25,080,000	\$27,037,778	\$105,950,334
Bonding	\$127,161,800	\$420,950	\$0	\$0	\$127,582,750
Total State Funds Projected	\$306,126,855	\$102,077,506	\$102,242,000	\$145,316,778	\$655,763,139

Figure 86: Projected state transportation funding sources and amounts for MnDOT District 3 to be used toward transportation projects. Data courtesy of MnDOT District 3.

Future Financial Condition within APO MPA

Operating revenue for state transportation dollars for MnDOT District 3 within the APO MPA comes from a variety of sources including state non-project specific maintenance, state project specific funds, APO share of districtwide set asides – equivalent to 7.7% – and bonding.

State Transportation Funding Source	Projected 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Total 2022-2025 Projected State Funds
State Non-Project Specific Maintenance	\$2,188,956	\$2,254,637	\$2,254,637	\$2,322,243	\$9,020,473
State Project Specific Funds	\$1,450,000	\$18,492,000	\$16,338,000	\$760,000	\$37,040,000
APO Share of District Set Asides	\$2,090,473	\$2,054,634	\$1,931,160	\$2,081,909	\$8,158,176
Bonding	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$5,729,429	\$22,801,271	\$20,523,797	\$5,164,152	\$54,218,649

Figure 87: Projected state transportation funding sources and amounts for MnDOT District 3 within the APO's MPA to be used toward transportation projects. Data courtesy of MnDOT District 3.

Fiscal Constraint within APO MPA

Figure 88 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT District 3

within the APO's MPA. In total, \$42,677,412 is available for system preservation projects during fiscal years 2022-2025. The remaining \$7,048,424 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (87% of Total)	Historical Expansion Investment (13% of Total)
2022	\$5,729,429	\$4,984,603	\$744,826
2023	\$22,801,271	\$19,837,106	\$2,964,165
2024	\$20,523,797	\$17,855,703	\$2,668,094
2025	\$5,164,152	\$4,492,812	\$671,340
Total	\$54,218,649	\$42,677,412	\$7,048,424

Figure 88: A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2022 through 2025. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has 11 system preservation projects programmed into the TIP requiring a match of \$10,052,200 in year of expenditure dollars.

MnDOT District 3 is also the recipient of four FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipients WACOSA and ConnectAbility of Minnesota, Inc.

In fiscal year 2022 WACOSA has been awarded two separate grants to purchase vehicles. Of note, this is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA. The first, for \$93,000, requires a local match of \$18,600. The second, for \$96,000, requires a local match of \$19,200. This funding provided by the state is separate from that allocated to MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the development of the STIP, which includes the allocation of funding for transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the [STIP \(https://bit.ly/37kEfl3\)](https://bit.ly/37kEfl3).

ConnectAbility of Minnesota, Inc., is a local non-profit organization within Central Minnesota. The organization has been awarded mobility management funding for the Regional Transportation Coordinating Council (RTCC). The MnDOT-established RTCC program is designed to gather groups of stakeholders together to improve mobility for the "transportation disadvantaged" – older adults, individuals with disabilities, individuals with low-incomes, and/or military veterans.

In fiscal years 2022 and 2023 ConnectAbility has been awarded mobility management grants funded through FTA's 5310 program. The 2022 project for \$41,910 requires a local match of \$8,382. The 2023 project for \$45,210 requires a local match of \$9,042. Similar to WACOSA, the funding for ConnectAbility is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

Therefore, MnDOT District 3 has enough funding to finance these projects and thereby maintains fiscal constraint.

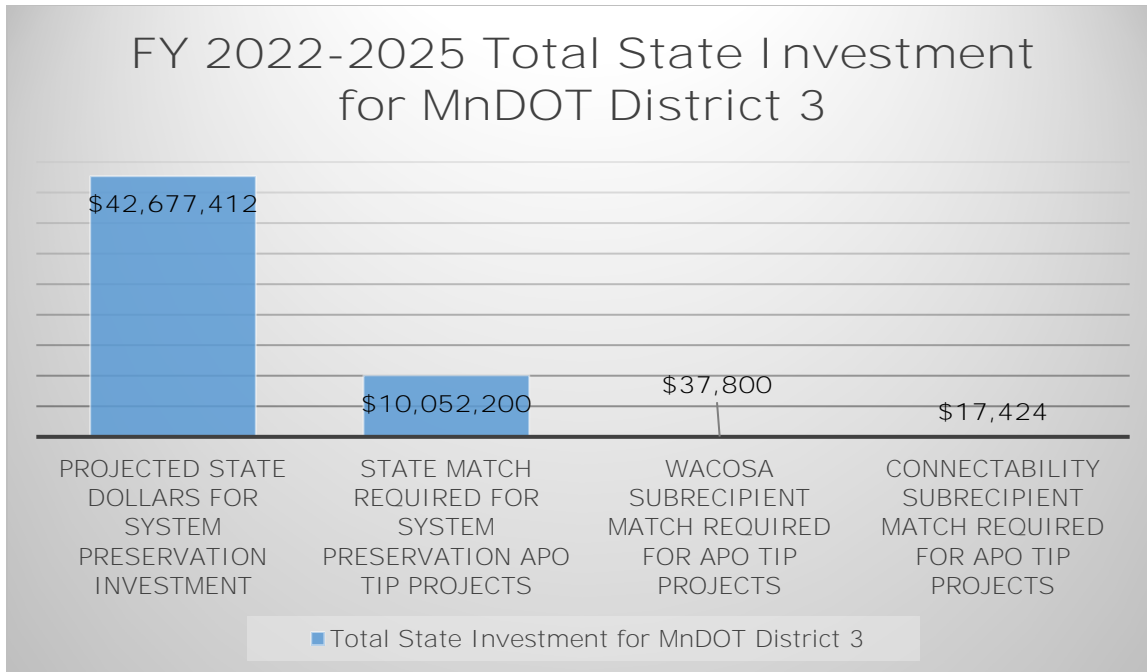


Figure 89: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2022-2025. Data courtesy of MnDOT District 3.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Saint Cloud APO is committed to be a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the [APO website](http://www.stcloudapo.org) (www.stcloudapo.org) and provide comment via phone or email.

FY 2022-2025 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2022-2025 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2022-2025 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2021, respectively. In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – were also emailed a copy of the draft TIP.

Upon release of the draft FY 2022-2025 TIP on July 14, 2021, for the official 30-day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), a legal notice was published in the St. Cloud Times, the newspaper of record, and information about the public comment period was posted on the [APO's Facebook page](https://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo). In addition, several surveys were created via SurveyMonkey to solicit feedback on the proposed Federally-funded projects that were included in the FY 2022-2025 TIP. These surveys were also posted on the APO's Facebook page and emailed to individuals on the interested stakeholders list and those who have expressed interest in various planning activities of the APO.

APO staff hosted two TIP open houses. An in-person open house was held at the APO's Office (1040 County Road 4, Saint Cloud) from 1-3 p.m. on Tuesday, July 27. Two people attended this open house. No public comments were received during this event. A second – virtual – open house was hosted on Thursday, July 29 via Facebook Live. This open house began around 12:40 p.m.

An estimated 38 people were reached with this video. About 37 people watched a minimum of three seconds with an average video watch time of 28 seconds. Five people reacted to the video (liked), and no one shared this post.



Figure 90: A screen shot of the APO's 2022-2025 Transportation Improvement Program Facebook Live virtual open house.



Times MEDIA

St. Cloud Times | sctimes.com

PART OF THE USA TODAY NETWORK

AFFIDAVIT OF PUBLICATION

[FORM Rev. 7/16]

of Affidavits 1

ST CLOUD AREA PLANNING ORGNZTN
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958 Ad Number 0004820151 This is not an invoice
RE: NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZATION (APO)

I, being first duly sworn, on oath states as follows:

1. I am the publisher of the St. Cloud Times, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:

07/14/2021

Etc.

P.O.#

4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to § 331A.06 <<https://www.revisor.mn.gov/statutes/?id=331A.06>>, is as follows:

1.70 daily / \$2.25 Sunday per agate line

5. [NEW] Mortgage Foreclosure Notices [Effective 7/1/15]. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in Stearns County. The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

FURTHER YOUR AFFIANT SAITH NOT.

Linda Tuttt
LEGAL CLERK

Subscribed and sworn to before me

on this 14 th day of July, 2021

Shelly Hora
State of Wisconsin, County of Brown Notary Public

8-25-23
Notary Expires

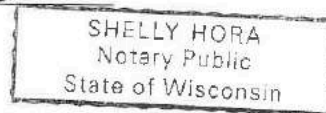


Figure 91: First page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.

NOTES ON REVISED AFFIDAVIT FORM

The 2015 Legislature enacted amendments to the Minnesota law which governs mortgage foreclosure by advertisement. Those amendments appear in Chapter 14 of the 2015 session laws. They are effective on July 1, 2015.

Most importantly, a new statute was added (§580.033) that specifies where a notice of foreclosure should be published, something that was ambiguous under prior law. This statute also requires that affidavits of publication issued by a newspaper must contain certain language related to the published foreclosure notice.

The affidavit of publication form above includes (in paragraph 5) the language called for by the new statute. The form also complies with the general requirements for affidavits of publication found in Minnesota Statute, §331.07. The form is drafted so that it can be used for any published notice, not just mortgage foreclosure notices; in other words, you don't need to use a different form for other kinds of notices.

**NOTIFICATION OF PUBLIC
INPUT OPPORTUNITY: SAINT
CLOUD AREA PLANNING
ORGANIZATION (APO) FY
2022-2025 TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

The primary purpose of the TIP document is to program transportation projects including roadway, bridges, bicycle, pedestrian, safety, and transit projects receiving state and/or federal funds in the Saint Cloud Metropolitan Planning Area in the upcoming fiscal years.

The APO, in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Minnesota Department of Transportation (MNDOT), Saint Cloud Metropolitan Transit Commission (Metro Bus), and local jurisdictions, has prepared the FY 2022-2025 TIP. The TIP document is being updated to reflect new projects and changes to previously programmed projects.

The draft TIP will be available for review from Wednesday, July 14, 2021, to Friday, Aug. 13, 2021, at the following locations: APO Office: 1643 County Road 4, St. Cloud and the APO website (www.stcloudapo.org). Physical copies of the FY 2022-2025 draft TIP are also available via mail. Please submit your request in writing to Saint Cloud APC, Attention Vicki Johnson at the above mailing address.

APO staff will be hosting an in-person public engagement opportunity from 1-3 p.m. on Tuesday, July 27 at the APO office. In addition, staff will host a virtual public engagement opportunity via the APO's Facebook account (<http://www.facebook.com/stcloudapo>) will be held on Thursday, July 29 starting at 12:30 p.m.

The public is encouraged to provide feedback on the draft FY 2022-2025 TIP between July 14, 2021, and Aug. 13, 2021. Comments can be submitted to Vicki Johnson via phone (320-259-7558 ext. 203), email (ikeag@stcloudapo.org), or by mail.

Figure 92: Second page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.



In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2022-2025 TIP was open to public review for a period of 30 calendar days starting on July 14, 2021.

Notification of this public comment period was published in the St. Cloud Times, the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo/) (www.facebook.com/stcloudapo/). Copies of the TIP were also emailed to a list of stakeholders including MnDOT, APO TAC members, and organizations identified as working closely with EJ and Title VI populations.

The comments contained in this chapter are from email correspondence and comments obtained from both the in-person and virtual open houses. All comments obtained from the online surveys developed via SurveyMonkey can be found in Appendix C of this document.

Date Received	Source	Comment	Disposition
July 14, 2021	Email	Question on page 29. Does SAR-9 and SAR-10 mean all of townline road from County Road 4 to County Road 5? Most people consider all of this the townline road.	<p>SAR-9 starts at Townline Road and goes to 12th Avenue N. That roadway is 35th Street N.</p> <p>SAR-10 is what is considered Townline Road. The project being proposed in this case is strictly the portion within the City of Sartell's current (as of 2019) jurisdictional boundaries. It is important to note that this project (along with SAR-9) is part of our long-range transportation plan. This means that we hope to do these (and the other projects listed on pages 26-31) between now and 2045. These projects are currently NOT funded within the fiscal years 2022-2025 Transportation Improvement Program.</p> <p>Townline Road is tricky because it falls within several jurisdictions (Sartell, LeSauk Township, Stearns County, Saint Wendel Township, and Brockway Township) and in order to reconstruct the entirety of that roadway all at once, each of the governing entities would have to finance their share of the project. And with townships, in particular, this can be a real financial undertaking. The other obstacle from the APO's perspective with Townline Road is securing Federal funding for this project would be very difficult. Our typical funding sources (aside from specific Federal grant programs that are competitive on a national level) only apply to roadways that are a major collector or above. As of right now, that roadway is classified as a minor collector (it gets more traffic than a local residential street, but not enough to warrant a higher designation). In 2019, Stearns County applied, but was unsuccessful in the nationally competitive grant application.</p> <p>But it is a well-known problem within the region that we (and others) are working on.</p> <p>If you have further questions about Townline Road, I can certainly do my best to track down those individuals with more specific knowledge and get back to you.</p> <p>Thanks for the email and great question!</p>
July 20, 2021	Email	<p>I want to applaud you on the well written introduction to the TIP on p. 8-10. This is perfect, approachable and definitely public friendly!</p> <p>Only one concern I saw was the type on p.17 under SAFETEA-LU, which is missing the last year number "July 5, 201".</p> <p>We are reviewing the project list tables for consistency this week and we'll have content to you by next Wednesday if we have any questions/comments regarding those.</p>	<p>Thanks for the review.</p> <p>I'm really happy you liked the intro!</p> <p>I've corrected the date on page 17.</p> <p>I look forward to your review of the project tables. Just as a reminder, the project pages in Chapter 1 will differ in terms of project description language mainly because we wanted these pages to be more public-friendly than what is commonly found in the tables.</p>

Figure 93: Public comment disposition matrix.



CHAPTER SIX: MONITORING PROGRESS

Per Federal regulations, the Saint Cloud APO must submit annual updates for projects programmed in the TIP. The annual project updates allow the MnDOT state-aid engineer the ability to assess project costs and project development status for federally funded projects. The project updates also allow the APO's TAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the APO's MPA.

These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues and associated delays directly to the APO, MnDOT, and any potentially affected local units of government.

The status of the projects programmed in the previous years' TIPs (FY 2018-2021, FY 2019-2023, FY 2020-2023, and FY 2021-2024), have been updated with this TIP (FY 2022-2025). The projects programmed in FY 2018, FY 2019, FY 2020, and FY 2021 however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-0048-18TA	2018	METRO BUS	SECT 5339: ST. CLOUD MTC; CANOPY FOR CNG FUELING STATION	\$200,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-18E	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	\$25,000	March 3, 2021: Project was delayed. Will be completed in 2021.
TRANSIT	TRS-0048-18TA	2018	METRO BUS	ST. CLOUD MTC; PURCHASE MOBILE FARE COLLECTION EQUIPMENT	\$150,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
PED/BIKE	233-090-001	2018	ST JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4 TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	\$951,401	March 23, 2021: Received final clearance from MnDOT Office of Civil Rights to process final payment to contractor.
TRANSIT	TRS-0048-19T	2019	METRO BUS	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACEMENT CNG DAR BUSES	\$1,890,000	March 3, 2021: Bus contracts are still delayed. Hope to have the buses in operation by the end of 2021.
TRANSIT	TRF-0048-19H	2019	METRO BUS	ST. CLOUD MTC; CNG CANOPY, PHASE II	\$175,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-19D	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE TOOLS & EQUIPMENT	\$15,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-19E	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	\$25,000	March 3, 2021: Project was delayed. Will be completed in 2021.
TRANSIT	TRF-0048-19M	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$700,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
TRANSIT	TRF-0048-19G	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$250,000	March 3, 2021: Improvements were delayed. Projects should be complete by the end of 2021.
TRANSIT	TRF-9503-19	2019	WACOSA	PURCAHSE ONE (1) REPLACEMENT <30 BUS (CLASS 400) BUS	\$81,000	Feb. 26, 2021: Vehicle accepted into service on July 10, 2020. Project is complete.
CSAH 3	005-603-029AC	2019	BENTON COUNTY	**AC** BENTON CSAH 3, FROM BENTON DR TO TH 10, ROADWAY EXPANSION, INCL BIKE/PED TRAIL PROJECT (AC PAYBACK 1 OF 1)	\$6,405,331	March 25, 2021: Final payment received Dec. 30, 2020. Project is completed.
PED/BIKE	162-090-008	2019	ST CLOUD	CONSTRUCT TRAIL ALONG 33 RD STREET FROM STEARNS CR 74 TO STEARNS CR 136 IN ST. CLOUD	\$590,000	March 26, 2021: Project is completed.
PED/BIKE	220-591-005	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2 ND AVE N, 5 TH AVE N, AND 2-1/2 STREET IN SARTELL	\$1,928,342	March 8, 2021: Project is substantially complete. Wearing Course and punch list items to be completed this spring and early summer.
RR	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	April 1, 2021: Waiting on the final bill.
RR	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2 ND AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	April 1, 2021: Waiting on the final bill.
TRANSIT	TRF-0048-20	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20E	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	March 3, 2021: FY 2020 Preventative maintenance complete.
TRANSIT	TRF-0048-20F	2020	METRO BUS	ST. CLOUD MTC – PARATRANSIT OPERATING	\$4,500,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20G	2020	METRO BUS	ST. CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$1,300,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20B	2020	METRO BUS	ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$35,000	March 3, 2021: Grant has been approved. Estimated complete 2022.
TRANSIT	TRF-0048-20C	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	\$15,000	March 3, 2021: Grant has been approved. Estimated completion 2021.
TRANSIT	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; REPLACE FIVE (5) 35 FT. CLASS 400 REPLACEMENT BUSES (CNG)	\$1,125,000	March 3, 2021: Grant has been approved. Waiting on state contract to be finalized with vendors.
TRANSIT	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (1) STD 40 FT. REPLACEMENT CNG FIXED ROUTE BUS	\$573,000	March 3, 2021: Grant has been approved. Waiting on Consortium contract.
TRANSIT	TRF-0048-20J	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$1,000,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
TRANSIT	TRF-0048-20I	2020	METRO BUS	SECT 5307: FACILITY IMPROVEMENTS	\$21,500	March 3, 2021: Grant has been approved. Estimated completion 2022.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$87,000	March 3, 2021: Grant agreement has not been executed due to waiting on approved State Vehicle Procurement Bid.
CSAH 8	005-608-009	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK IN 2021)	\$650,000	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
CSAH 8	005-070-007	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIP (TIED TO SP 005-608-009) (PAYBACK IN 2021)	\$5,250	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
CSAH 75	073-675-040	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	\$1,715,056	March 29, 2021: Work will begin in May 2021.
Local Streets	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 (2 ND STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19 TH AVENUE N	\$85,000	March 29, 2021: Request for Proposal was delayed. RFP will go out in April 2021.
MSAS 109	191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$2,528,678	April 5, 2021: Construction was substantially complete/open to traffic on 09/29/2020; final completion/closeout is planned for June 2021 after the vegetation maintenance period expires.
LOCAL STREETS	091-070-027	2020	ST. CLOUD APO	**MN 162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33 RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 (ROOSEVELT ROAD) WITH US 10	\$167,000	Feb. 26, 2021: Contract with consultant was fully executed on Oct. 9, 2020. As of Feb. 26, 2021, the consultant has gathered or confirmed a wide range of data and has interviewed several stakeholder property owners. This has resulted in a draft background/existing conditions report. The consultant is also preparing for the initial general public input period.
I 94	7380-237	2020	MNDOT	I-94 AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	\$2,200,000	April 1, 2021: Contract was closed out in January 2021. Project is completed.
RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54 TH AVE N, WAITE PARK, STEARNS COUNTY	\$240,000	April 1, 2021: Project has not been completed. No bills have been processed yet.
TRANSIT	TRF-9503-21	2021	WACOSA	SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS	\$89,610	March 3, 2021: Grant agreement has not been executed due to waiting on approved State Vehicle Procurement Bid.
MN 23	0503-90	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD	\$3,261,524	April 1, 2021: Punch list items need to be completed. Contract closeout process has not started.
MN 23	0503-90S	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	\$50,000	April 1, 2021: Punch list items need to be completed. Contract closeout process has not started.
TRANSIT	TRF-0048-21	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21E	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	March 3, 2021: FY 2021 Preventative Maintenance is in progress.
TRANSIT	TRF-0048-21J	2021	SAINT CLOUD	ST. CLOUD MTC – PARATRANSIT OPERATING	\$4,500,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21K	2021	SAINT CLOUD	ST. CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$1,300,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21B	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES	\$120,000	March 3, 2021: Vehicles have been ordered; anticipated to be in service by spring 2021.
TRANSIT	TRF-0048-21C	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$68,500	March 3, 2021: Grant application has been submitted; estimated completion in 2023.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-0048-21F	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT	\$135,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	\$1,250,000	March 3, 2021: Grant application has been submitted; estimated completion in 2024.
TRANSIT	TRF-0048-21M	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE	\$25,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRS-0048-21TD	2021	SAINT CLOUD	ST. CLOUD MTC; PURCHASE (2) 40 FT. CLASS 700 REPLACEMENT CNG BUSES	\$1,180,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRF-9504-21	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 – 6/30/22	\$122,500	Feb. 26, 2021: No action has taken place on this project. Funding cycle begins on July 1, 2021.
TRANSIT	TRF-9504-22	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 – 6/30/23	\$126,617	Feb. 26, 2021: No action has taken place on this project. Funding cycle begins on July 1, 2022.
CSAH 8	005-070-007AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP-005-608-009) (PAYBACK 1 OF 1)	\$5,250	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
CSAH 8	005-608-009AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK 1 OF 1)	\$650,000	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
HIGHWAY CR 136	162-175-001	2021	SAINT CLOUD	ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)	\$3,200,817	March 26, 2021: Project has been designed and is being reviewed by MnDOT. Construction scheduled for summer of 2021.
HIGHWAY CR 136	162-591-005	2021	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR, PAYBACK IN 2024. (ASSOCIATED WITH 162-175-001)	\$536,543	March 26, 2021: Project has been designed and is being reviewed by MnDOT. Construction scheduled for summer of 2021.
HIGHWAY CSAH 75	073-675-039AC2	2021	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33 RD ST S TO 0.1 MILES N OF 33 RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS	\$148,939	March 29, 2021: Project is completed.
HIGHWAY CSAH 75	073-675-037AC3	2021	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING	\$751,047	March 29, 2021: Project is completed.
HIGHWAY US 10	0502-116	2021	MNDOT	US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM CR 40 (N OF RICE) TO 66 TH ST (N OF SAUK RAPIDS) (HSIP)	\$1,379,584	April 1, 2021: Project has been let but not awarded.
PED/BIKE	191-090-002	2021	SAUK RAPIDS	CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS	\$393,000	April 5, 2021: The project is out for bids. Construction is planned for summer of 2021.

Figure 94: Annual listing of obligated projects for the Saint Cloud APO.



APPENDIX A

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Reading the TIP

Route System: The name and number in which the project is located.

Project Number: Project identifier.

Work Type: The intent of the project.

STIP Total: The total estimated cost of the project relative to federal funding to be used in year of letting. This includes advance construction (AC) conversion funding. It does not include the original advance construction funding.

FHWA: The total estimated Federal-aid highway funding to be used for the project. This includes advance construction conversion funding.

AC: The total estimated amount of future Federal funds being committed to a project, front-ended by local/state funds.

FTA: The total estimated Federal-aid transit funding to be used for the project.

TH: The total estimated state trunk highway funding to be used for the project.

Other: Estimate of funding other than FHWA, FTA, or State TH to be used for the project. This includes local match, local funds, private contributions and special legislative appropriations.

Saint Cloud Area Planning Organization FY 2021-2024 Project Table										Running STIP Total	Running FHWA	Running Advanced Construction Payback Total	Running Total AC	Running FTA	Running TH Total	Running Bond	Running Other (Local)	Running Project Total					
										\$144,326,588	\$35,130,164	\$15,028,729	\$12,926,330	\$16,972,888	\$8,926,544	\$0	\$68,268,263	\$142,224,189					
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
Transit	TRF-0048-21	2021	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000
Transit	TRF-0048-21E	2021	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000

Program:
Categories included are in the following tables.

Program	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail (not an
CA	Consultant Agreement
DA	Detour Agreement
DR	Drainage
EN	Enhancement (STBGP)

Program	Description
EN	Enhancement (STBGP)
FB	Ferry Boat Program
FL	Federal Lands Access Program
IR	Indian Reservation Roads
JT	Jurisdictional Transfer
MA	Miscellaneous Agreements
MC	Major Construction
NO	Noise Walls
PL	Planning
PM	Preventive Maintenance
RB	Rest Area/Beautification

Program	Description
RC	Reconstruction
RD	Recondition
RS	Resurfacing
RT	Recreational Trail (DNR only)
RW	Right of Way Acquisition
RX	Road Repair (Bridge and Road Construction) (BARC)
SA	Supplemental Agreement/ Cost Overruns
SC	Safety Capacity
SH	Highway Safety Improvement

Program	Description
SR	Safety Railroads
TA	Non-Traditional Transportation Alternatives
TM	Transportation Management
TR	Transit (FHWA)
B3	FTA Capital Program— Section 5309
B9	FTA Urbanized Area Formula—Section 5307
BB	Bus and Bus Facilities
GR	FTA—State of Good Repair—Section 5337
NB	FTA Elderly and Persons with Disabilities—Section 5310
OB	FTA Non-Urbanized Areas—Section 5311 & Section 5311(f)

Saint Cloud Area Planning Organization FY 2022-2025 Project Table

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-22	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,500,000								1,340,000					8,160,000	9,500,000
TRANSIT	TRF-0048-22C	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,300,000								1,040,000					260,000	1,300,000
TRANSIT	TRF-0048-22A	2022	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,600,000													4,600,000	4,600,000
TRANSIT	TRF-0048-22B	2022	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
TRANSIT	TRF-0048-22D	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS		B9	TRANSIT OPERATIONS	FTA	63,000								50,400					12,600	63,000
TRANSIT	TRF-0048-22I	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
TRANSIT	TRF-0048-22H	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT OPERATIONS	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-22K	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; BUS SHELTERS		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
TRANSIT	TRS-0048-22TA	2022	SAINT CLOUD	ST. CLOUD MTC; PURCHASE THREE (3) CLASS 400LF CNG DAR REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	717,000		573,600	573,600										143,400	717,000
TRANSIT	TRF-9503-22	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	93,000								74,400					18,600	93,000
TRANSIT	TRF-9503-23	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	96,000								76,800					19,200	96,000
TRANSIT	TRF-9504-22	2022	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 -- 6/30/23		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	FTA	41,910								33,528					8,382	41,910
LOCAL STREETS	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG	0	SH	SIGNING	HSIP	240,000	216,000		216,000										24,000	240,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				VARIOUS STEARNS CO ROADS																			
LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	0	SH	LIGHTING	HSIP	96,000	86,400		86,400										9,600	96,000
HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC**: STERANS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST, REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	1.39	RD	CONCRETE PAVEMENT REHAB	NHPP	806,536				806,536		806,536								
LOCAL STREETS	162-090-007	2022	SAINT CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	0	EN	NEW TRAIL	STBG TAP 5K-200K	600,000	480,000		480,000										120,000	600,000
LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC**: ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,988,000	1,457,080		1,457,080				612,000						530,920	2,600,000
LOCAL STREETS	220-113-002	2022	SARTELL	**AC**: SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	5,108,083	160,100		160,100				1,929,820						4,947,983	7,037,903
LOCAL STREETS	220-090-003	2022	SARTELL	**AC**: CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	0	AM	NEW TRAIL	STBG TAP 5K-200K	91,700							367,040						91,700	458,740

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66TH STREET TO CSAH 33.	0.64	BR	BOX CULVERT	NHPP	1,400,000	1,120,000		1,120,000						280,000		280,000			1,400,000
HIGHWAY MN 301	7109-08	2022	MNDOT	**PRS** MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	1	RD	APP	SF	1,900,000									1,000,000	900,000	1,900,000			1,900,000
HIGHWAY US 10	7103-64	2022	MNDOT	ST CLOUD HISTORICAL MARKER SITE -- REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS	0	EN	HISTORICAL PRESERVATION	SF	50,000										50,000	50,000			50,000
TRANSIT	TRF-0048-23H	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
TRANSIT	TRF-0048-23A	2023	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000
TRANSIT	TRF-0048-23B	2023	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-23D	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	115,000								92,000					23,000	115,000
TRANSIT	TRF-0048-23G	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-23I	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	30,000								24,000					6,000	30,000
TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER		TR	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	LF	4,000,000													4,000,000	4,000,000
TRANSIT	TRF-9504-23	2023	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/23 -- 6/30/24		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	FTA	45,210								36,168					9,042	45,210
LOCAL STREETS	071-070-043	2023	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS		SH	SIGNING (S)	HSIP	150,000	135,000		135,000										15,000	150,000
LOCAL STREETS	071-596-008	2023	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH 7103-65)	0.1	MC	NEW PAVEMENT BITUMINOUS	STBGP<5K	300,000							2,200,000						300,000	2,500,000
LOCAL STREETS	073-090-011	2023	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024)	0	EN	NEW TRAIL	STBGTAP 5K-200K	1,520,730	520,000		520,000				292,270						1,000,730	1,813,000
LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.	0	RT	NEW TRAIL	STBGTAP 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000
HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE	1	RS	MILL AND OVERLAY	NHPP	984,945	615,055		615,055				615,055						369,890	1,600,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				MILL & OVERLAY (PAYBACK IN 2024)																			
HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STERANS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	0	SH	ROUNDAABOUT	HSIP	888,900	800,000		800,000										88,900	888,900
LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	612,000				612,000		612,000								
LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.	0	RT	NEW TRAIL	STBGTAP 5K-200K	459,121	367,297		367,297										91,824	459,121
LOCAL STREETS	220-113-002AC	2023	SARTELL	**AC** SARTCELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,929,820				1,929,820		1,929,820								
LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42ND ST, HAVEN TWP, SHERBURNE COUNTY	0	SR	R.R. X-ING IMPROVEMENTS	RRS	300,000		222,000	222,000										78,000	300,000
HIGHWAY MN 23	0503-91	2023	MNDOT	**PR**AC**ELLE** MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST	2.05	MC	BRIDGE NEW	NHPP	17,328,000	7,714,800		7,714,800				16,338,000		6,013,200		6,013,200		3,600,000	33,666,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				BRIDGE OVER US 10. (PAYBACK IN 2024)																			
HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR#05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	2.05	MC	BRIDGE NEW	HSIP	750,000	675,000		675,000						75,000		75,000			750,000
HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	2.05	MC	BRIDGE NEW	STBGP 5K-200K	3,770,000	3,016,000		3,016,000						754,000		754,000			3,770,000
HIGHWAY I 94	7380-259	2023	MNDOT	**FLEX**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	0	BI	BRIDGE DECK OVERLAY, BRIDGE NEW	NHPP	1,600,000	1,280,000		1,280,000						320,000		320,000			1,600,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	0	BI	BRIDGE DECK OVERLAY	NHPP	1,200,000	960,000		960,000						240,000		240,000			1,200,000
HIGHWAY US 10	7103-63	2023	MNDOT	**SEC164** US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEAR LAKE (HSIP PROJECT)	9.18	SH	GUARD RAIL	HSIP	1,900,000		1,710,000	1,710,000						190,000		190,000			1,900,000
TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,750,000													4,750,000	4,750,000
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000
TRANSIT	TRS-0048-24A	2024	SAINT CLOUD	ST. CLOUD MTC; (4) CLASS 700 REPLACEMENT CNG BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,316,000		1,852,800	1,852,800										463,200	2,316,000
TRANSIT	TRF-0048-24D	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; LONG RANGE TRANSPORTATION PLAN		B9	TRANSIT OPERATIONS	FTA	350,000								280,000					70,000	350,000
TRANSIT	TRF-0048-24E	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	114,000								91,200					22,800	114,000
TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWO (2) CLASS 400LF CNG REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	506,000		404,800	404,800										101,200	506,000
TRANSIT	TRF-0048-24G	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000								52,000					13,000	65,000
HIGHWAY CSAH 1	005-601-012	2024	BENTON COUNTY	BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM	3.07	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	922,944	738,355		738,355										184,589	922,944
LOCAL STREETS	071-070-042	2024	SHERBURNE COUNTY	INSTALL RURAL INTERSECTION STREET LIGHTING AT	0	SH	LIGHTING	HSIP	368,000	331,200		331,200										36,800	368,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total	
				VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS																				
LOCAL STREETS	073-090-011AC	2024	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 1)	0	EN	NEW TRAIL	STBG TAP 5K-200K	292,270				292,270		292,270									
HIGHWAY CSAH 75	073-675-041AC	2024	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK 1 OF 1)	1	RS	MILL AND OVERLAY	NHPP	615,055				615,055		615,055									
HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	0.46	MC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,822,944	1,458,355		1,458,355											364,589	1,822,944
HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC** ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005) (PAYBACK 1 OF 1)	0	RC	BITUMINOUS RECLAMATION	STBG TAP 5K-200K	99,000				99,000		99,000									
LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2025)	0.4	RC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	608,880							1,135,120							608,880	1,744,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total	
HIGHWAY MN 23	0503-91AC	2024	MNDOT	*PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR#05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK 1 OF 1)	2.05	MC	BRIDGE NEW	NHPP	16,338,000				16,338,000		16,338,000									
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,700,000								1,500,000					8,200,000	9,700,000	
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,800,000													4,800,000	4,800,000	
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000	
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000	
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000								96,000					24,000	120,000	
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000								428,000					107,000	535,000	
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,500,000								1,200,000					300,000	1,500,000	
TRANSIT	TRS-0048-25A	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE SIX (6)		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,566,000		1,252,800	1,252,800										313,200	1,566,000	

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				CLASS 400LF CNG REPLACEMENT BUSES																			
LOCAL STREETS	071-596-008AC	2025	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1)	0.1	MC	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,000,000				1,000,000		1,000,000								
HIGHWAY US 10	7103-65	2025	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1) (ASSOCIATED WITH 071-596-008)	0	LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,200,000				1,200,000		1,200,000								
LOCAL STREETS	220-090-003AC	2025	SARTELL	**AC**CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK 1 OF 1)	0	AM	NEW TRAIL	STBGTAP 5K-200K	367,040				367,040		367,040								
LOCAL STREETS	191-104-006AC	2025	SAUK RAPIDS	**AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0.4	RC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,135,120				1,135,120		1,135,120								
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -OVERLAY	0	BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	760,000	608,000		608,000						152,000		152,000			760,000

APPENDIX B

Method of Calculation for Performance Measures

ROADWAY SAFETY PERFORMANCE MEASURES	METHOD OF CALCULATION
Number of Fatalities	Number of fatalities for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.
Rate of Fatalities	Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five (5) consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place.
Number of Serious Injuries	Addition of the number of serious injuries for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.
Rate of Serious Injuries	Calculation of the number of serious injuries per 100 million VMT (100M VMT) for each of the most recent five (5) consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place.
Number of Non-Motorized Fatalities and Serious Injuries	Addition of the number of non-motorized fatalities to the number of non-motorized serious injuries for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.

Appendix B1: A list of roadway safety performance measures adopted into the APO's FY 2021-2024 TIP including method of calculation.

ROADWAY ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES	METHOD OF CALCULATION
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local



	time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Non-Interstate NHS that are reliable.
Annual Vehicle Miles Traveled.	Addition of the number of vehicle miles traveled for the most recent year for which the target is being established, and rounding to the tenth decimal place.

Appendix B2: A list of roadway accessibility, mobility, and connectivity performance measures incorporated into the APO's FY 2021-2024 TIP and the method of calculation.

TRANSIT MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
State of Good Repair for equipment, facilities, and rolling stock	Revenue vehicles (rolling stock) and service vehicles (equipment), are measured by calculating the percentage of vehicles that have met or exceeded the useful life benchmark. Facilities are measured on the Transit Economic Requirements Model (TERM) scale that are rated less than 3.0.

Appendix B3: A list of transit management and preservation performance measures incorporated into the APO's FY 2021-2024 TIP and the method of calculation.

ROADWAY METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES	METHODS OF CALCULATION
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five (5) periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five (5) periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Appendix B4: A list of roadway metropolitan vitality and economic development performance measures incorporated into the APO's FY 2020-2023 TIP and the method of calculation.

ROADWAY MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
Interstate System Pavement Conditions	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements. International Roughness Index (IRI) is a statistic used to estimate the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation. If an IRI value of a pavement section is less than 95, the IRI rating is good; between 95 and 170 the IRI rating is fair; and greater than 170 the IRI rating is poor.
Non-Interstate NHS Pavement Conditions	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the IRI, cracking percent, rutting, and faulting as measurements.
Pavement Maintenance	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
Bridge Conditions	Percent of bridges by deck area classified in good, fair and poor condition using the NBI ratings for, deck, superstructure, substructure, and culvert.

Appendix B5: A list of roadway management and preservation performance measures incorporated into the APO's FY 2021-2024 TIP and the method of calculation.

APPENDIX C

TIP Survey Public Comments

The purpose of public involvement is to make better decisions, create a better end product, and decrease the time required to implement by 1) facilitating a dialogue with a broad cross-section of citizens in the planning process, 2) organizing and recording information and other input for consideration and use by staff, planning partners, and the Board, and 3) informing citizens of the impact their input has on the development of regional policies.

Accordingly, the APO strives to provide opportunities for citizens to help shape the region's future through an open and active engagement process so decision-makers understand and incorporate civic insights.

Developing surveys pertaining to the annual Transportation Improvement Program (TIP) update and subsequent amendments is one technique APO staff have utilized to provide area residents the opportunity to engage in the transportation planning process.

A detailed look at other strategies and techniques APO staff utilize for public engagement in the development of the TIP can be found in Chapter 5.

For a complete listing of the APO's overall public engagement process can be found in the APO's [Stakeholder Engagement Plan](https://bit.ly/39f4fkH) (<https://bit.ly/39f4fkH>).

July and August 2021

As part of the APO's annual update to the TIP, the document was released for public comment for a period of 30 days starting on July 14, 2021, and concluding on Aug. 13, 2021.

As part of this public engagement process, the APO developed 11 surveys via the online survey development platform SurveyMonkey. Those 11 surveys were developed for those agencies and/or jurisdictions with projects programmed into the TIP which included:

- Benton County.
- Sherburne County.
- Stearns County.
- City of Saint Cloud.
- City of Sartell.
- City of Sauk Rapids.
- Saint Cloud Metro Bus.
- Minnesota Department of Transportation (MnDOT).
- WACOSA.
- ConnectAbility of Minnesota, Inc.

An overall TIP survey – incorporating all the proposed projects – was also developed.

Comments were sought on projects not yet constructed that were programmed into the 2022-2025 TIP. While advance construction payback projects are reflected in the 2022-2025 TIP, since they were already constructed and only awaiting Federal reimbursement they were not included in the online surveys.

The survey contents asked participants to rate the importance of the proposed transportation projects to themselves and to regional transportation.

For each specific survey (and for each agency/jurisdiction section of the overall TIP survey), participants were asked to inform APO staff about another project that the respective agency/jurisdiction should consider for Federal funding opportunities should sufficient funding be made available.

Participants were also asked to rank the following 10 transportation issues in order from one being the most important issue to 10 being the least important issue:

- Improving transit.
- Adding more sidewalks/trails.
- Increasing safety.
- Supporting the economy.
- Protecting the environment.
- Maintaining roadways.
- Building new roadways.
- Preparing for driverless cars.
- Connecting our region to the Twin Cities Metro.
- Building an urban beltline around the Saint Cloud Metro.

An open-ended question was added for additional comments on the overall draft TIP document.

In addition, APO staff added a question pertaining to the visioning process for the 2050 Metropolitan Transportation Plan (MTP). This open-ended question asked survey participants to share their transportation story – what is currently working and what needs to be improved within the next 20 years. Comments received for this question are NOT include in this appendix. Instead, those comments will be recorded and disposed of as part of the Looking Ahead 2050 Visioning process.

Concluding each survey was a series of optional demographic questions found on all APO surveys.

During the 30-day public comment period from July 14, 2021, through Aug. 13, 2021, a total of 27 people took part in at least one of the APO's 11 surveys.

The following section is broken down by agency/jurisdiction. Please note that the overall TIP survey has been broken down further and results are displayed under the appropriate agency/jurisdiction. Projects are referenced by the numbers found on the corresponding maps that accompanied the survey.

Benton County

A total of two people participated in the Benton County TIP survey.

Benton County had one project programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #37: Benton County is proposing to do a full depth reclamation on Benton CSAH 1/Mayhew Lake Road from CSAH 29/35th Street NE to 0.25 miles south of CR 78/15th Avenue NE in Sauk Rapids/Sauk Rapids Township. The estimated project cost is \$922,944 with \$738,355 coming from Federal funding and \$184,589 coming from local funding.

Two people responded to the question regarding the importance of this project.



Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
37	0	0	0	0	1	1

Appendix C1: Table indicating the responses to survey question 1 of the Benton County 2022-2025 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for Benton County to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Additional bus frequency	Saint Cloud APO staff understand the importance of regular and reliable transportation, including transit. Staff have forwarded this concern to Saint Cloud Metro Bus's Planning Manager and Chief Operating Officer.

Appendix C2: Table indicating the responses to survey question 2 of the Benton County 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the two people who participated in the Benton County 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Adding more sidewalks/trails.
2. Improving transit.
3. Maintaining roadways.
4. Supporting the economy/Protecting the environment (tied)
5. Increasing safety.
6. Building the urban beltline around the Saint Cloud metro.
7. Connecting our region to the Twin Cities Metro.
8. Building new roadways/Preparing for driverless cars (tied).

No additional thoughts or comments about the draft TIP were provided.

Sherburne County

No one participated in the Sherburne County TIP survey.

Sherburne County had three projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #21, #22, #23, #24, #25, #26, and #27: Sherburne County is proposing to install mumble strips along CSAH 8 from 37th Street south to the Haven Township border and along CSAH 3 from US 10 to CSAH 20. In addition, the county is looking to install stop sign enhancements at the following intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62. The estimated project cost is \$150,000 with \$135,000 coming from Federal funding and \$15,000 coming from local funding sources.
- #28: Sherburne County is proposing to consolidate two 45-degree intersections of US 10/BNSF railroad (at County Road 65/42nd Street SE and 45th Avenue SE) into one 90-degree intersection. This consolidation would also include the realignment of the two roadways for improved access to this new intersection. The estimated project cost is \$2,500,000 with \$2,200,000 coming from Federal funding and \$300,000 coming from local funding sources.



- #38, #39, #40, #41, and #42: Sherburne County is proposing to install rural intersection lighting at five intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62. The estimated project cost is \$368,000 with \$331,200 coming from Federal funding and \$36,800 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for Sherburne County to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

No additional thoughts or comments about the draft TIP were provided.

Stearns County

A total of seven people participated in the Stearns County TIP survey.

Stearns County had seven projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #19: Stearns County is proposing to construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville. The estimated project cost is \$1,813,000 with \$812,270 coming from Federal funding and \$1,000,730 coming from local funding.
- #11 and #12: Stearns County is proposing to install chevron curve signing along CSAH 133 and CSAH 138. The estimated project cost is \$240,000 with \$216,000 coming from Federal funding and \$24,000 coming from local funding.
- #9, #10, and #13: Stearns County is proposing to install rural intersection lighting at three intersections: CR 136/Oak Grove Road SW and CR 122/40th Street S; CSAH 6/260th Street/40th Street S and CSAH 137; and CSAH 6/CR 122/260th Street and CR 137. The estimated project cost is \$96,000 with \$86,400 coming from Federal funding and \$9,600 coming from local funding.
- #17: Stearns County is proposing to do a mill and overlay surface treatment on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud. The estimated project cost is \$1,600,000 with \$1,230,110 coming from Federal funding and \$369,890 coming from local funding.
- #20: Stearns County is proposing to construct an extension to the Beaver Island Trail from the border of the City of Saint Cloud to Stearns County Road 143 just west of Clearwater. The estimated project cost is \$1,740,000 with \$400,000 coming from Federal funding and \$1,340,000 coming from local funding.
- #18: Stearns County is proposing a roundabout to be constructed at the intersection of CSAH 4 and CSAH 133 at Five Points. The estimated project cost is \$888,900 with \$800,000 coming from Federal funding and \$88,900 coming from local funding.
- #36: Stearns County is proposing to expand CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of a dual left turn lane on eastbound CSAH 75 to northbound CSAH 133. The estimated project cost is \$1,822,944 with \$1,458,355 coming from Federal funding and \$364,589 coming from local funding.

Seven people responded to the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
19	1	1	1	1	2	1
11 and 12	1	2	2	2	0	0
9, 10, and 13	3	2	1	1	0	0
17	1	4	2	0	0	0
20	1	0	2	1	3	0
18	4	1	1	1	0	0
36	1	3	1	1	0	1

Appendix C3: Table indicating the responses to survey question 1 of the Stearns County 2022-2025 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for Stearns County to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Roundabout at CSAH 75/CSAH 2 and also CSAH 75/CR 133	Saint Cloud APO staff have passed along this comment to the Stearns County engineer for their consideration.
County Road 1 Milan [sic] overlay from Benton County Road 2 to Morrison County Line	Saint Cloud APO staff have passed along this comment to the Stearns County engineer for their consideration.

Appendix C4: Table indicating the responses to survey question 2 of the Stearns County 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the seven people who participated in the Stearns County 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Maintaining roadways.
2. Increasing safety.
3. Supporting the economy.
4. Adding more sidewalks/trails.
5. Protecting the environment.
6. Improving transit.
7. Building and urban beltline around the Saint Cloud Metro.
8. Building new roadways.
9. Connecting our region to the Twin Cities Metro.
10. Preparing for driverless cars.

No additional thoughts or comments about the draft TIP were provided.

City of Saint Cloud

A total of six people participated in the City of Saint Cloud TIP survey.

The City of Saint Cloud had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #1: The City of Saint Cloud is proposing to construct a Beaver Island Trail connection from the existing trail at the Saint Cloud Waste Water Treatment facility to the

southern border of the city. The estimated project cost is \$600,000 with \$480,000 coming from Federal funding and \$120,000 coming from local funding.

- #2: The City of Saint Cloud is proposing to reconstruct Cooper Avenue from Traverse Road to CSAH 75/Roosevelt Road. This project will also include the addition of bike lanes and sidewalks. The estimated project cost is \$2,600,000 with \$2,069,080 coming from Federal funding and \$530,920 coming from local funding.

Six people responded to the question regarding the importance of these projects. One person completed this section for the City of Saint Cloud under the Full 2022-2025 TIP survey (only completed for Project 2).

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
1	1	1	2	0	1	1
2	1	4	2	0	0	0

Appendix C5: Table indicating the responses to survey question 1 of the City of Saint Cloud 2022-2025 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Saint Cloud to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Roundabouts on Division.	APO staff have forwarded this comment on to both the City of Saint Cloud's engineer and the Minnesota Department of Transportation's District 3 planning director for their consideration.
How about fixing the crumbling road before you go and make new ones.	APO staff understand the importance of maintaining existing infrastructure. As stated in the financial analysis chapter of the draft, it is important that any expansion project (adding new capacity or new roadways) must not jeopardize the operations and maintenance of the rest of the transportation network. Within the draft 2022-2025 TIP, the City of Saint Cloud currently does not have any expansion project programmed. APO staff will pass along this concern to the City of Saint Cloud's engineer as well.
I would love to see the North Star Link come to St. Cloud!	The Federal funding available to the APO does not cover commuter rail service. However, under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro." Expanding the Northstar Commuter Rail has been and will continue

Comment	Disposition
	to be a priority of the Saint Cloud APO's Policy Board.
Repave and widen 40 th Street, add sidewalk, install roundabout at 40 th and CR 136.	APO staff have forwarded this comment on to the City of Saint Cloud engineer.

Appendix C6: Table indicating the responses to survey question 2 of the City of Saint Cloud 2022-2025 TIP survey and the City of Saint Cloud portion of the 2022-2025 TIP survey. This table also includes APO staff disposition of those comments.

Out of the six people who participated in the City of Saint Cloud 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Increasing safety.
2. Protecting the environment.
3. Maintaining roadways.
4. Improving transit.
5. Adding more sidewalks/trails.
6. Supporting the economy.
7. Building an urban beltline around the Saint Cloud Metro.
8. Connecting our region to the Twin Cities Metro.
9. Building new roadways.
10. Preparing for driverless cars.

Two additional thoughts or comments about the draft TIP were provided.

Comment	Disposition
Increase the speed limit on Clearwater Road to 40	APO staff have forwarded this comment to the City of Saint Cloud's engineer for their consideration.
Need more focus on making the city more walkable and bicycle friendly so people can use for transportation not just recreation.	APO staff understand the importance of providing safe multimodal options for all users. In 2017/2018 the City of Saint Cloud received a bronze designation from the League of American Bicyclists as being a Bicycle Friendly Community. The city has committed to not only maintaining that designation but expanding upon it in ways to provide safe accommodations for bicycling. To assist with this effort, the APO is in the process of finalizing a regional active transportation plan which will include recommendations for improving walking and bicycling options not only throughout the City of Saint Cloud, but also throughout the entire Saint Cloud metro. APO staff have forwarded this comment to the City of Saint Cloud's engineer as well for their consideration.

Appendix C7: Table indicating the responses to survey question 4 of the City of Saint Cloud TIP survey. This table also includes APO staff disposition of those comments.

City of Sartell

A total of seven people participated in the City of Sartell TIP survey.

The City of Sartell had three projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #3: The City of Sartell is proposing to reconstruct 19th Avenue from CSAH 4 to CSAH 133/Sixth Street S. The estimated project cost is \$7,037,903 with \$2,089,920 coming from Federal funding and \$4,947,983 coming from local funding.
- #4, #5, #6, and #7: The City of Sartell is proposing to fill in gaps in its shared use path network along Seventh Street N from Second Avenue N to Riverside Avenue N/CSAH 1 and along 12th Street N from Fourth Avenue N to Riverside Avenue N/CSAH 1. The City is also looking to complete sidewalk gaps on 13th Avenue N connecting the existing facility to Grizzly Lane and on Third Street N connecting the existing facility to 19th Avenue N. The estimated project cost is \$458,740 with \$367,040 coming from Federal funding and \$91,700 coming from local funding sources.
- #16: The City of Sartell is proposing to extend the current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project will also include the installation of two marked crosswalks along Heritage Drive. The estimated project cost is \$459,121 with \$367,297 coming from Federal funding and \$91,824 coming from local funding.

Seven people responded to at least one part of the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
3	6	0	0	0	0	0
4, 5, 6, and 7	3	1	2	0	0	0
16	2	3	2	0	0	0

Appendix C8: Table indicating the responses to survey question 1 of the City of Sartell 2022-2025 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sartell to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Bike path the entire length of the river road. Similar to the Paul Bunyan Trail up north.	In 2022, the City of Sartell and Stearns County are reconstructing CSAH 1/Riverside Avenue N from Sartell Street to 12 th Street N. This project will include the installation of a shared use path along this stretch. While this is not the entire length of Riverside Avenue, this improvement will add an off-road facility to complement the existing on-road facility. APO staff will forward this comment on to the City of Sartell engineer and the Stearns County engineer for their consideration.

Comment	Disposition
Widen 19 th Ave N and extend to Blackberry area	The APO has identified 19 th Avenue N as an expansion project – to develop a two-lane undivided local roadway from 11 th Street N to 27 th Street N – as part of the long-range Metropolitan Transportation Plan (MTP). However, this does not include widening the existing roadway. APO staff have forwarded this comment on to the City of Sartell engineer.
Install roundabouts at 7 th St and Pinecone Road; 7 th and Riverside Drive; Pinecone Road and 15 th St S; and 2 nd St S and 4 th Ave S. Add sidewalk on west side of Pinecone Road from Cty 120 to north end of city	APO staff have forwarded this comment on to the City of Sartell engineer.
Make a Shared Use Path on 35 th St N from the existing path to the Blackberry Ridge Neighborhood.	APO staff have forwarded this comment on to the City of Sartell engineer.
Leander Ave.	The APO has identified Leander Avenue as an expansion project – to widen to three lanes – as part of the long-range Metropolitan Transportation Plan (MTP) adopted in October 2019. Given the brevity of this comment, APO staff are unsure if the commenter is advocating for expansion or strictly preservation of this roadway corridor. APO staff have also forwarded this comment on to the City of Sartell engineer.

Appendix C9: Table indicating the responses to survey question 2 of the City of Sartell 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the seven people who participated in the City of Sartell 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Maintaining roadways.
2. Increasing safety.
3. Adding more sidewalks/trails.
4. Improving transit.
5. Supporting the economy.
6. Building new roadways.
7. Protecting the environment.
8. Building an urban beltline around the Saint Cloud Metro.
9. Connecting our region to the Twin Cities Metro.
10. Preparing for driverless cars.

No additional thoughts or comments about the draft TIP were provided.

City of Sauk Rapids

No one participated in the City of Sauk Rapids TIP survey.

The City of Sauk Rapids had one project programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #35: The City of Sauk Rapids is proposing to reconstruct Second Avenue S from Benton Drive to 10th Street S. This project will also include sidewalk, Americans with Disabilities Act (ADA) improvements, lighting, drainage, and water main work. The estimated project cost is \$1,744,000 with \$1,135,120 coming from Federal funding and \$608,880 coming from local funding.

No one responded to the question regarding the importance of this project.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sauk Rapids to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

No additional thoughts or comments about the draft TIP were provided.

Saint Cloud Metro Bus

A total of three people participated in the Saint Cloud Metro Bus TIP survey.

The Saint Cloud Metro Bus survey was divided into two parts – Operation Costs and Capital Improvements.

Under Operations Costs, participants were asked their opinion regarding the importance of operating assistance for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Operating Assistance	2	0	0	0	1	0

Appendix C10: Table indicating the responses to survey question 1 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of preventive maintenance for fiscal year 2022.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Preventive Maintenance	0	2	0	0	1	0

Appendix C11: Table indicating the responses to survey question 2 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of paratransit operations for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Paratransit Operations	1	1	0	0	1	0

Appendix C12: Table indicating the responses to survey question 3 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of Northstar commuter operations for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Northstar Commuter Operations	0	0	1	1	1	0

Appendix C13: Table indicating the responses to survey question 4 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2022.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment	0	0	1	0	2	0
Facility Improvements	0	1	1	0	1	0
Maintenance Equipment	0	1	1	0	1	0
Bus Shelters	1	1	0	0	1	0
Bus Replacement (Dial-a-Ride)	1	1	0	0	1	0

Appendix C14: Table indicating the responses to survey question 5 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of four projects proposed to receive Federal funding assistance during fiscal year 2023.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment	0	1	0	0	2	0
Maintenance Equipment	1	0	0	1	1	0
Facility Improvement	0	2	0	0	1	0
Western Transit Center	0	2	0	0	1	0

Appendix C15: Table indicating the responses to survey question 6 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2024.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Bus Replacement (Fixed Route)	2	0	0	0	1	0
Long Range Transportation Plan	2	0	0	0	1	0
Office Equipment	0	1	0	0	2	0
Bus Replacement (Dial-a-Ride)	1	1	0	0	1	0
Maintenance Equipment	0	2	0	0	1	0

Appendix C16: Table indicating the responses to survey question 7 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Equipment	0	2	0	0	1	0
Operations Vehicles	0	1	1	0	1	0
Office Equipment	0	1	0	0	2	0
Facility Improvements	0	1	1	0	1	0
Bus Replacement (Dial-a-Ride)	0	2	0	0	1	0

Appendix C17: Table indicating the responses to survey question 8 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for Saint Cloud Metro Bus to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Out of the three people who participated in the Saint Cloud Metro Bus 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Adding more sidewalks/trails.
2. Improving transit/Supporting the economy/Building an urban beltline around the Saint Cloud Metro (tie).
3. Increasing safety.
4. Maintaining roadways.
5. Connecting our region to the Twin Cities Metro.
6. Building new roadways.
7. Protecting the environment.
8. Preparing for driverless cars.

No additional thoughts or comments about the draft TIP were provided.

Minnesota Department of Transportation

One person participated in the Minnesota Department of Transportation (MnDOT) TIP survey.

MnDOT had nine projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #15: MnDOT is proposing to restore the failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. The estimated project cost is \$1,900,000 coming from state funding.
- #14: MnDOT is proposing to replace bridge number 3666 on US 10 with a box culvert 0.5 miles NW of Benton CSAH 33/First Avenue NE/60th Street NW. This project will also include the installation of a high tension median cable guardrail from 66th Street to Benton CSAH 33. The estimated project cost is \$1,400,000 with \$1,120,000 coming from Federal funding and \$280,000 coming from state funding.
- #33: MnDOT is proposing to remove an at-grade BNSF rail crossing along US 10 at 45th Avenue. The project will realign the CR 65/42nd Street existing crossing. The estimated project cost is \$300,000 with \$222,000 coming from Federal funding and \$78,700 coming from state/local funding.
- #29: MnDOT is proposing to reconstruct the interchange of MN 23 and US 10. This project will include work on MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15th Avenue SE). The proposed project will also replace the existing bridges (9021 and 9022) and will include multimodal improvements and the construction of a bridge over US 10 at Fourth Street. The estimated project cost is \$38,186,000 with \$27,743,800 coming from Federal funding, \$6,842,200 coming from state funding, and \$3,600,000 coming from local funding sources.
- #30: MnDOT is proposing to do an overly surface treatment on two bridges on Interstate 94 that span the BNSF railroad (bridges 73875 and 73876) 0.6 miles west of the MN 23/I-94 interchange. The estimated project cost is \$1,600,000 with \$1,280,000 coming from Federal funding and \$320,000 coming from state funding.
- #31: MnDOT is proposing to do an overlay surface treatment on the I-94 flyover bridge at CSAH 75 northwest of Saint Joseph (bridge number 73868). The estimated project cost is \$1,200,000 with \$960,000 coming from Federal funding and \$240,000 coming from state funding.



- #32: MnDOT is proposing to install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake. The estimated project cost is \$1,900,000 with \$1,710,000 coming from Federal funding and \$190,000 coming from state funding.
- #43: MnDOT is proposing to do an overlay surface treatment on the bridge spanning MN 15 at Stearns CSAH 137 (bridge number 73019). The estimated project cost is \$760,000 with \$608,000 coming from Federal funding and \$152,000 coming from state funding.
- #44: MnDOT is proposing to reinstall the interpretive panels and do minor repairs to a historical marker along US 10. The estimated project cost is \$50,000 coming from state funding.

One person responded to the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
15	0	0	0	0	0	1
14	0	0	0	0	0	1
33	0	0	0	0	0	1
29	1	0	0	0	0	0
30	0	0	0	0	0	1
31	0	0	0	0	0	1
32	0	0	0	0	0	1
43	0	0	0	0	0	1
44	1	0	0	0	0	0

Appendix C18: Table indicating the responses to survey question 1 of MnDOT's 2022-2025 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for MnDOT to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Make MN 15 a limited access freeway from Hwy 10 to I 94.	In 2020, the APO along with its partners (MnDOT, Stearns County, City of Waite Park, and City of Saint Cloud) conducted a safety and operations study of MN 15 from Second Street S to 12 th Street N. Various recommendations – including two freeway alternatives – were explored. Depending on the freeway option costs to do this would range between \$93.3 million to \$105.8 million to construct. These, obviously, would be long-term projects and not something that could reasonably be considered to be implemented in the short term without specialized Federal funding opportunities. The APO is committed to improving the efficiency of the MN 15 corridor. APO staff have also forwarded this comment on the MnDOT District 3 Planning Manager.

Appendix C19: Table indicating the responses to survey question 2 of the MnDOT 2022-2025 TIP survey and APO staff disposition of those comments.

The one person who participated in the MnDOT 2022-2025 TIP survey, provided the following ranking of the important transportation issues:

1. Adding more sidewalks/trails.
2. Increasing safety.
3. Supporting the economy.
4. Protecting the environment.
5. Maintaining roadways.
6. Improving transit.
7. Building new roadways.
8. Preparing for driverless cars.
9. Connecting our region to the Twin Cities Metro.
10. Building an urban beltline around the Saint Cloud Metro.

No additional thoughts or comments about the draft TIP were provided.

WACOSA

No one participated in the WACOSA TIP survey.

WACOSA had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- WACOSA is proposing to purchase one replacement Class 400 bus during calendar year 2022. The estimated project cost is \$93,000 with \$74,400 coming from Federal funding and \$18,600 coming from local funding sources.
- WACOSA is proposing to purchase one replacement Class 400 bus during calendar year 2023. The estimated project cost is \$96,000 with \$76,800 coming from Federal funding and \$19,200 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for WACOSA to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

No additional thoughts or comments about the draft TIP were provided.

ConnectAbility of MN, Inc.

No one participated in the ConnectAbility of MN, Inc. TIP survey.

ConnectAbility of MN, Inc. had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- A: ConnectAbility of MN is requesting to receive a mobility management grant in fiscal year 2022 to assist in the continued effort of the Central Minnesota Regional Transportation Coordinating Council (RTCC). An RTCC is designed to gather groups of stakeholders together to improve mobility for the "transportation disadvantaged" – older adults, individuals with disabilities, individuals with low-incomes, and/or military veterans. The estimated project cost is \$41,910 with \$33,528 coming from Federal funding and \$8,382 coming from local funding sources.



- B: ConnectAbility of MN is requesting to receive a mobility management grant in fiscal year 2023 to assist in the continued effort of the Central Minnesota RTCC. The estimated project cost is \$45,210 with \$36,168 coming from Federal funding and \$9,042 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for ConnectAbility of MN, Inc. to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

No additional thoughts or comments about the draft TIP were provided.

Full 2022-2025 TIP

One person took the full 2022-2025 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, Saint Cloud Metro Bus, MnDOT, WACOSA, and ConnectAbility of MN, Inc.

Project comments specific to an agency/jurisdiction have been reflected under the appropriate section.

The one person who participated in the full 2022-2025 TIP survey did not provide any rankings of the important transportation issues. They also did not provide any additional thoughts or comments about the draft TIP.



APPENDIX D

MnDOT Checklist

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Minnesota MPO TIP Checklist

MPO: Saint Cloud Area Planning Organization

Contact name: Vicki Johnson

TIP time period: FY 2022-2025

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	Introduction: Public Involvement pg. 38. Chapter Five: Public Involvement pgs. 147-152. Appendix C: TIP Survey Public Comments pgs. 172-187.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	<p>Introduction pg. 20</p> <p>Introduction: Saint Cloud Area Planning Organization pgs. 20-22.</p> <p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Chapter Five: Public Involvement pgs. 147-152.</p> <p>Appendix C: TIP Survey Public Comments pgs. 172-187.</p>
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Introduction pg. 20. Introduction: Saint Cloud Area Planning Organization pg. 20. Introduction: The Transportation Improvement Program pg. 24.
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	Introduction pg. 20. Introduction: The Transportation Improvement Program pg. 24.
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution #2021-11 pgs. 6-7.
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	Introduction: Public Involvement pg. 38. Chapter Five: Public Involvement pgs. 147-152. Appendix C: TIP Survey Public Comments pgs. 172-187.
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	Introduction: Programming the TIP pg. 32 (Reference to the APO's Transportation Performance Monitoring Report). Chapter Three: Performance Measures pgs. 96-108.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32. Chapter Three: Performance Measures pgs. 96-108 with specific references found on pgs. 98, 100, 106, 107-108.
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	Introduction: The Transportation Improvement Program pg. 24. Chapter One: FY 2022-2025 TIP Projects pgs. 39-84. Appendix A pgs. 157-168.
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	Introduction: Regionally Significant

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Projects pgs. 24-25 (includes link to APO's Regional Infrastructure Investment Plan).</p> <p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	<p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	<p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84. Appendix A pgs. 157-168.
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84. Appendix A pgs. 157-168.
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84. Appendix A pgs. 157-168.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32. Introduction: Programming the TIP pgs. 32-34.
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38. Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	Chapter Four: Financial Capacity

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38. Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146). Appendix A pgs. 157-168.
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38. Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		<p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.</p>
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	<p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.</p> <p>Introduction: Programming the TIP pgs. 32-34.</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Introduction: Project Selection pgs. 36-37. Chapter Six: Monitoring Progress pgs. 153-156.
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter Six: Monitoring Progress pgs. 153-156.
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Chapter Six: Monitoring Progress pgs. 153-156.
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324	Yes / No	Resolution #2021-11 pgs. 6-7. Introduction: Self Certification pg. 38.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.		

MPO comments: N/A

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2023-2026 Highway Safety Improvement Program Solicitation
DATE: Aug. 25, 2021

The goal of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$500,000 per location.

Solicitations for HSIP projects typically begin around Sept. 1 with applications being due the Wednesday before Thanksgiving.

This year, MnDOT's Office of Traffic Engineering (OTE) has altered the solicitation process to further involve Metropolitan Planning Organizations (MPOs) in the project selection process. In previous years, applicants would directly submit their projects to OTE, indicating if any potential project would be located within an MPO. A representative from OTE would then contact the respective MPO and would ask if the proposed projects were acceptable to the MPO.

However, in order to more actively involve the MPOs at the front end of the process, OTE has made the following changes to the HSIP process as of Friday, Aug. 20:

1. Reach out ASAP to your MPOs to coordinate with them to determine their upcoming meeting dates and individual processes and deadlines.
2. Submit your full, finalized HSIP application to your applicable MPO within an agreed upon approved time table.
- 3. The MPO will review the application and prioritize. You will receive confirmation from the MPO that the application is supported and can be submitted to OTE. This will come in the form of a letter or resolution depending on the MPO.**
4. Submit the final, approved application with letter of support from MPO to OTE by Nov. 24.

With these changes, especially under bullet point number 3, we will need to come up with an interim solution for the 2023-2026 solicitation cycle.

Last Friday, APO staff reached out to the three county engineers to ask if they were planning on submitting any HSIP projects within the APO's planning area. Two of the three indicated their intent to do so.

With this information, APO staff – working closely with MnDOT's MPO coordinator, Anna Pierce – have come up with two possible solutions to address the need to prioritize HSIP projects.

1. APO staff would internally rank and prioritize all HSIP projects that fall within the planning boundaries. Staff would then notify the respective jurisdictions of their decision. APO staff would rely heavily on projects consistent or specifically identified in the MTP. With this option, TAC and Policy Board action would not be required.

2. Similar to the STBGP/TA process, APO staff would call another meeting of the TAC and Policy Board to review the submitted projects and finalize a ranking/prioritization. With this option, depending on the additional meeting date, HSIP applications would need to be completed a minimum 10 days prior to the TAC meeting to provide ample review time by TAC representatives.

Both of these options come with their respective advantages and disadvantages. However, given the late notification of the HSIP changes, it is highly unlikely a “perfect” solution would be made available. It is the intent of APO staff to work with the TAC in early 2022 to discuss application scoring/ranking guidelines for future solicitations.

In the interim, APO staff are requesting TAC recommend to the Policy Board a solution to the FY 2023-2026 HSIP solicitation ranking/prioritization process.

Suggested Action: Recommend Policy Board approval of a preferred alternative to rank/prioritize the FY 2023-2026 HSIP applications.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Fred Sandal, Associate Transportation Planner
RE: Draft Active Transportation Plan (ATP) Chapter 4 and City Profiles
DATE: August 13, 2021

Attached for TAC review is the revised draft of Chapter 4 of the regional ATP and the active transportation profiles for Sauk Rapids, Sartell, Saint Joseph, Waite Park, and Saint Cloud. This material was reviewed and discussed with the Active Transportation Advisory Committee (ATAC) at their meeting on August 11, 2021.

Chapter 4 includes new text describing proposed measures to identify how well the current network performs relative to the goals and objectives. Figure 4.5 of Chapter 4 is a “report card” on the status of current facilities for the combined cities according to these measures. The performance measures also provide a means of tracking progress over time toward meeting ATP objectives. Also included is methodology used to identify safety and connectivity needs within each of the APO member cities. Looking at where multiple needs were found from factors that relate to objectives determined areas of focus within cities to receive more detailed analysis. The focus area analysis is found in the needs assessment section of each profile.

The second phase of analysis examined expansion of the bicycle facility network to meet the needs of users as they cross from one city or area of the MPA to another. This analysis also considered how to best connect the regional network to facilities outside the MPA. Figure 4.9 illustrates the proposed future regional network.

The needs assessments and recommendations identified in each of the profiles and the proposed regional network from the methodology described in chapter 4 were previously discussed with city staffs and shared with county engineers and MnDOT.

These five city profiles will become appendices to the body of the ATP. These profiles are intended as a guide to planning and to substantiate requests for project funding. The data, analysis and recommendations will be available to jurisdictional staff and policy makers as a reference when determining how and where to apply available funding.

With the review of the attached material by the TAC and Policy Board, APO staff will complete the draft ATP document for ATAC and TAC review in January 2022. An additional chapter will identify resources for active transportation planning and policy recommendations.

The completed ATP draft will be brought to the TAC and Policy Board for action when they meet in February and March. Once approved, the document will be released for public comment. All public comments and their disposition will be fully documented. After public comment, the draft ATP will be further reviewed and revised with final adoption to follow. The ATP, once approved, will then be incorporated into the development of the 2050 Metropolitan Transportation Plan.

Suggested Action: None, informational only. Presented for review and comment.

CHAPTER FOUR: GOALS, OBJECTIVES, AND EVALUATING NEEDS

VISION STATEMENT

Through a comprehensive overview of the region’s active transportation facilities and their usage, various regional planning documents, and public input, the following vision for the area’s active transportation network was developed.

The Saint Cloud MPA strives to provide a regionally-coordinated and well-maintained active transportation network allowing for safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all users of all abilities.

To accomplish this vision, a series of goals and objectives have been developed to direct and guide the ATP as well as future project development and implementation by APO member jurisdictions. For each goal, specific measurable actions (i.e., objectives) were identified to help the region reach the desired goal. From there, various factors were analyzed to determine the degree to which objectives are being met.

Performance measure were also defined and will be used to track progress toward achieving the ATP’s goals and objectives.

As a component of the APO’s long-range planning document – [MAPPING 2045](https://bit.ly/3rAtNBj) (https://bit.ly/3rAtNBj) – these goals and objectives are consistent with those outlined in the MTP.

GOALS, OBJECTIVES, EVALUATION FACTORS, AND PERFORMANCE MEASURES

GOAL 1: SAFETY AND COMFORT

Goal Statement: Improve bicycle and pedestrian safety and comfort.

Public safety data shows a growing number of fatalities and serious injuries involving pedestrians and bicyclists across the MPA. According to early public input findings, residents who walk or bicycle often feel the available active transportation networks they use unsafe or stressful due to vehicle traffic and speeds. Public feedback indicates there is a clear desire for facilities separated from the flow of vehicular traffic.

To assist in achieving this goal, the APO has adopted the following objectives.

Objective 1.1: Reduce the number and severity of crashes involving pedestrians and people who cycle.

An important and identifiable measure of improved safety is a reduction of the number of bicycle and pedestrian fatalities – especially in areas prone to crashes. Crashes that result in death or serious injury typically involve motor vehicles.

To evaluate this objective, APO analysis has considered the following factor:

- *Locations within the MPA with crashes involving a bicyclist and/or pedestrian with particular attention to areas where fatal and serious injury crashes occur and areas with multiple crashes.*

Objective 1.2: Improve the comfort level of active transportation facilities where necessary.

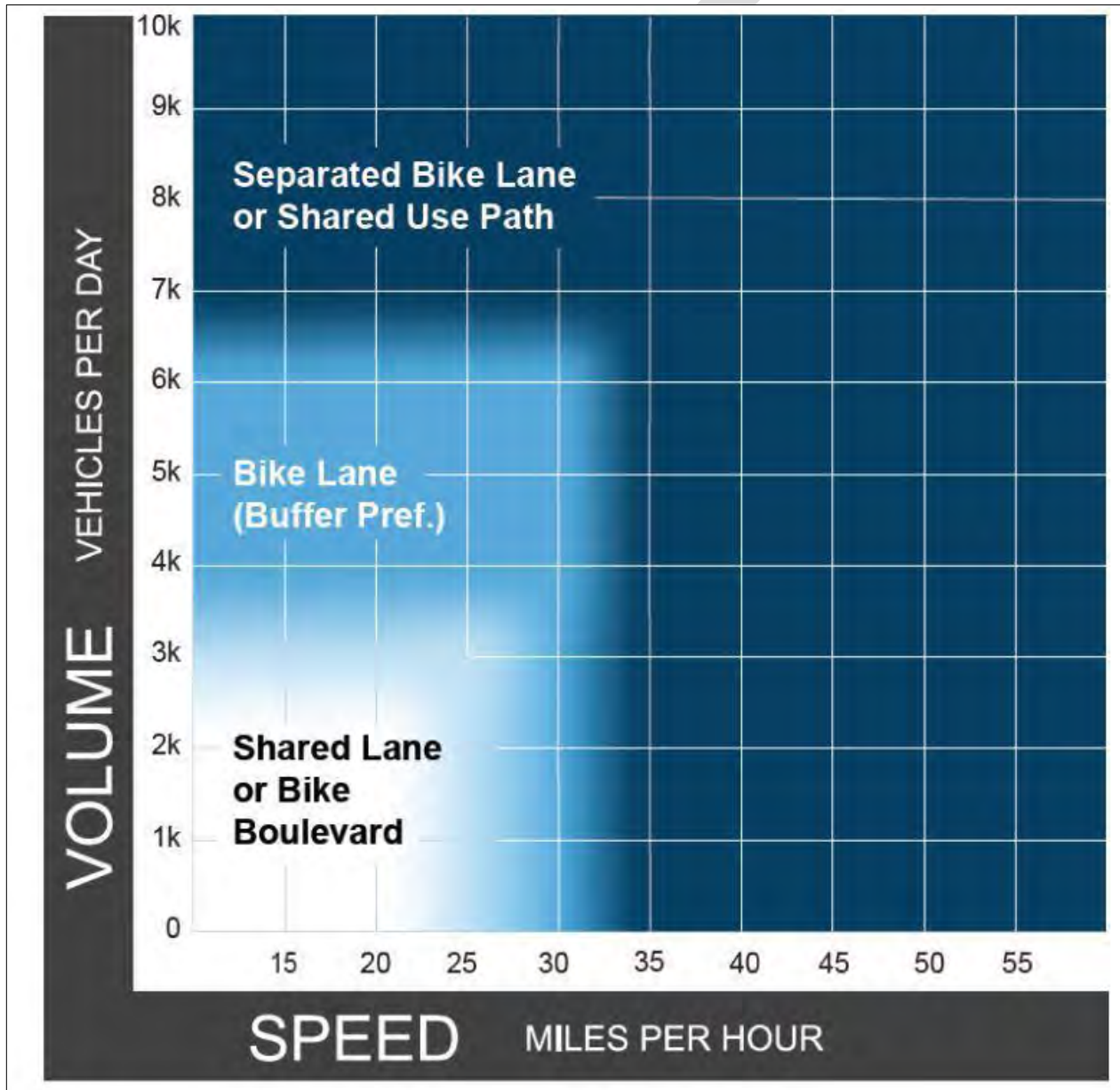


FIGURE 4.1 – MNDOT FACILITY SELECTION GUIDANCE BASED ON VEHICLE VOLUMES AND SPEED

CREDIT: FHWA BIKEWAY SELECTION GUIDE

The [MnDOT Bicycle Facility Design Manual](https://bit.ly/3aSwSXu) (https://bit.ly/3aSwSXu) identifies the preferred design for on-road bicycle facilities based upon the volume of vehicular traffic and posted speeds. On-road bicycle facilities which meet these design guidelines can create a more comfortable and safer setting for on-road bicycle users. (See Figure 4.1)

For off-road bicyclists and pedestrians, the presence of sidewalks and/or shared use paths can assist in creating a sense of comfort. This is especially true along corridors involving collector and arterial roadways because these roadways are designed for higher traffic volumes and speeds. Many cities within the MPA recognize this need by requiring active transportation facilities to be built on a least one side of the road as new development occurs. Many jurisdictions also seek opportunities to add (or retrofit) active transportation facilities along roadways as part of the road (re)construction process.

APO analysis has considered the following factors to address user comfort:

- *Locations within the MPA where current on-road bicycle facility infrastructure does not meet the MnDOT design guidelines for the given traffic volume and speeds.*
- *Locations along arterial and collector roadway corridors within the MPA that do not currently have a least one adjacent sidewalk and/or shared use path.*

For measuring performance and attainment of these goals and objectives, this document establishes the following measures:

- *The regional five-year rolling average of non-motorized fatalities and suspected serious injuries.*

The Federal government requires all MPOs and States to report on non-motorized fatalities and serious injuries as a five-year rolling average. Rather than developing a new or alternative measure, the APO chooses to utilize the established performance measure.

- *The percentage, by jurisdiction, of centerline miles of arterial and collector roadways that have a sidewalk or shared-use path on at least one side.*

All of the cities in the MPA have established policies to require sidewalk on at least one side of all collector and arterial roadways. Using that policy goal as a performance measure is achievable and efficient and will help the APO's member jurisdictions understand how well they are meeting their own policy goal. We have expanded the performance measure to consider the presence of shared-use paths as well since they can also be used by pedestrians.

GOAL 2: CONNECTIONS TO DESIRED DESTINATIONS

Goal Statement: Improve active transportation connections to desired destinations.

While it is no secret that walking and biking serve as forms of exercise or recreation, a good portion of people rely on (or opt to use) active modes to meet many of their regular transportation needs. Early public input findings indicate users of the MPA's active transportation network want to be able to access places like jobs, schools, grocery stores, and transit. However, infrastructure gaps can discourage users or make completing those trips unsafe.

To monitor progress in achieving this goal, the APO has identified the following objectives:

Objective 2.1: Improve connectivity to high demand destinations for bicyclists and pedestrians.

To address this objective, APO analysis evaluated the following factor:

- *Locations across the MPA within one-quarter mile of a park, food asset, school, or large employer.*

INSERT PHOTO OF COMMON BIKE/PED DESTINATION (IDEALLY WITH A BIKE RACK WITH BIKE(S) IN IT)

Objective 2.2: Improve bicycle and pedestrian connections to and from transit stops.

As noted previously, all transit trips start and end with some form of active transportation. Ensuring access to existing fixed route transit stops helps provide connections to the desired destinations listed above and can help facilitate regional travel within the Metro Bus service area.

INSERT PHOTO OF METRO BUS WITH BIKE IN BIKE RACK OR BUS WITH PASSENGERS

To evaluate this objective, APO analysis considered the following factor:

- *Locations across the MPA within one-quarter mile of a fixed-route transit stop.*

For measuring performance and attainment of these goals and objectives, this document establishes the following measures:

- *The percentage of high-demand destinations within a jurisdiction that fall within certain distance categories based on how far the destination is from an active transportation facility.*

High demand destinations include schools, parks, large employers (i.e., over 100 employees), and food assets such as grocery stores. For purposes of this analysis, given the sheer number of parks, the APO recommends focusing on larger parks with more assets such as playground equipment, basketball courts, etc. Further, the analysis is simplified by focusing on those destinations that have no connection to the active transportation network rather than attempting to evaluate and categorize the various qualities of all connections to all destinations.

- *The percentage of transit stops within a jurisdiction that fall within certain distance categories based on how far the stop is from an active transportation facility.*

Every transit trip starts and ends as a pedestrian or bicycle trip. Ensuring that transit stops have appropriate active transportation network connections can be important to facilitating the safe conveyance of bus riders to their destinations. Like with the high-demand destinations (above) it is far easier to focus on those transit stops that do not have any active transportation connection rather than trying to measure the quality of connection at all transit stops.

GOAL 3: FACILITY CONDITIONS

Goal Statement: Improve the condition of active transportation infrastructure.

Initial public outreach efforts indicated a desire to maintain the existing infrastructure in good condition. Pavement condition surveys conducted in 2019 and 2020 provide reliable

data on the current condition of almost all on-road bicycle and off-road shared use path facilities.

While most on-road bicycle facilities (83.6%) are in good condition – as of 2019 – there are still areas particularly along the Mississippi River Trail (MRT) through parts of Sauk Rapids in need of attention. Similarly, a good portion of shared-use paths in the MPA are in good condition (60.8%) as of 2020. However, there are still areas that are in need of corrective maintenance – approximately 37% of shared-use paths in the metro are in fair to very rough condition.

INSERT PHOTO OF ROUGH SUP OR BIKE LANE PAVEMENT

As such, the following objective has been identified:

Objective 3.1: Improve the state of good repair for active transportation facilities.

To evaluate this objective, APO analysis included:

- *Locations across the MPA where the existing pavement condition of active transportation facilities are rated in the lower half of their respective condition report.*

For measuring performance and attainment of these goals and objectives, this document establishes the following measures:

- *The percentage, by jurisdiction, of on-road bicycle routes for which the pavement condition is rated as poor.*

In 2019, the APO procured a vendor to measure the pavement condition of all on-road bicycle facilities. Pavement quality ratings for on-road facilities are shown in Figures 2.22 and 2.24. It is well established that the pavement quality can have a significant impact on the ride comfort of bicyclists – more so than motorized vehicles because pavement roughness is felt much more acutely by bicycles than by motorized vehicles. Focusing the performance measure on the poorest pavement quality is both easier and more efficient for staff and is also expected to also focus available resources to addressing the poorest pavement quality.

- *The percentage, by jurisdiction, of shared-use paths for which the pavement condition is rated as poor.*

In 2020, the APO procured a vendor to measure the pavement condition of all shared-use paths. Pavement quality for the shared use paths in the MPA is shown in Figure 2.26. Focusing the performance measure on the poorest pavement quality is both easier and more efficient for staff and can focus available resources to address the poorest pavement quality.

GOAL 4: EQUITABLE ACCESS

Goal Statement: Provide equitable access to active transportation facilities for all people of all abilities.

The APO and its member jurisdictions are committed to providing a transportation system that is available and accessible to all ages and abilities. This involves a holistic approach to transportation planning which factors in motorized and non-motorized users of the system.

Rather than focusing strictly on equal access – an even distribution of tools and resources regardless of need – equitable access to transportation calls for a customization of options that identify and address inequalities so all people can reach their full potential. This could include additions like curb cuts and other accessible design standards. Or it may involve prioritizing areas where people are more likely to rely on walking or biking for transportation, are more vulnerable to unsafe traffic conditions, or have experienced historic disinvestment. An example could be areas with high concentrations of low-income households or households without vehicle access.

To accomplish this goal, the APO has developed the following objectives:

Objective 4.1: Provide comfortable facilities and access for people of all ages and abilities.

Each APO member jurisdiction has identified a desire to provide comfortable access to persons with disabilities in accordance with the Americans with Disabilities Act (ADA). Cities and counties within the planning area have either adopted or are in the process of preparing ADA Transition Plans.

While municipal plans focus more on city owned buildings and other property, the county plans (Benton, Sherburne, and Stearns) have identified specific intersections in need upgrading to guarantee ADA compliance.

To evaluate this objective, APO analysis considered the following factor:

- *Existing facilities at intersections that are not yet ADA compliant as documented in ADA transition plans.*

County ADA Transition Plans classify intersections into three tiers with Tier 3 being identified as intersections in most need of ADA compliance infrastructure upgrades. Tier 2 intersections, while “substantially compliant” and generally “work well” are likely not critical need areas for the purposes of the ATP.

Objective 4.2: Improve access to active transportation facilities in areas with high concentrations of vulnerable and underserved populations.

Studies show certain demographic groups may be more dependent upon access to active transportation. The presence of these demographic population segments as identified in Chapter 3 are important to consider both when evaluating the region’s existing network and planning for the future.

To evaluate this objective, APO staff have identified the following factor:

- *Examining Environmental Justice Sensitive Area block groups rated at 4 or more (see Figure 4.X) within each city and observing the relative presence or absence of active transportation infrastructure within those block groups.*

Priority consideration is given to concentrations of households with low-income and concentrations of households without access to a vehicle as these groups may be more dependent upon active transportation modes.

For measuring performance and attainment of these goals and objectives, this document establishes the following measures:

- *The percentage, by jurisdiction, of street pedestrian crossings (i.e, crosswalks, etc.) that do NOT meet ADA accessibility standards.*

ADA accessibility has been required since 1993. For newly constructed streets this usually is not a problem. However, many existing issues only get addressed when a street is repaved or reconstructed. This performance measure aims to focus attention on those legacy street crossings that need to be updated to meet ADA accessibility standards.

- *The average per capita, by Census block group identified as an Environmental Justice Sensitive Area rated 4 or higher, of centerline miles of active transportation facilities (sidewalks, shared-use paths, and on-road bicycle routes) as compared to the per capita center-line miles in non-sensitive areas.*

To help meet Federal requirements for Environmental Justice (EJ), Title VI, and the Americans with Disabilities Act the APO collects data at the Census block group level regarding where people of color, people with low income, and other traditionally underserved populations are concentrated.

DRAFT

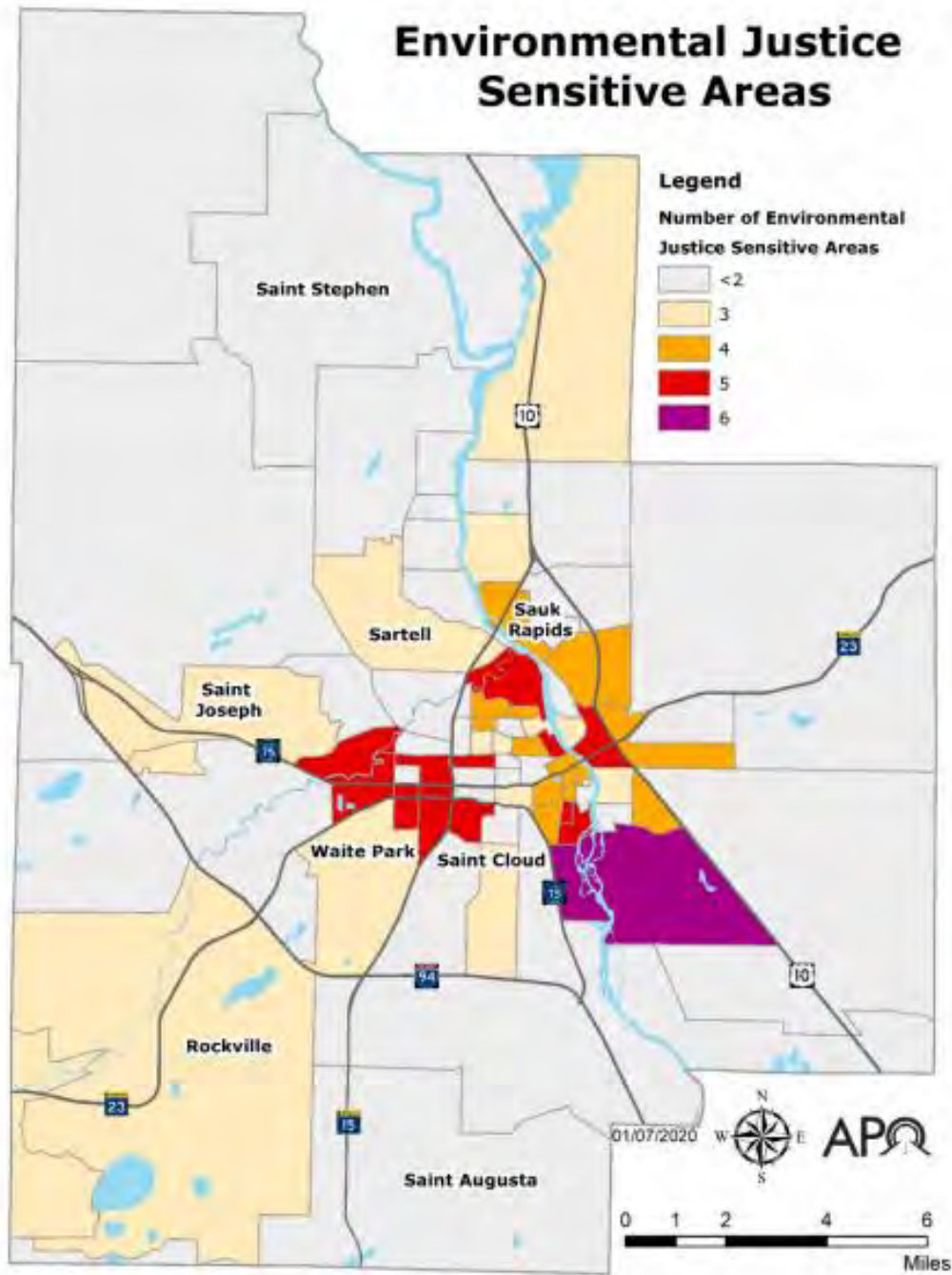


FIGURE 4.2 – APO EJ AND TITLE VI SENSITIVE AREAS MAP ENCOMPASSING MINORITY POPULATIONS, LOW-INCOME HOUSEHOLDS, PEOPLE WITH DISABILITIES, LIMITED ENGLISH PROFICIENCY POPULATIONS, ZERO VEHICLE HOUSEHOLDS, PEOPLE OVER THE AGE OF 65, AND PEOPLE UNDER THE AGE OF 18.

DATA COURTESY OF U.S. CENSUS BUREAU

This performance measure will focus on those sensitive areas that score 4 or higher. It will be calculated by adding up the miles of active transportation facilities within each sensitive area that scores 4 or higher and dividing it by the number of people who live in that block

group, resulting in a per-capita estimate of active transportation facilities for each of the areas that score 4 or higher. This will provide a range of values for the most sensitive areas in the region, and help focus attention on those areas most in need of additional investment.

Figure 4.5 (page 12) provides a summary of findings relative to the objectives under goals 1-4 using the above-described performance measures.

GOAL 5: REGIONAL CONNECTIVITY

Goal Statement: Promote an interconnected regional active transportation network.

This goal encompasses both regional facilities and improvement needs currently within the MPA and future expansion that would extend to neighboring regions.

In the same way that roadway and transit networks have expanded to serve the needs of an interdependent metropolitan planning area, a coordinated system of pedestrian and bicycle facilities will serve the needs of a growing region. Those who walk or use a bicycle often count on reliable access to both local and regional travel destinations. In addition to filling these needs, every local jurisdiction derives shared economic benefits from an areawide network that connects communities within and beyond the MPA.

To aid in accomplishing this goal, the APO has identified the following objectives:

Objective 5.1: Improve connectivity across the APO's planning area.

Residents who use active transportation facilities often desire or need to reach destinations that are outside of their own communities. When area residents were asked to identify their desired routes for walking and bicycling during the ATP public engagement, it was revealed that bicycle routes often cross into other local jurisdictions. What was shown is that users are not confined to the city in which they may begin a trip and will often seek destinations and services throughout the region.

INSERT WIKIMAP ILLUSTRATION OF TRIP DESIRES

Objective 5.2: Improve connectivity with communities outside of the MPA's boundaries.

System connectivity for bicycling and other active transportation needs also goes beyond the MPA area. The MnDOT District 3 Bicycle Plan indicates that the MPA will be the nexus for at least seven regional priority corridors. Bicycle facilities provided along these priority corridors are planned to reach other areas throughout the state. Filling gaps along these corridors will help address these interregional connectivity needs.

While providing access for short trips is essential for many, also addressing the needs of bicyclists that may have longer commuting needs or recreational desires is important. Completing connections to transportation networks and services outside of the confines of the MPA will help address these needs. With better access comes more attention to our area and usage that has a proven benefit to local and regional economies.

INSERT GRAPH ABOUT WHY THIS IS IMPORTANT.

To further evaluate this objective, APO staff have identified the following factors:

- *Locations for connections within and between two or more regional corridors.*

- *Locations for connections between local facilities and regional corridors.*

Attention was given to the usage or function of each bicycle or pedestrian facility and whether it primarily serves regional or local travel desires. Consideration was given not only to how facilities that serve a regional function may be improved or expanded but how access to the regional network from each community may be improved.

For measuring performance and attainment of these goals and objectives, this document establishes the following measures:

- *The number, by jurisdiction, of existing sidewalks that do not cross jurisdictional boundaries from one city to another.*

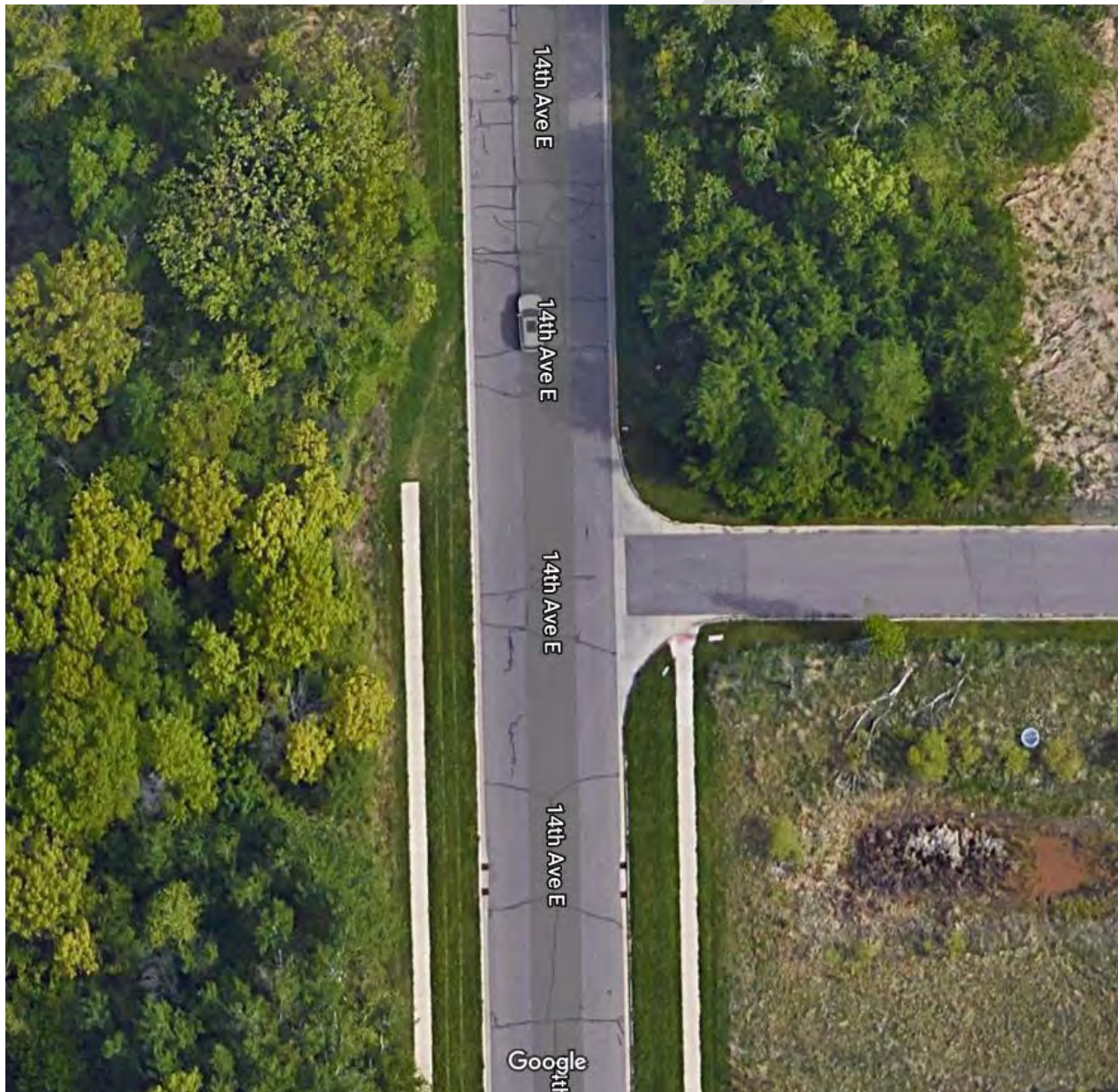


FIGURE 4.3 – SIDEWALK ENDING AT A CITY BOUNDARY.

From a regional perspective, interjurisdictional coordination in constructing sidewalks is important. Often these interjurisdictional facilities connect residential areas with commercial areas, food assets, and jobs. A sidewalk that simply ends without making that connection does little good. This performance measure is intended to highlight specific areas where those connections are lacking.

- *The percentage, by jurisdiction, of the Regional Priority Bicycle Network centerline miles that exist.*

Later in this chapter, the process for designating regional bicycle facilities and connecting to the local network is discussed. The intent is to stitch together a network of shared-use paths and on-road bicycle facilities to provide a regional network such that a person could safely and comfortably ride their bicycle from one side of the metro area to the other.

NEEDS ASSESSMENT METHODOLOGY

While there are variety of constraints that may make it difficult to address many of the needs in the local active transportation network, it is nonetheless important to understand the limitations of the current system. The starting point for any planning process is knowing where the problem areas lie. Identifying and analyzing needs informs discussion of priorities and a systematic approach toward addressing critical infrastructure gaps.

APO staff, in coordination with staff from member jurisdictions and community volunteers, have developed the following methodology to address critical gaps in the current active transportation system. It should be noted that this process does not account for every gap or need in the network. Rather, this methodology focuses on addressing higher-priority needs utilizing existing data relating to the goals and objectives previously outlined in this chapter.

The APO's active transportation needs assessment methodology was broken down into three phases. This three-phase process began with an in-depth analysis of transportation networks, identifying issues and needs within individual communities across the region. This cursory review led to a more detailed analyses of active transportation needs for focus areas identified within each city. From local area concerns, the perspective then expands to the larger region. The findings and discussions at the local level informed a larger examination of connectivity and related needs for the region as a whole. For the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

PHASE 1. EVALUATING CURRENT FACILITIES AND SERVICE NEEDS BY JURISDICTION

To begin the regional needs assessment, APO staff first began by identifying transportation infrastructure needs within each of the five cities within the planning area. Active transportation trips, by their nature, often tend to be short trips started and completed close to where people live. Starting at this microlevel not only helped APO staff understand the make-up of the individual communities (and neighborhoods) but also allowed staff to take a careful look at critical gaps not necessarily evident at a larger geographic scale.

The Phase 1 analysis followed the methodology outlined below.

Step 1. Review of Needs and Gaps Relative to the Local System.

APO staff began with a cursory analysis of the existing infrastructure and how much service is currently being provided. Data was compiled for each municipality specific to each of the factors listed under ATP goals 1-4. From there, staff developed physical maps of areas in each city with existing infrastructure and other features based on each of the outlined factors.

For example, staff developed a quarter-mile buffer around desired destinations throughout each city – schools, parks, food assets, large employers – and examined the existing active transportation infrastructure surrounding and within each quarter-mile buffer area.

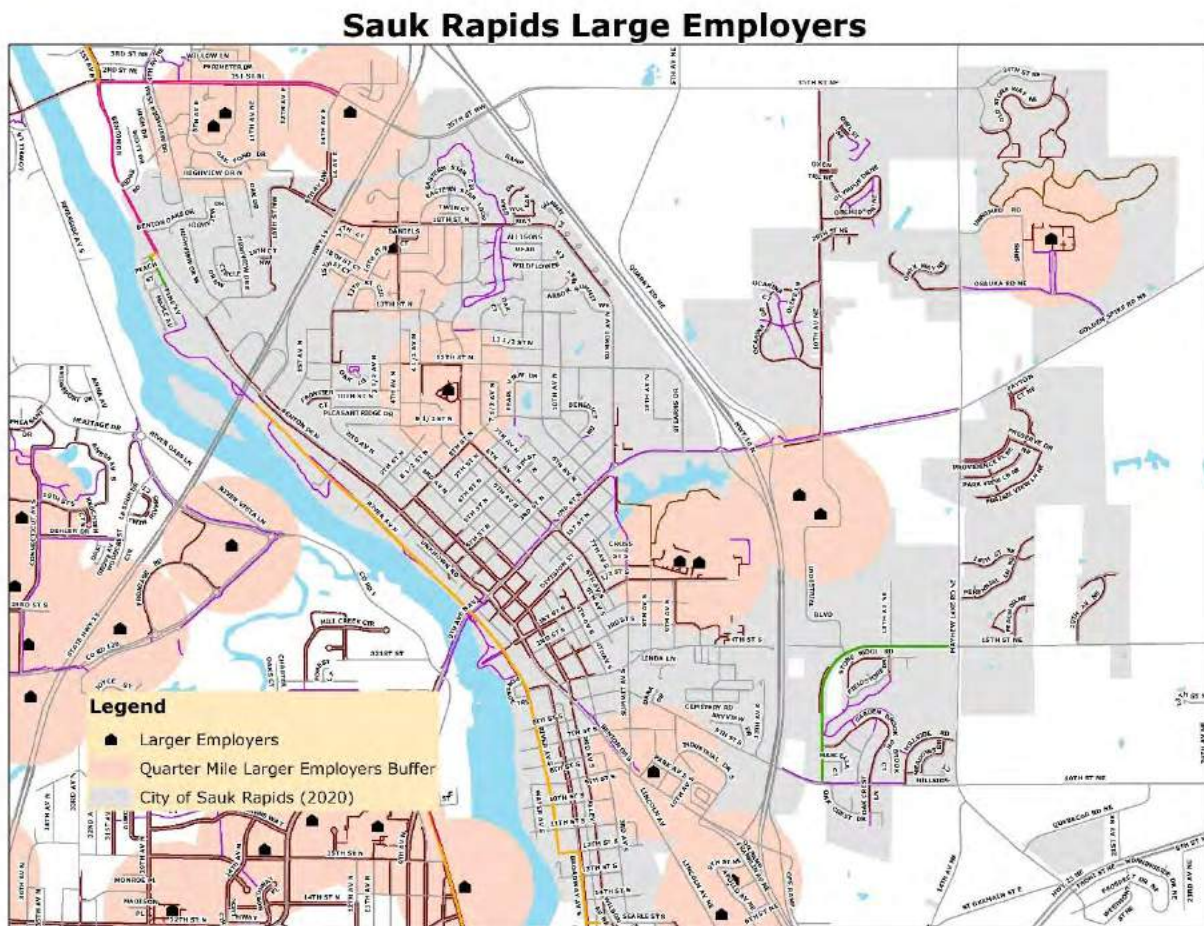


FIGURE 4.4 EXAMPLE MAP SHOWING FACILITIES WITHIN A QUARTER MILE BUFFER OF A DESTINATION TYPE

The active-transportation facilities in place, their condition, the history of crashes involving pedestrians and bicycles, current usage, and common destinations were among the data considered in the initial review. Comments that were documented through public engagement avenues for the ATP provided additional data.

From these individual mapping exercises performed for each of the factors, locations with multiple issues or concerns relative to ATP objectives were identified. These areas of need rose to the top based upon the number of times they were specifically identified as deficient or lacking from the review of maps and factors.

After completing an initial review, APO staff began discussions with the respective city staff (planning, engineering, and law enforcement among them) to gain their perspectives and discover additional issues unique to the community that might not have been noticed with the initial analysis.

Summary Measures for All Five Cities			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			7.8
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			51.9%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	86.6%
		1-310 ft (One block or less)	2.9%
		311-930 ft (Two to three blocks)	8.6%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	78.3%
		1-310 ft (One block or less)	9.2%
		311-930 ft (Two to three blocks)	8.3%
		> 931 ft (Four or more blocks)	4.2%
	Large Employers	0 Ft (Asset Served by AT Facility)	60.7%
		1-310 ft (One block or less)	7.9%
		311-930 ft (Two to three blocks)	13.5%
		> 931 ft (Four or more blocks)	18.0%
	Parks	0 Ft (Asset Served by AT Facility)	76.0%
		1-310 ft (One block or less)	4.8%
		311-930 ft (Two to three blocks)	7.7%
		> 931 ft (Four or more blocks)	11.5%
	Transit Stops	0 Ft (Asset Served by AT Facility)	59.4%
		1-310 ft (One block or less)	19.5%
		311-930 ft (Two to three blocks)	11.7%
		> 931 ft (Four or more blocks)	9.4%
Percent of street crossings that do not meet full ADA standards			73.3%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			4:5
Percent mileage of Regional Priority bicycle facilities that do NOT exist			46.7%
Percent of on-road bicycle facilities with poor pavement			6.8%
Percent of SUP with rough/very rough pavement			20.3%

FIGURE 4.5 – PERFORMANCE REPORT CARD FOR ALL FIVE CITIES (2019)

From the measures of performance that were identified earlier in this chapter, APO staff prepared “report cards” to quantify existing conditions within each individual city as they relate to ATP goals and objectives. Figure 4.5 provides a summary of the results from the five cities considered in combination.

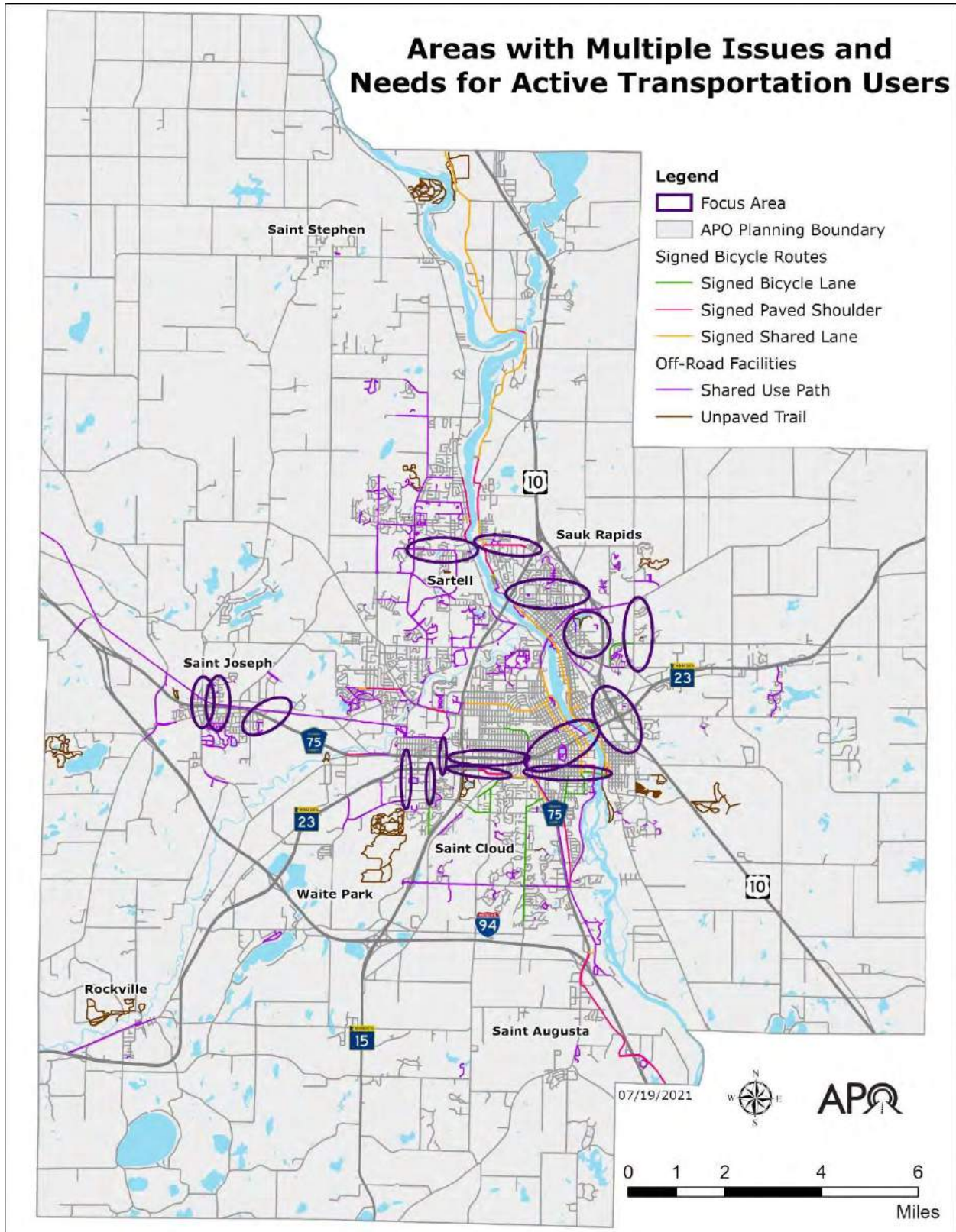


FIGURE 4.6 – AREAS OF FOCUS

Step 2. Analysis of Focus Areas

Data review relative to factors, coupled with issues and barriers identified through the APO’s initial public outreach helped establish areas within each municipality in need of a closer look. Areas where multiple areas of need were identified after examining each of the factors determined the focus areas within each city which would receive more detailed analysis. Figure 4.6 shows the areas that were identified across the region.



FIGURE 4.7 EXAMPLE OF ROADWAY FACILITY AND USAGE DATA CONSULTED IN FOCUS AREA ANALYSIS

To further understand these focus areas, APO staff began a deeper dive into the data surrounding these specific locations. Among the data reviewed were traffic speeds and volume, crash locations, pedestrian crossings, signals, and existing right-of-way. The analyses considered land use and how neighborhoods and businesses are being served in these areas, providing a clearer picture of the respective issues within focus areas.

Detailed analysis helped to further define critical service gaps and deficiencies. Current barriers that prohibit safe access and opportunities for solutions were considered.

APO staff then consulted again with jurisdictional staff to further vet these focus areas, identify any plans and projects that have begun to address to these issues, and jointly determine other possible remedies to confront these concerns.

After concluding these steps, the resulting analysis of facilities and usage, assessments of the areas of need, and recommended projects to address them were compiled into five city profiles, included as Appendix x. The needs analysis for the focus areas within each of the cities using the above methodology is summarized in spreadsheet form within the profiles. This analysis of issues is followed by facility recommendations to address areas of need.

Summary Findings and Recommendations for Area Cities

Many common issues and barriers for active transportation users were found within the areas with multiple needs. Within each of the city profiles are project recommendations for consideration in future planning and programming. Recommendations for project improvements are based on the land use and transportation facility context, the issues found, and the opportunity to modify or enhance the facilities in place within the available right-of-way. They consider accepted traffic engineering guidance from FHWA and MnDOT for balancing the needs of vehicle traffic and active transportation users.

Improving User Safety and Comfort

Mapping locations from the history of accidents over ten years often revealed concentrations within specific areas suggesting issues and concerns that could be addressed with facility improvements. Typically, these were areas with a high volume of vehicle traffic coupled with high usage from active transportation users. Crossing safety improvements or designs that better accommodate the safety of bicycles and pedestrians are suggested for areas experiencing a high number of crashes and injuries.

Those cities with on-road facilities had some segments of roadways designated for bicycle use that did not meet the MnDOT design guideline for the posted vehicle speeds, the maximum average daily volume of traffic, or the minimum width of shoulders. The average cyclist is not comfortable and may not be safe using such facilities on which they must compete with vehicle traffic. Safety is improved when facilities are either upgraded to meet the standard, vehicle speeds are lowered, or the facility is modified to widen the bike lanes or delineate/separate them from vehicle traffic.

Improving Connections in Areas with Gaps

Analysis revealed that within each city there remain collector and arterial roadways that are without adjacent active transportation facilities. As roadways are expanded or rebuilt, the responsible jurisdiction has opportunities to fill these gaps.

The focus areas identified for each city include a description of the destinations sought by active transportation users and whether they are adequately served with the existing system. Maps of the facility network show where gaps exist. The profiles suggest areas where additions to the local network of sidewalks and shared use paths would permit users to reach their destinations. Additions that would improve access to schools, food assets, parks, and large employers are noted, as are connections that will benefit vulnerable or underserved demographic groups. The profiles include some additions that would better connect local facilities to the regional network.

Grade-separated facilities were recommended in several areas to allow bicycles and pedestrians to cross major roadway barriers.

Maintaining Existing Facilities in Good Condition

The pavement condition of on-road bicycle facilities and shared use paths within the cities is generally good though within every city are segments that were rated in fair or poor condition, as indicated. Designated funding to allow facility maintenance on an ongoing basis where needed are recommended for both on-road bicycle facilities and off-road shared use paths.

Improving Service to Sensitive Areas

Analysis of facility mileage by block group found that there are currently fewer facilities in areas where there is high percentage of groups that are traditionally underserved than in other areas of the MPA. Targeting facility investments that improve access and connectivity in these areas will achieve more equity and better serve many who may be more reliant on active transportation.

What was learned from the examination of specific needs within each city in Phase 1 would inform the broader discussion of how to improve the regional network.

PHASE 2. EVALUATING FACILITIES AND SERVICE NEEDS ACROSS THE REGION AND TO NETWORKS OUTSIDE THE REGION.

Having reviewed local priorities and areas of need, attention turned to analysis that examined connectivity needs at the larger regional level. This phase of analysis relates specifically to **ATP goal 5**. Among the primary purposes of the ATP is to identify and advance projects that fulfill the vision of a coordinated *regional* network of walkways, bikeways and related facilities.

Existing facilities were identified and mapped as the first step in developing a regional network. For identification of potential regional bicycle facilities, four basic guidelines were used: 1) use currently existing facilities as much as possible, 2) focus on longer, continuous facilities and corridors to help facilitate longer, regional trips, 3) aim for a distance between regional corridors of about 2 miles to help ensure a good geographic distribution of regional facilities, and 4) give preference to shared-use paths whenever possible as they were identified as the preferred facility type in the early public-input phase of this planning process. For bicycle facilities, staff assessed both connections between cities within the region, and potential connections between the APO planning region and other nearby cities outside the planning region.

Pedestrian trips by their nature tend to be of shorter distance. Therefore, to assess important “regional” sidewalk connections, analysis focused on seamlessly connecting existing sidewalks across city boundaries and connecting existing residential neighborhoods in one city with jobs and food assets that are within a half-mile but in another city.

Step 1. Review of Regional Bicycle Connectivity Needs Within the MPA.

The response from ATP public engagement indicates active transportation users do not confine their trips to their own community. They often want to be able to reach destinations in neighboring communities. Just as vehicle travel depends upon roadways that cross jurisdictional lines, bicyclists and other active transportation users rely on facilities that provide regional connectivity.

An initial review of facilities region-wide examined how effectively the current active transportation network satisfies travel connectivity needs between cities and to nearby towns and cities.

Logical connections and potential projects that would help complete network gaps were analyzed for feasibility and effectiveness. Direct paths would be used when feasible. Typically, connecting routes follow collector or arterial roadways. In addressing connectivity needs, the system would strive to achieve an approximate spacing of two miles between regional facilities. From area findings that the public strongly prefers separated shared use paths, the preference is to complete gaps with the construction of shared use paths over on-road facilities.

Regional connectivity analyses also considered how to best extend pathways from existing local facilities to efficiently reach these planned regional routes.

Once critical issues and gaps were identified from a regional perspective according to these guidelines, APO staff developed systemwide mapping with potential connections that would complete the network.

Step 2. Review of Connectivity Needs to Areas Outside the MPA.

As earlier referenced, connecting the APO’s regional network to other areas will further fulfill service needs and bring visitors from other areas, providing tourism and associated economic benefits to area communities.

The APO service area forms a centrally located hub to which networks from other areas are leading. Figure 4.8 from the MnDOT Statewide Bicycle Plan and District 3 Bicycle Plan shows how corridors from networks being developed in other parts of the state are envisioned to connect with the Saint Cloud metropolitan area. While participants in MnDOT’s plan development process suggested the priority ranking indicated in the figure, MnDOT’s Statewide Plan is clear in assigning the actual responsibility of identifying and prioritizing connecting routes to the MPO and local partners.

Step 3. The Regional Bicycle Network Plan

The results of the regional analysis applying goal 5 factors and connectivity guidelines across the region and indicating future extensions to communities beyond the boundaries of the MPA was began at the staff level. Initial concepts were reviewed, validated and further refined through coordination with city and county planning and engineering staffs, then with APO committees (ATAC and TAC). The analysis was then shared with the public for their review and comment. Consideration was given to comments received from the public

engagement process. The plan for the regional network was again reviewed at the committee level and then by the APO Policy Board.

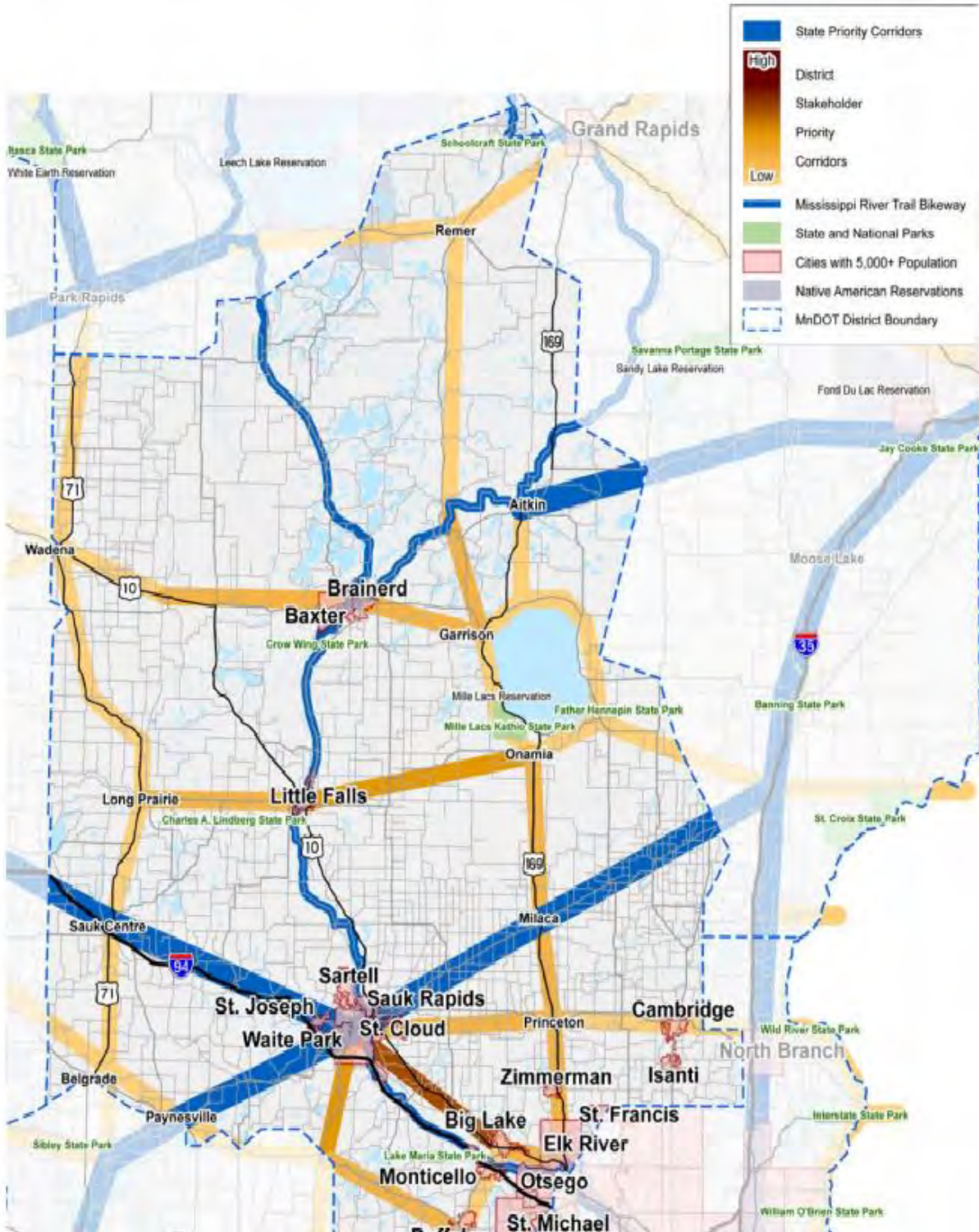


FIGURE 4.8 PRIORITY CORRIDORS AS IDENTIFIED IN MNDOT BICYCLE PLANS

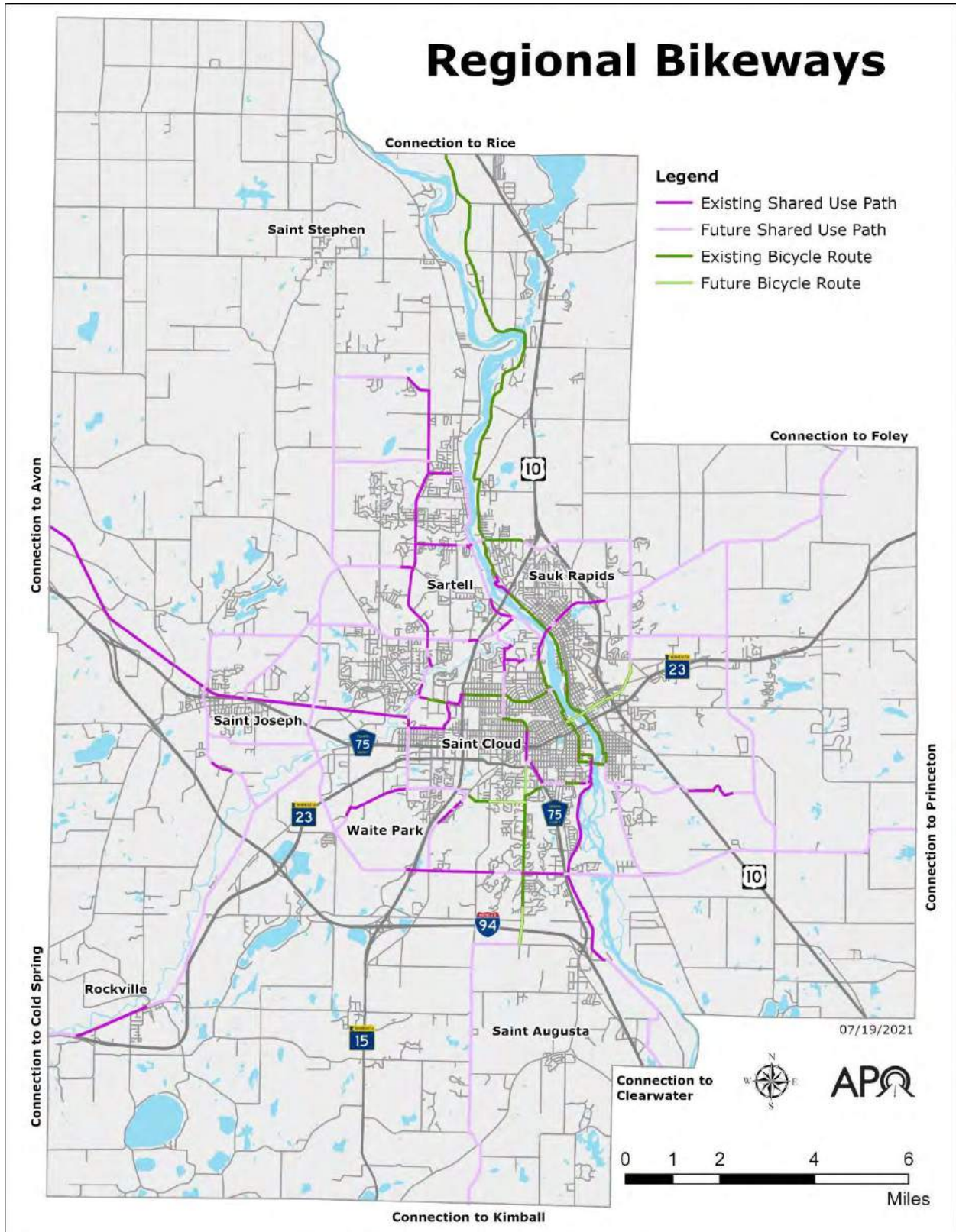


FIGURE 4.9 REGIONAL ACTIVE TRANSPORTATION FACILITY NETWORK

APPENDIX A: CITY PROFILE - SAUK RAPIDS

Located on the east bank of the Mississippi River, the City of Sauk Rapids in Benton County takes pride in maintaining a “small town” flavor consistent with its historic roots. Keeping the relaxed small town feel of Sauk Rapids has been a continuing objective for the city with new growth and redevelopment.

One of the city’s most identifiable features is its downtown, serving as both a gateway to visitors and a convenience to city residents. Sauk Rapids is also distinguished by the many recreational amenities associated with the Mississippi River, an extensive system of regional and local parks, and a network of highly rated schools. The City also has an expanding network of locally owned and maintained active transportation facilities to serve those who live and work here and the many visitors from outside the community.

DEMOGRAPHICS

The City of Sauk Rapids is becoming an increasingly urbanized area, particularly east of US 10 with plans for new residential development. According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Sauk Rapids has a population that has grown 24.5% since the year 2000.

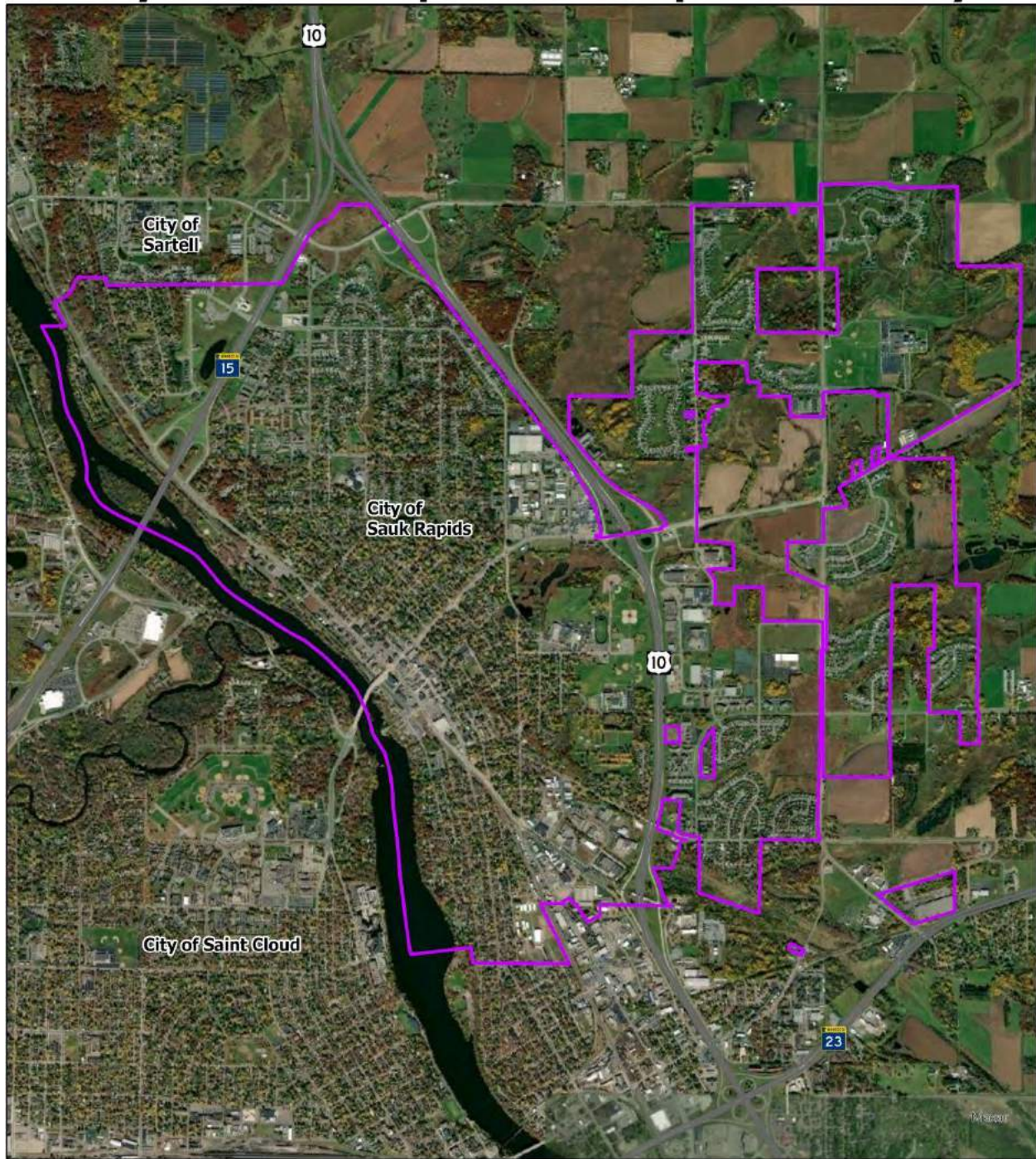
The City of Sauk Rapids is mindful of the need to provide equitable service to all segments of the community in its transportation planning investments. At a regional level, the APO tracks specific population demographic subsets known as historically underrepresented populations. This includes the following:

People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).

- Persons with low-income
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these particular demographics in Sauk Rapids finds that approximately one-quarter of the city’s population is under age 18. In addition, approximately one in 10 people within the city have a disability. Almost one in five households are considered low-income. See Figure A.2 below for other details.

City of Sauk Rapids Municipal Boundary



Legend
 City of Sauk Rapids Municipal Boundary



FIGURE A.1 – CITY OF SAUK RAPIDS

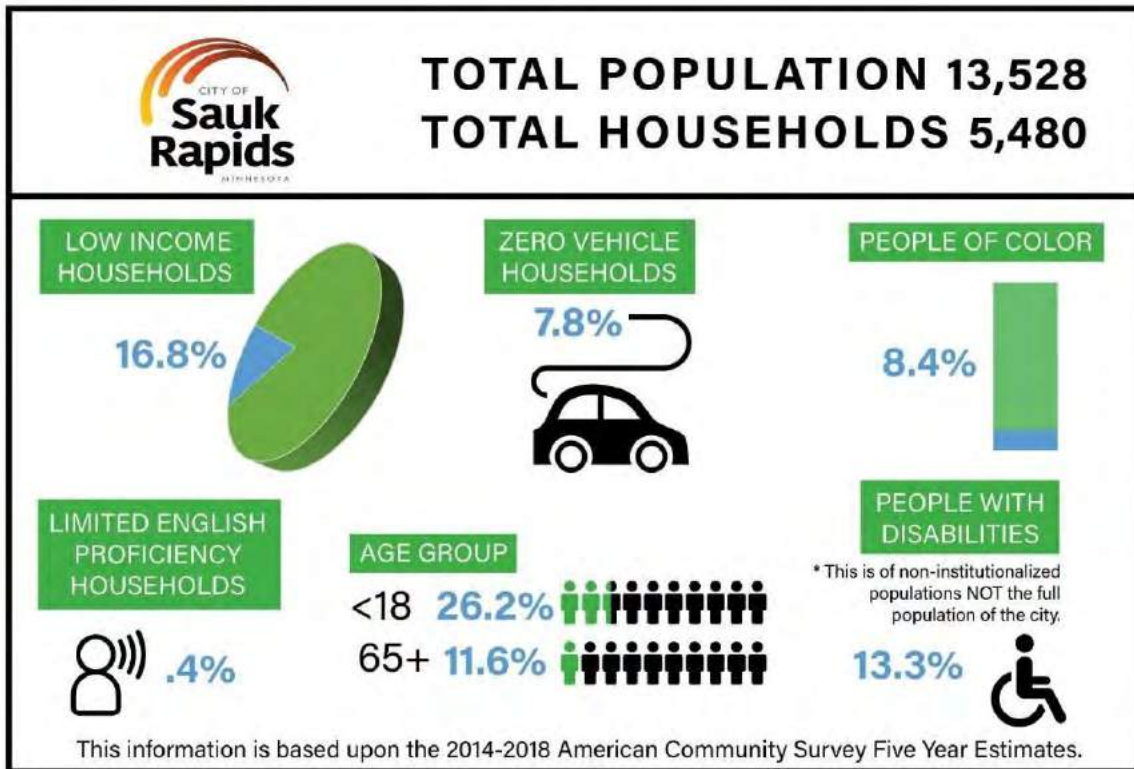


FIGURE A.2 – DEMOGRAPHIC PROFILE OF SAUK RAPIDS

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial) impacts the transportation network and the modes of travel available or desirable to users. The linkage between existing land use and transportation often has an impact on communities and can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users.

As a city situated on the Mississippi River and surrounded by two major roadways – MN 15 to the west and US 10 to the east – the City of Sauk Rapids contains a variety of different land uses.

City of Sauk Rapids Land Use

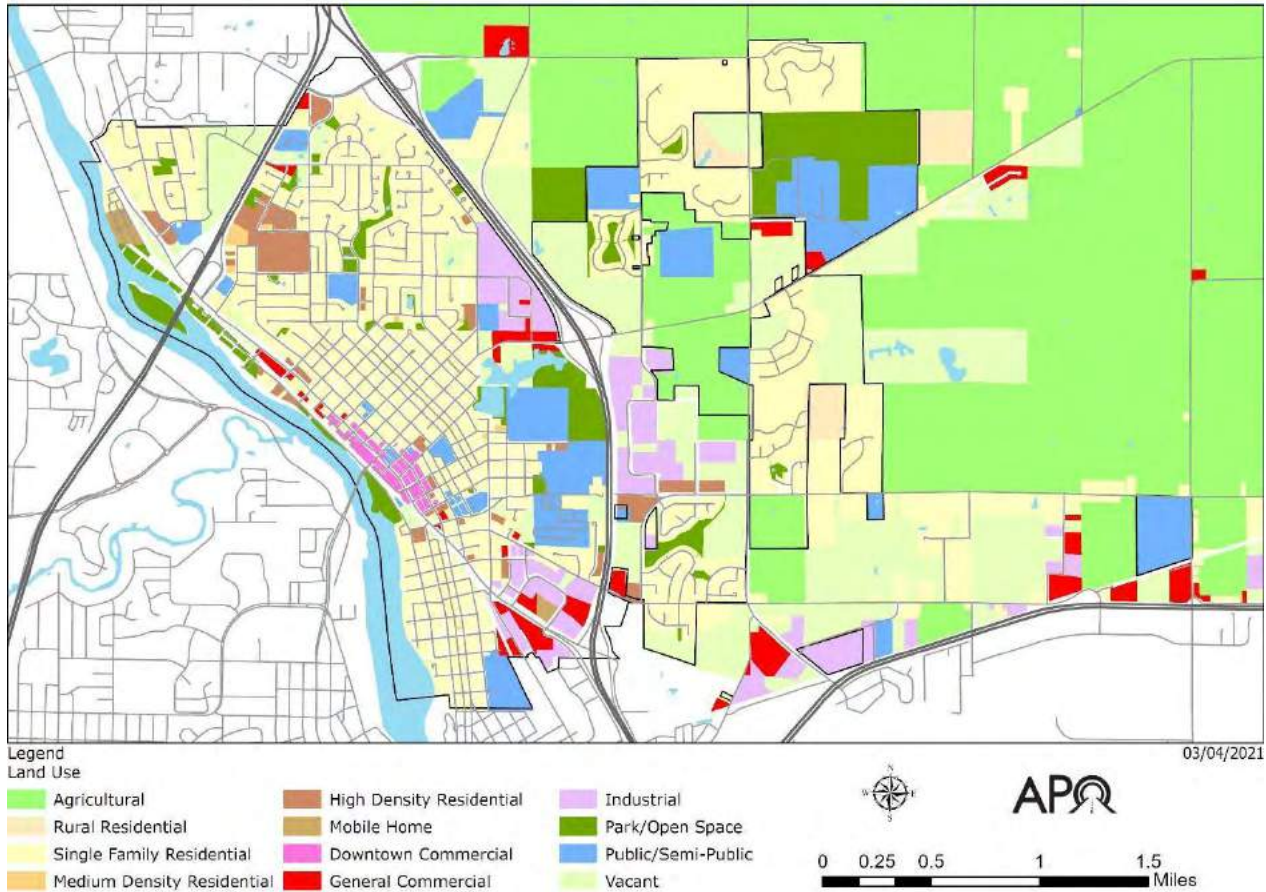


FIGURE A.3 – SAUK RAPIDS LAND USES

As part of developing the City’s 2005 Comprehensive Plan, the city conducted a land use inventory. This inventory was subsequently updated in 2008, as displayed in Figure A.3. Though somewhat dated, it remains relatively accurate according to city staff. As shown, the majority of Sauk Rapids consists of residential areas, particularly single-family homes, though more multiple family uses have been added in recent years. Concentrations of mixed use and medium density residential use are located near MN 15 and US 10. In the nearly two decades since the comprehensive plan was adopted, the city has focused on infilling the vacant areas to the east of US 10 with residential development.

The largest cluster of commercial use is found in the downtown area along the Mississippi River while most of the industrial use is concentrated in areas around US 10. A number of large Sauk Rapids’ industrial businesses are located on Industrial Boulevard east of US 10 (i.e., J-Berd Mechanical and Hardware Distributors, LTD), along Stearns Drive to the west of US 10 (i.e., Coleman Co.) and in the south part of the city along and near Benton Drive (i.e., Talon Innovations and C & L Distributing).

The downtown area is the city’s commercial hub and a major gateway to Sauk Rapids with many retail and service destinations. Other areas of commercial activity are along Benton Drive, the area near the Second Street North interchange with US 10 and along 18th Street NW near MN 15.

Scattered throughout the city are several acres of park land and open space including neighborhood parks along with major parks such as Bob Cross Nature Preserve, Municipal Park, and Lions/Southside Park.

An understanding of the city's land use types and how areas are intended to develop in the future is helpful in reviewing how these uses are served by the transportation system. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Sauk Rapids has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network such as bike lanes (on-road facilities). Others are separated from the roadway network such as sidewalks and shared use paths (off-road).

Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus.

Taken together, bicyclists and pedestrians can rely on both the on- and off-road network and the Metro Bus system to reach their destinations.

INSERT PHOTOS OF ACTIVE TRANSPORTATION USERS WITHIN THE CITY OF SAUK RAPIDS TO FILL THIS WHITE SPACE.

City of Sauk Rapids Active Transportation Facilities

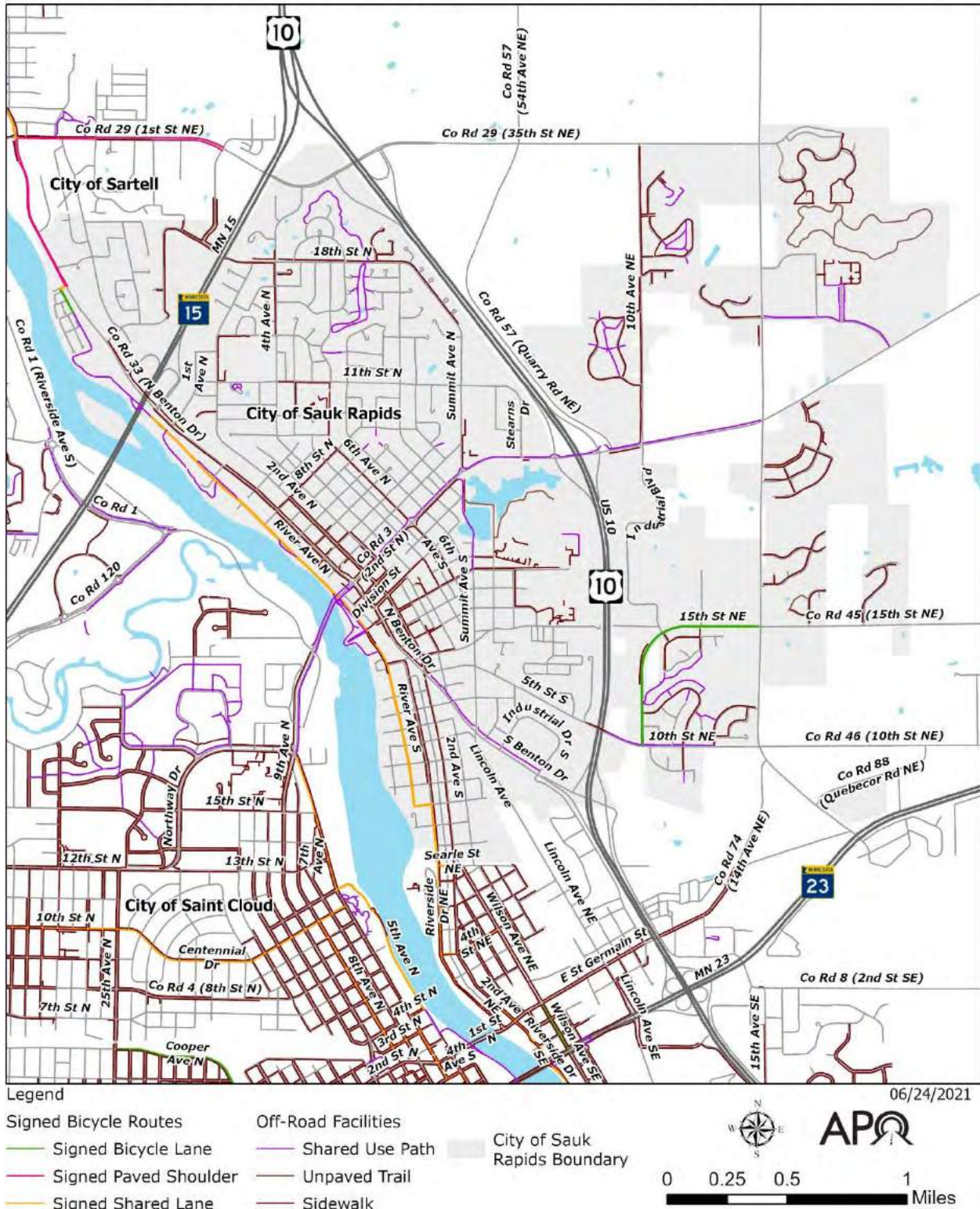


FIGURE A.4 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SAUK RAPIDS BY TYPE AND LOCATION.

ON-ROAD FACILITIES

To serve bicyclists, the City of Sauk Rapids has 7.5 lane miles of on-road bicycle facilities including signed bicycle lanes, signed paved shoulders and signed shared lanes. Over half of these on-road miles are part of the nationally recognized Mississippi River Trail (MRT).

The Mississippi River Trail (MRT)

The MRT, a planned network of bicycle facilities encompassing the length of the Mississippi River, winds its way through the City of Sauk Rapids. The MRT enters Sauk Rapids from northwest along Benton Drive before following along Garden Avenue. At the Sauk Rapids Regional Bridge the MRT splits with one route crossing the bridge and continuing into Saint Cloud and another route following Sauk Rapids' River Avenue. As a nationally recognized bicycle route and being close to the Great River Road Scenic Byway (which includes portions of Benton Drive), this facility is regionally significant to the city.

In addition, the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its interjurisdictional nature – spanning from northern Minnesota to Louisiana – and high potential of connecting to other regional active transportation facilities.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 12.8 miles of shared use paths that provide neighborhoods with access to many of the city's parks, recreational areas, and schools. This includes 10.2 miles of paved shared use paths and 2.6 miles of unpaved trails, much of which offer walking access within Bob Cross Park and Mayhew Creek Park.

One of the most notable paved shared use paths in Sauk Rapids is the facility along Second Street N/CSAH 3 from the Sauk Rapids Bridge to Mayhew Lake Road which provides the only east/west active transportation facility connection across US 10. Another is the Ox Cart Trail that follows the Mississippi River, parts of which are within four city riverside parks.

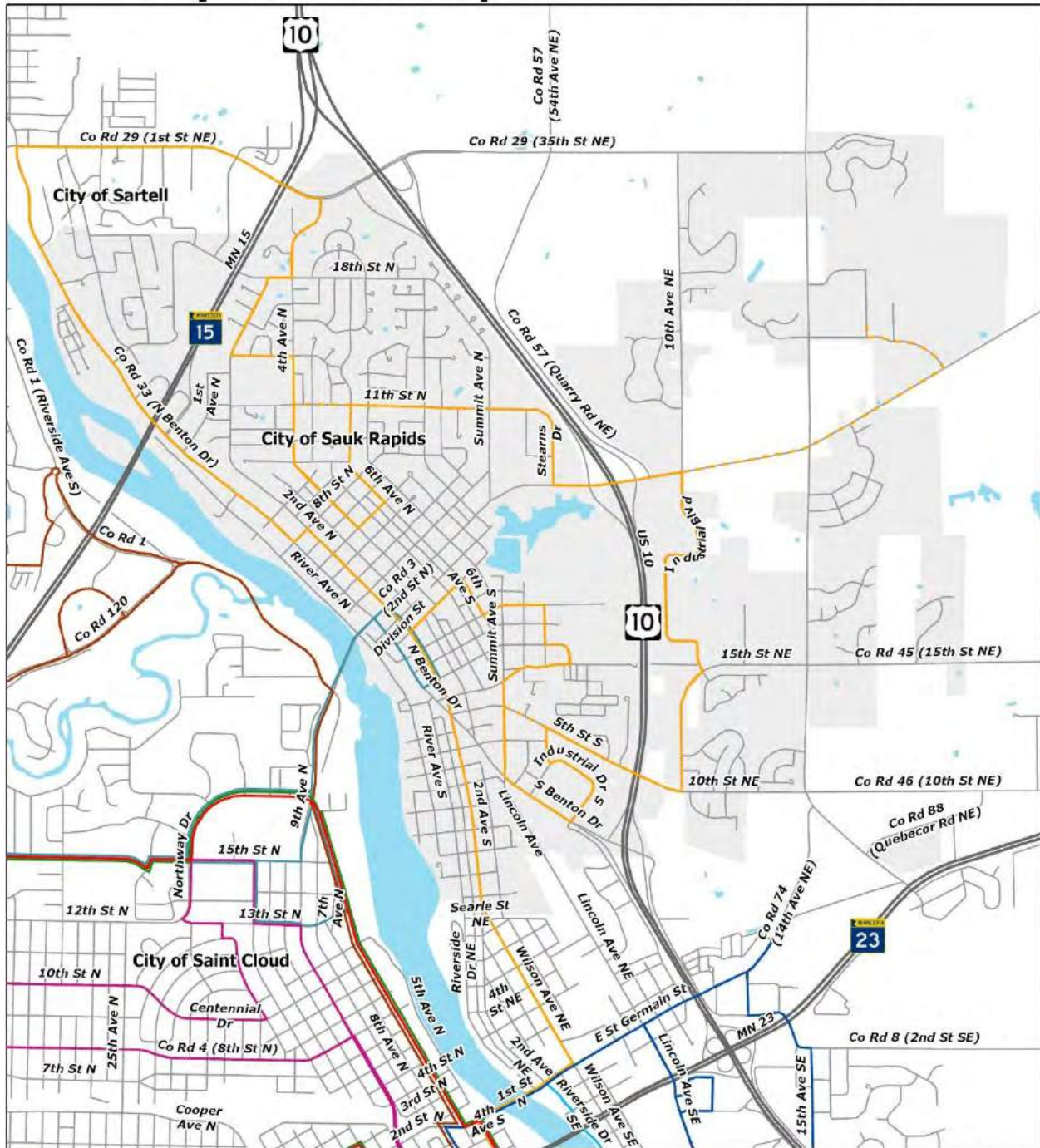
Sidewalks

While sporadically located in residential developments – particularly in new developments east of US 10 – the sidewalk network in the City of Sauk Rapids is most commonly found along the downtown commercial district. Approximately 28 miles of sidewalks are located within Sauk Rapids. Much of these sidewalks are around the city's elementary and middle schools and along some of the city's parks.

TRANSIT SERVICES AND INFRASTRUCTURE

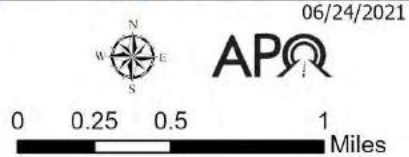
As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids.

City of Sauk Rapids Transit Routes



Legend

- Route 21 & 22
- Route 33
- City of Sauk Rapids
- Boundary



06/24/2021

FIGURE A.5 – METRO BUS FIXED ROUTE SERVICE

FIXED ROUTE SERVICE

Metro Bus provides fixed route transit service to the City of Sauk Rapids seven days a week through routes 21, 22, and 33.

Routes 21 and 22 provide service to roughly the same areas within Sauk Rapids, however they operate from different directions. In addition, Route 21 operates Monday through Friday, while Route 22 provides seven-day service. It is also important to note that Route 21 does deviate from its regular fixed route three times during the day to provide service to Sauk Rapids-Rice High School while school is in session. With this deviation, several areas including around Industrial Boulevard and Pleasantview Elementary School are not served by Route 21.

The Coborn's site in downtown Sauk Rapids serves as a transfer point for Route 33, one of the few Metro Bus fixed routes that does not start or end at the downtown transit center. This crosstown route connects downtown Sauk Rapids to Crossroads Center.

All fixed route transit stops for these three routes are signed. Several stops, particularly in the downtown area include benches and shelters.

DRAFT

City of Sauk Rapids Transit Stops

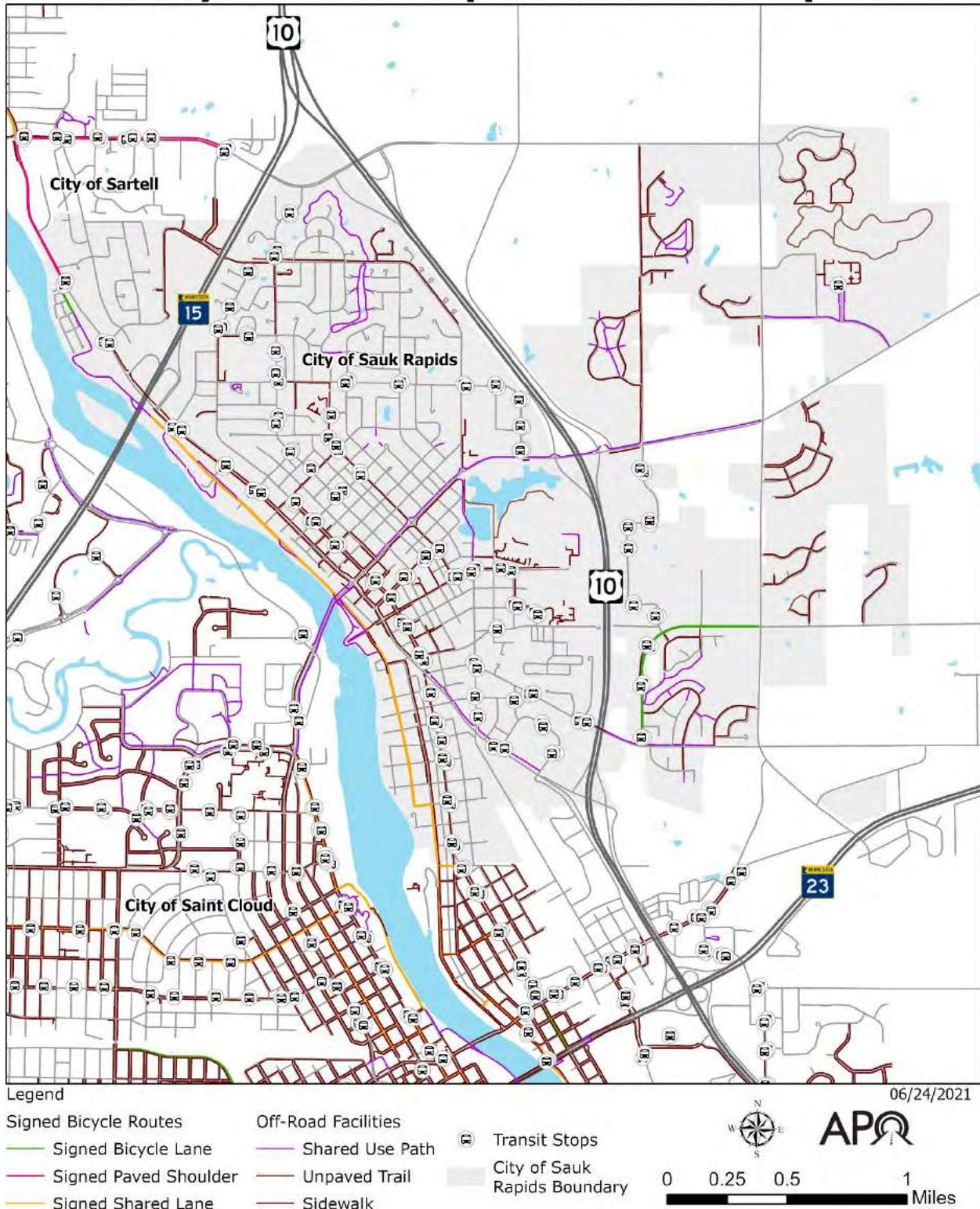


FIGURE A.6 – TRANSIT STOPS IN RELATION TO THE ACTIVE TRANSPORTATION SYSTEM

Figure 6 shows location of transit stops and how close they are to active transportation infrastructure. Transit stops for destinations in the downtown area typically include sidewalk access. As shown, while some transit stops are connected to active transportation facilities, many locations with Metro Bus stops lack on- or off-road facilities for those who need to walk or bike from their bus stop to their homes and destinations.

Fixed route service extends to some neighborhoods and the industrial park east of US 10 though service does not yet extend to many outlying areas of the City with newer development east of US 10 and north of CSAH 3.

OTHER TRANSIT SERVICES

Metro Bus also offers additional transit service for Sauk Rapids residents. Dial-a-Ride (DAR) is an operator-assisted paratransit service provided for those who are unable to use fixed routes. West of US 10, Sauk Rapids residents may also use ConneX, a curb-to-curb and/or door-through-door on demand service, to access various destinations throughout the neighboring city of Sartell.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the condition of existing infrastructure is poor or ill-equipped for the end user, it may be inconvenient or underutilized. For those who are using them, infrastructure that is rough or in disrepair could be unsafe and result in accidents and injuries. Keeping the system in good condition assures safe use by all users.

Data on the current pavement conditions for on-road and off-road active transportation facilities within the City of Sauk Rapids was collected from areawide surveys performed for the APO as discussed in Chapter 2 of the ATP.

ON-ROAD FACILITIES

Pavement Condition and Striping

In 2019 GoodPointe Technology collected pavement and striping condition data on the existing on-road bicycle routes in Sauk Rapids.

Pavement conditions along roadway segments were scored using a visual inspection methodology. As shown in Figure 7, of the 3.6 total centerline miles signed as shared bicycle facilities, 1.7 centerline miles are in “fair” or “poor” condition. This includes the majority of the MRT mileage that runs through the City along River Avenue. The remaining mileage was rated “good” or “satisfactory.” *(Note: some portions of Benton Drive were reconditioned in 2020 after the pavement conditions shown below were measured.)*

Striping conditions were also rated from a visual inspection. In the City of Sauk Rapids, only 2.5 lane miles are striped. The striped lanes along 15th Street NE/10th Avenue NE and north Benton Drive are rated “fair.” The striping on Garden Avenue which is part of the MRT corridor is rated “poor.”

City of Sauk Rapids Bicycle Route Pavement Condition

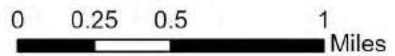


Legend

Signed Bicycle Route
Pavement Condition

- Very Good
- Good
- Fair
- Poor

City of Sauk
Rapids Boundary



06/24/2021

FIGURE A.7 – CONDITION OF SIGNED SHARED BICYCLE ROUTES

City of Sauk Rapids Bicycle Route Striping Condition

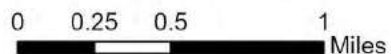


Legend

Signed Bicycle Route
Striping Condition

- Good
- Fair
- Poor
- None

City of Sauk Rapids Boundary



06/24/2021

FIGURE A.8 - STRIPING CONDITION OF SIGNED SHARED USE BICYCLE ROUTES

OFF-ROAD FACILITIES

Condition of Off-road Shared Use Paths

The Parks & Trails Council of Minnesota completed a pavement condition assessment of almost all shared use paths within the APO in 2020. Using a specially equipped electronic bicycle, a Parks & Trail Council staff member rode the shared-use paths throughout the metropolitan planning area – traveling in both directions – while instruments aboard the bicycle recorded the “bumpiness” of the pavement.

The study concluded that while several facilities such as the shared use path along Second Street N/CSAH 3 are in good or “smooth” condition, some areas, particular neighborhood facilities need improvement.

Approximately 15% of all shared use paths in Sauk Rapids were identified as being in “rough” condition. Nearly half of the city’s paths were rated as “fair,” much higher than the average for the region as whole.

Since the facility condition survey was conducted, the City of Sauk Rapids has reconstructed River Avenue south of 2nd Street N with the addition of new shared use paths. As part of the 2020 reconstruction of Benton Drive, the city extended the shared use paths south of Summit Avenue.

DRAFT

City of Sauk Rapids Shared Use Path Pavement Condition

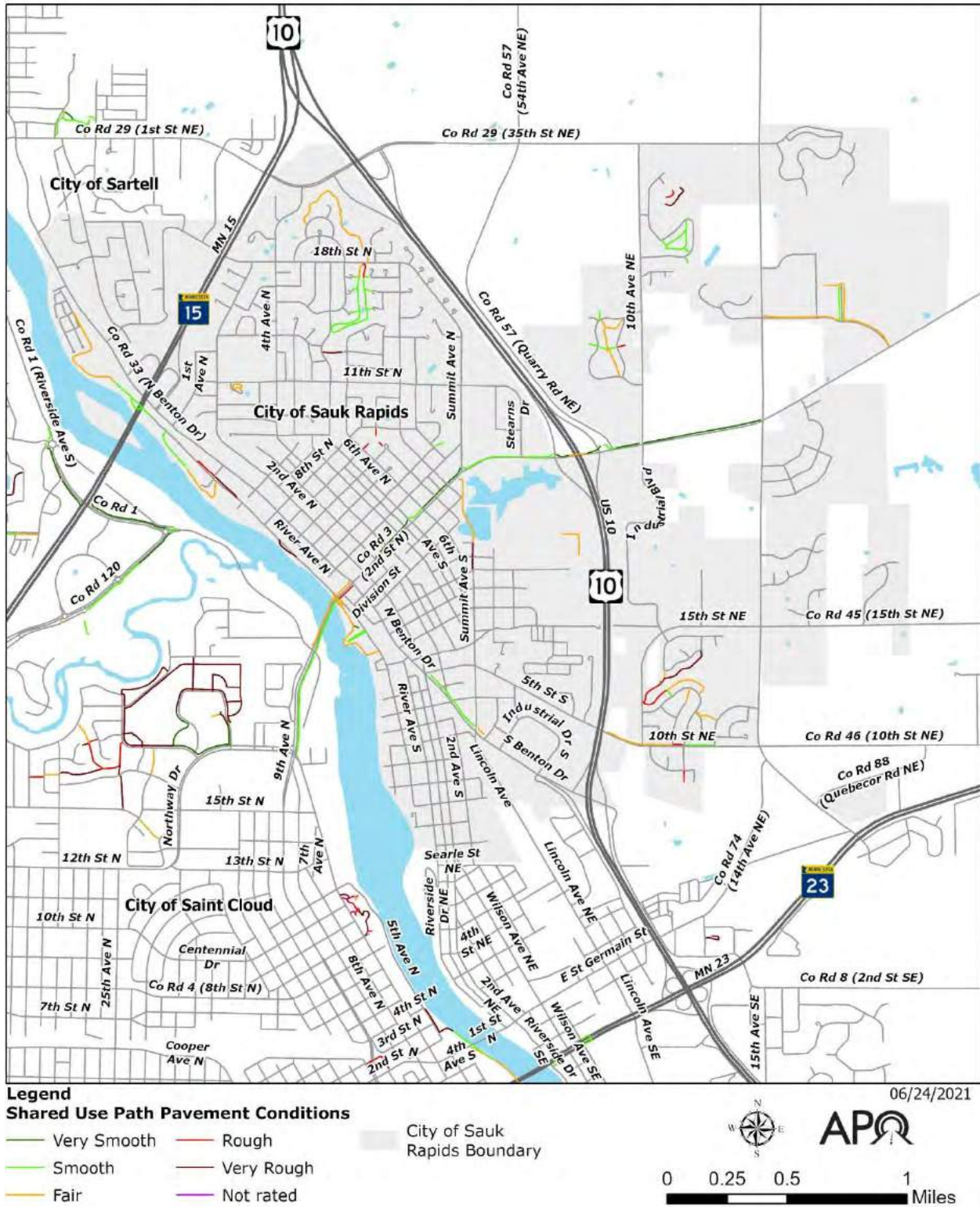


FIGURE A.9 – SHARED USE PATH PAVEMENT CONDITION (2019)

SAUK RAPIDS PLANS FOR ACTIVE TRANSPORTATION

The [2005 Comprehensive Plan](https://bit.ly/2YvB3Rt) (https://bit.ly/2YvB3Rt) and the [2011 Transportation Plan](https://bit.ly/2YvPR2I) (https://bit.ly/2YvPR2I) for the City of Sauk Rapids provide the current planning framework for transportation. Both recognize the significance of planning to accommodate non-motorized modes as means to relieve growing congestion on roadways. Each of the city's plans cite the need for new or improved roadway facilities which include infrastructure for bicycles and pedestrians and for expanding the off-road system as the area grows.

As a guide to transportation and other investments, the City of Sauk Rapids maintains a [Capital Improvement Program \(CIP\)](https://bit.ly/3p8I9HV) (https://bit.ly/3p8I9HV). The CIP includes projected long-term 20-year needs along with short term projects, identified based to anticipated future revenues.

2005 COMPREHENSIVE PLAN

Ensuring safe and convenient travel for non-motorized users is one of the main transportation goals identified in the Sauk Rapids Comprehensive Plan. To accomplish this goal, the city's plan includes promoting bicycling, walking, and transit opportunities and includes a discussion on expanding the existing network of trails and other infrastructure. The plan suggests strategies to design and maintain roadways that accommodate all travel modes. The city seeks to achieve a balance between the need to efficiently move traffic through the region and to provide local access to homes and businesses. The city strives to meet the facility needs of pedestrians along with those of automobiles.

Active Transportation Needs as Identified in Comprehensive Plan

Among issues cited in the 2005 Comprehensive Plan is the lack of transportation infrastructure (all kinds) to accommodate growth, especially for developing commercial and industrial areas. The Comprehensive Plan includes specific strategies to provide routes from residential to commercial areas that are pedestrian friendly, placing much focus on improving the pedestrian environment in the city's downtown area. Strategies call for a more complete network of sidewalks and additional wayfinding signage to the city's river facing parks.

In addition, the plan states the importance the city places on connecting neighborhoods with sidewalks and expanding the network of parks and trails/shared use paths.

2011 TRANSPORTATION PLAN

Bicycling and walking, as identified in the city's 2011 Transportation Plan, is both a recreational and commuting need for Sauk Rapids residents. Using a multimodal approach – including expanding the network of bike lanes, sidewalks, and shared use paths – the city strives to develop an active transportation network which complements the roadway system.

Active Transportation Needs as Identified in the Transportation Plan

According to the city's Transportation Plan, the primary barrier to bicycle and pedestrian trips is the limited ability to cross primary arterials. With few roadway crossings and only one shared use path that crosses US 10, the highway remains a significant barrier for

residents who rely on walking and biking to get to schools, jobs, or other destinations on the other side of the highway.

The Transportation Plan calls for additional shared use paths around the high school along with developing neighborhoods along CSAH 1/Mayhew Lake Road. In addition, the plan recommends expanding roadway shoulders and designating additional bike lanes to better serve the needs of all users.

The plan also calls for addressing the lack of active transportation infrastructure surrounding schools and local parks. It is suggested that sidewalks and shared-use paths be provided where there is adequate right-of-way and that the city should reserve the right to increase minimum right-of-way requirements for future roadways if needed to accommodate active transportation modes.

CITY ORDINANCES

Along with various citywide planning efforts, [Sauk Rapids City Code](https://bit.ly/3tCM1TY) (https://bit.ly/3tCM1TY) has established several ordinances pertaining to the active transportation system and its users.

City Code Section 12 outlines provisions for active transportation with new street construction or reconstruction. A sidewalk and trail network shall connect new and existing subdivisions. With new construction or reconstruction of urban collector and arterial streets, city ordinance calls for a minimum five-foot (unstriped) bicycle route or (striped) lane plus the addition of five-foot sidewalks (on both sides of the street) if possible. The construction of reconstruction of rural collector and arterial streets shall include five-foot bicycle routes or lanes plus a five-foot sidewalk or trail (shared use path) of eight to twelve-foot width. The sidewalk and trail network may also be adjacent to local streets as determined. The adjacent active transportation network may extend to residential, commercial or industrial development. The city's Sidewalk/Trail Committee plans and makes recommendations to the Planning Commission and City Council for improving the network (City Code Section 12.08).

Sidewalk maintenance, in particular snow and ice removal, is the responsibility of the landowner or tenant whose property is abutting the sidewalk. Snow removal must occur within 24 hours of the snowfall event. If the persons responsible do not comply, the city may assess the costs of removal. (City Code Section 8.04)

In addition, city ordinances also outline designated parking areas for nonmotorized vehicles and call for speeding restrictions of 5 mph within city parks.

SYSTEM USAGE

An understanding of bicycling and walking behavior complements information on the available active transportation network within the City of Sauk Rapids. It is important to know how many people are using the system, where they need and/or desire to go, and how well current facilities are addressing those needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations throughout the MPA, including three spots within the City of Sauk Rapids.

The MnDOT counter actually uses two different type of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes that are placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can not only record that cyclist, but also determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure the body heat of people who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting out the bicyclists from the total count.

With these portable counters, APO staff monitors daily usage of shared use paths for seven-day intervals at specified locations. However, the portable counters are owned by MnDOT. As a result, various agencies and jurisdictions can (and have) utilized the counters throughout the year, impacting the consistency in obtaining data. As a result, no 2020 count data was collected in the City of Sauk Rapids.

As stated earlier, the APO regularly deploys the counter at three counting locations throughout the city:

1. The Ox Cart Trail in Island View Park.
2. The Helix Spiral at the Sauk Rapids bridge.
3. The shared use path along Second Street N/CSAH 3 just south of Seventh Avenue N.

Ideally, all three of these locations are counted each summer. The Helix Spiral location is one of a handful of locations throughout the MPA that has counts done seasonally – winter, spring, and fall. Due to weather conditions, these seasonal counts are done using only the PYRO-Box counter. This type of counting program is relatively new (beginning in 2020) so limited data is available.

Location	Dates Counted (2019)	Weekday Average Bike	Weekday Average Pedestrian	Weekend Average Bike	Weekend Average Pedestrian
Ox Cart Trail	07/08 – 07/14	2	114	0	125
Helix Spiral	07/15 – 07/21	3	81	3	104
Second Street N	07/22 – 07/28	2	50	1	27

FIGURE A.10 – 2019 BICYCLE AND PEDESTRIAN COUNTS FROM THE THREE SAUK RAPIDS LOCATIONS.

As found in Figure A.10, summer pedestrian usage of these three facilities is rather high with average weekday counts ranging between 50 and 114 users.

City of Sauk Rapids Active Transportation Count Locations

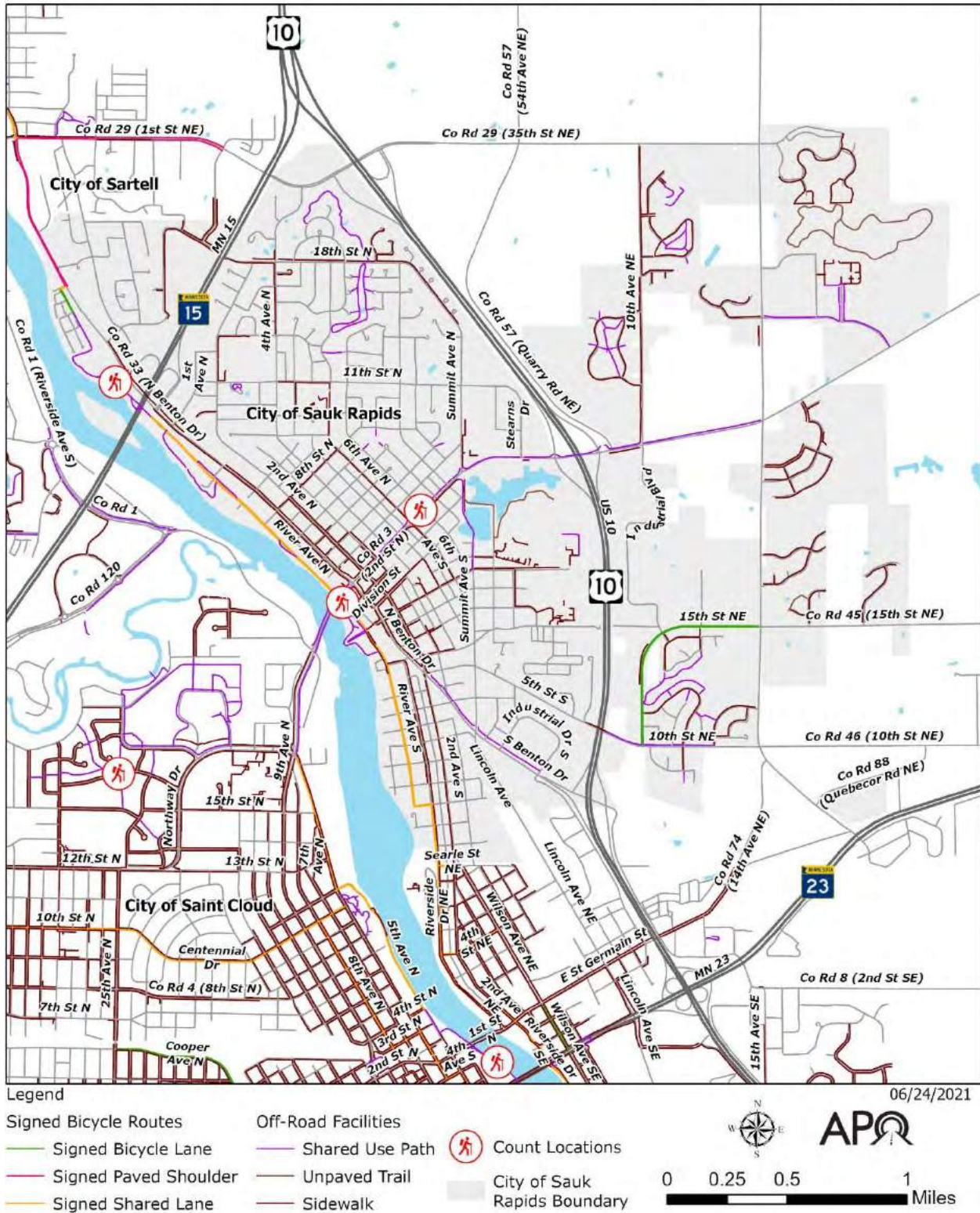


FIGURE A.11 – LOCATIONS WHERE THE APO REGULARLY DEPLOYS AUTOMATIC BICYCLE/PEDESTRIAN COUNTERS

Figure A.12 is the one-week winter seasonal count on the Helix Spiral in 2020. As seen below, usage of this facility in the winter can be correlated to outside temperatures.

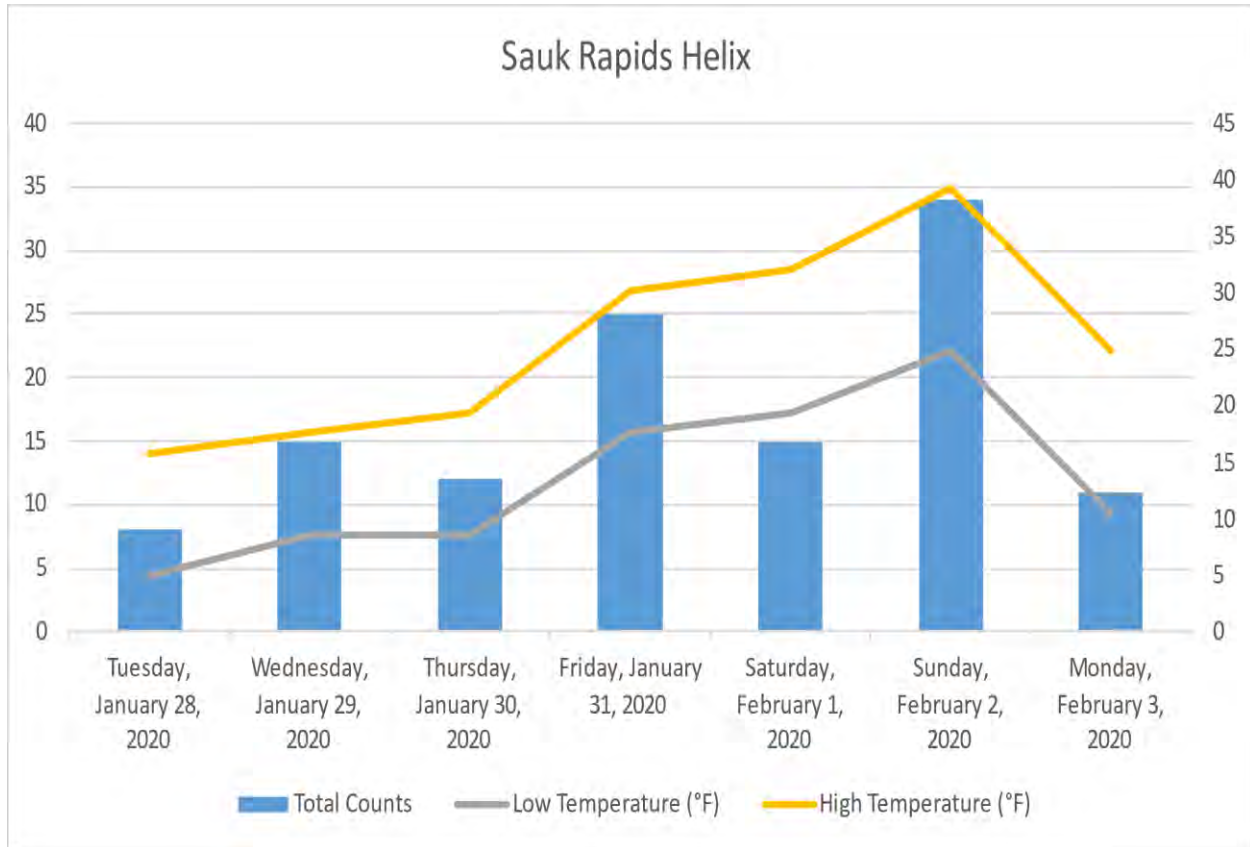


FIGURE A.12 – 2020 WINTER COUNTS INFORMATION AT THE SAUK RAPIDS HELIX SPIRAL IN COMPARISON TO DAILY HIGH AND LOW TEMPERATURES.

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks.

Food assets are defined as grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed are those that have 100 or more full- and/or part-time employees.

Figure A.13 shows the locations of these destinations within the City of Sauk Rapids.

City of Sauk Rapids Active Transportation Destinations

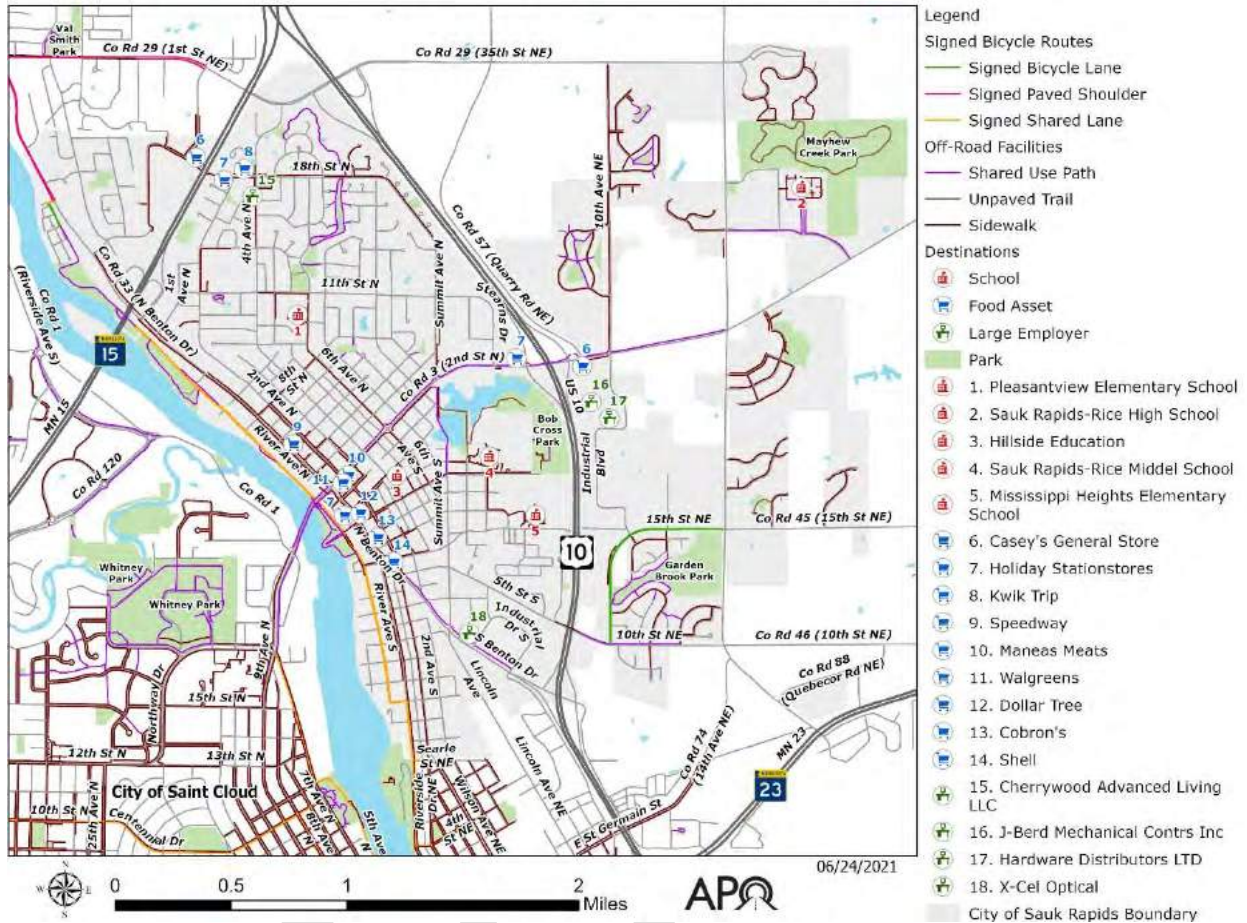


FIGURE A.13 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS

Schools

Among the city’s largest employers, the Sauk Rapids-Rice School District operates five public schools within city limits. Rice Elementary School, located in Rice, is also part of the SR-R district.

The 2011 Transportation Plan cited safety concerns with crossing and traffic speeds in many of the school areas. And while a mix of sidewalks and shared use paths have expanded over time to improve access and safety for students who bike or walk to each of the schools, gaps still remain in some of these areas.

Name	Address	Grades Served	Approximate Number of Students Served
Hillside School	30 Fourth Ave. S	Early Childhood/Adult Basic Education	N/A
Pleasantview Elementary School	1009 Sixth Ave. N	K-5	800
Mississippi Heights Elementary School	1003 Fourth St. S	K-5	1,040
Sauk Rapids-Rice Middle School	901 First St. S	6-8	1,060
Sauk Rapids-Rice High School	1835 Osauka Road	9-12	1,300

FIGURE A.14 – THE FIVE PUBLIC SCHOOLS LOCATED WITHIN THE CITY OF SAUK RAPIDS.

Food Assets

As shown in Figure A.13, grocery stores and other food destinations are mostly found in the downtown commercial area. This includes Coborn’s, Manea’s Meats, Walgreens, Dollar Tree, and a variety of small convenience stores. Other food asset hubs are located around the US 10/CSAH 3 interchange and locations along 18th Street N and 18th Street NW near the intersection of MN 15.

Food assets are typically along some sort of active transportation facility – either a sidewalk or a shared use path. In addition, food assets such as those in the downtown area are often located near transit stops.

Large Employers

Large employment centers within Sauk Rapids are located within the city’s industrial areas. As shown in Figure 12, two major employers (J-Berd and Hardware Distributors, LTD) can be found along Industrial Boulevard east of US 10. Other major employers are located along Industrial Drive S and Benton Drive S. In northern Sauk Rapids, Good Shepherd Community serves as another major employer for the city.

Most large employers are located on Metro Bus fixed routes though access to sidewalks and shared use paths varies. It is worth noting here again that US 10 is effectively a barrier to active transportation facilities. Workers who live west of US 10 would need to travel miles out of their way to reach these employers by active transportation modes.

Parks

The City of Sauk Rapids has 24 parks within city limits. While most are small neighborhood parks, the city does define six parks as being regional – Island View Park, Municipal Park, Lions and Southside Parks, Bob Cross Park, and Mayhew Creek Park.

These larger parks and several of the newer neighborhood parks in Sauk Rapids are generally well served with sidewalks or shared use paths. As a result, residential areas near these parks are more likely to have active transportation facilities.

It should be noted that many of the city’s smaller neighborhood parks have limited or no sidewalk access.

In the park plan component of the 2005 Comprehensive Plan, the city identified the need to grow its park and recreation system. The City’s plan is to expand and improve existing paved and unpaved trail systems between these parks. River park facilities are planned to connect with the downtown area and to other community parks and trail systems. Strategies include integrating the city’s parks with regional parks and trails plans.

SAFETY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are on the rise within the Saint Cloud MPA.

Specifically, within the City of Sauk Rapids, DPS crash data has indicated 27 crashes involving active transportation users and vehicles have occurred in the 10-year period between 2010 and 2019. See Figure 14 for locations and severity.

While most of these crashes occurred in the downtown area and resulted in minor injuries, it is important to note that during this time frame, two pedestrians were killed. A death resulted from a crash on US 10 near CSAH 3 in 2013. A pedestrian died from a crash on Benton Drive near MN 15 in 2016. Both accidents involved pedestrians in the lane of traffic on high-speed arterials that were struck by vehicles.

Of the 27 locations citywide with crashes involving pedestrians and bicyclists from 2010 to 2019, eleven injury crashes (41 percent) occurred in the downtown area.

Crash history is reviewed to determine if there are particular locations where crashes appear to be more likely to occur and whether there may be an engineering solution or partial solution to help mitigate the crashes. It is unclear from the DPS crash reports whether physical conditions at the crash locations were a contributing factor or if physical changes to the facilities may help mitigate future crashes. DPS crash reports do not indicate a common theme or roadway infrastructure/design flaw as a contributing factor. Some reports cited careless behavior or inattention to traffic laws on the part of the bicyclist or pedestrian. The accidents may be due to the high number of both vehicles and active transportation users in this area which increase the likelihood of possible conflicts.

City of Sauk Rapids Active Transportation Crashes

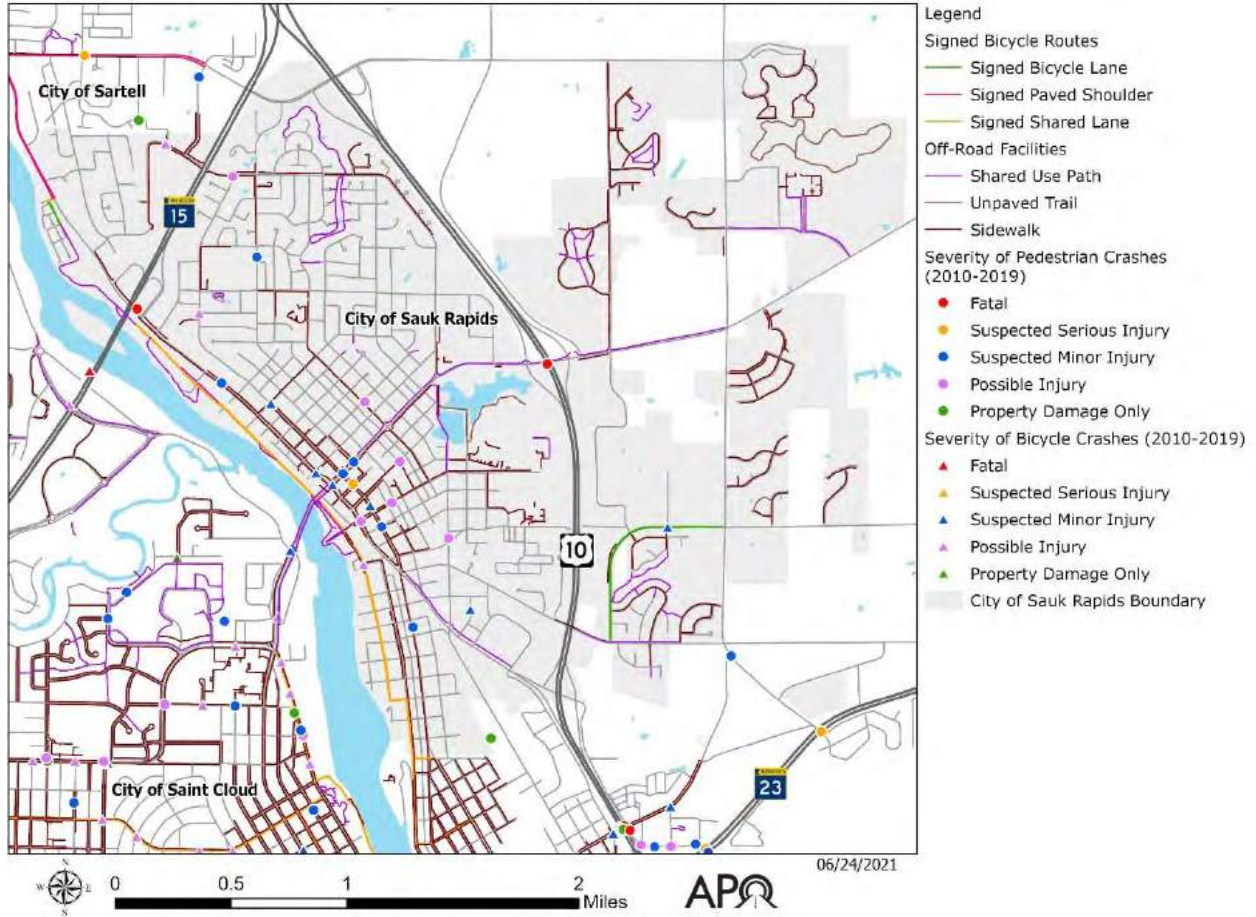


FIGURE A. 15 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS (2010-2019)

FILL WHITE SPACE WITH RELEVANT PHOTO

Downtown Area Crash Locations

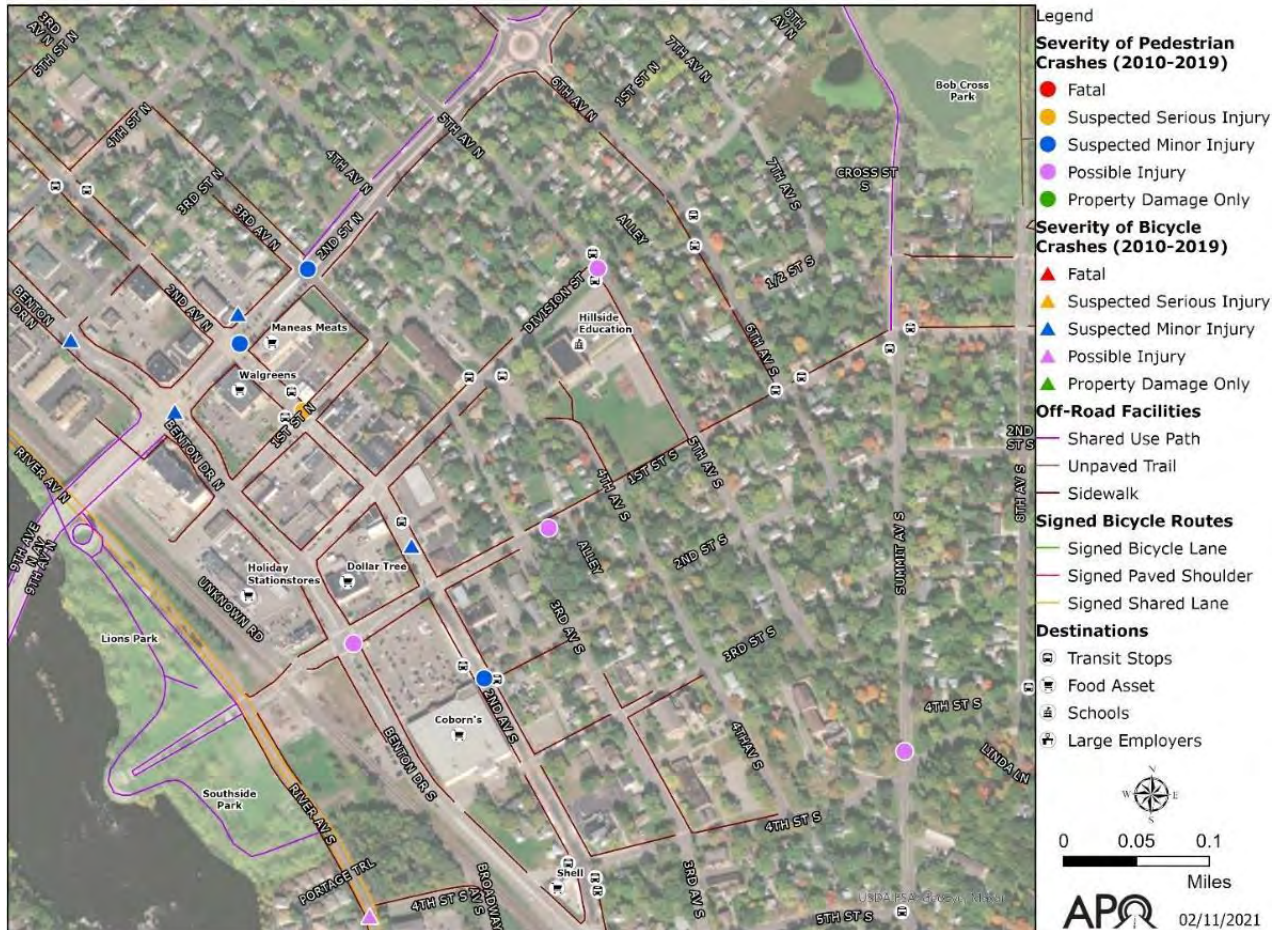


FIGURE A. 16 – DOWNTOWN AREA LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS

PROGRAMMED AND PLANNED IMPROVEMENTS

As referenced earlier, the City of Sauk Rapids maintains a Capital Improvement Program (CIP) which identifies short term projects and long-range concepts designed to improve active transportation facilities. The CIP also indicates anticipated future revenues that may be available to implement such projects. Projects from the CIP may be eligible for available Federal funding and inclusion in the APO Transportation Improvement Program (TIP).

One such project identified in the CIP is the 2021 construction of a shared use path along Mayhew Lake Road (CSAH 1) from Golden Spike Road NE (CSAH 3) to Osauka Road NE. The roadway reconstruction of Second Avenue S from Benton Drive to 10th Street S in 2024 includes the possible addition of sidewalks. The city includes the upgrade of shared use paths and sidewalks with its program of road reconstruction projects.

Long term (though currently unfunded) goals for the city's active transportation network include the following:

- Extending the shared use path north from Osauka Rd NE to the city water tower, then east to 29th Street NE. This would connect to the existing and planned network of sidewalks serving neighborhoods in northeast Sauk Rapids.
- Constructing a grade separated pedestrian bridge across US 10 connecting Fourth Street S to 10th Avenue NE. This would provide access to Mississippi Heights Elementary School.

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

To supplement and inform current city planning efforts, APO staff performed a citywide analysis of facility and other needs for active transportation users. The intent of this assessment, performed in coordination with city staff and representatives, was to identify active transportation needs within the city and assist in prioritizing those needs in the event funding becomes available.

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The areawide goals and objectives for active transportation as adopted by the APO provide a starting point for the Sauk Rapids needs assessment. The goals, objectives, and the factors used to evaluate services and needs relative to each objective are detailed in Chapter 4. The evaluation factors were equally applied for the assessments of needs within each city and across the MPA.

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework (see Chapter 4), APO staff, in coordination with Sauk Rapids city staff and community volunteers, developed the following methodology to address critical gaps in the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on addressing gaps utilizing existing data as it relates to the region's active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken down into three phases. This process began with an in-depth analysis of the Sauk Rapids transportation network, identifying issues and needs within the city from the review of data and factors. The findings from this cursory review led to a more detailed analyses of active transportation needs within specific focus areas in Sauk Rapids.

In the second phase, APO staff coordinated with Sauk Rapids and other APO member cities (Saint Cloud, Saint Joseph, Sartell, and Waite Park) to begin a discussion on exploring connections between each of the cities and areas outside of the APO's planning area. In the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Sauk Rapids			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			0.6
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			38.6%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	100%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	100%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Large Employers	0 Ft (Asset Served by AT Facility)	25.0%
		1-310 ft (One block or less)	25.0%
		311-930 ft (Two to three blocks)	25.0%
		> 931 ft (Four or more blocks)	25.0%
	Parks	0 Ft (Asset Served by AT Facility)	92.9%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	7.1%
	Transit Stops	0 Ft (Asset Served by AT Facility)	34.9%
		1-310 ft (One block or less)	23.3%
		311-930 ft (Two to three blocks)	23.3%
		> 931 ft (Four or more blocks)	18.6%
Percent of street crossings that do not meet full ADA standards			80.0%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			3.1:3.9
Percent mileage of Regional Priority bicycle facilities that do NOT exist			46.3%
Percent of on-road bicycle facilities with poor pavement			41.8%
Percent of SUP with rough/very rough pavement			14.4%

FIGURE A-18 – SAUK RAPIDS PERFORMANCE REPORT CARD (2019)

Evaluating Needs for the City of Sauk Rapids

The initial phase of the analysis, to identify service gaps within the City of Sauk Rapids, followed a two-step process.

The first step was to review needs and gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data which detailed the existing active transportation conditions for the city. Utilizing the goals, objectives, and applying factors, staff began to dive into the existing conditions data to look for network gaps or areas of concern. (i.e., high crash locations, locations of under designed on-road/off-road facilities).

Figure A.19 provides a summary of the findings for the City of Sauk Rapids.

Areas of Need - City of Sauk Rapids

	Safety & Comfort Factors										Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance							
CSAH 3 (2nd St N) - Benton Dr to 3rd Ave N		X														X	Downtown area - crashes with injuries, intersections not ADA compliant	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards.
CSAH 33 (Benton Dr N) - TH 15 to CSAH 3		X														X	One fatality (TH 15), crashes with injuries (downtown), intersections not ADA compliant	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards.
11th Street North				X	X		X	X									Major collector without adjacent facilities, serves school destination (Pleasantview), speed & safety concerns for students, lacks transit stops.	Construct sidewalks or shared use paths, crosswalks or crossing improvements, reduce speeds.
Summit Ave S - 1st St S to Benton Dr				X	X		X	X						X			Major collector without adjacent facilities, serves school destinations (elem, middle school), speed & safety concerns, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths, crosswalks or crossing improvements, reduce speeds.
River Ave N			X							X	X						Signed shared lane with 30 mph speed (25 mph is the guideline). On road pavement condition (fair/poor). Oxcart Trail in rough condition.	Reduce speeds, add signage, striping bike lanes, improve pavements.
River Ave S			X	X						X							Signed shared lane with 30 mph speed (25 mph is the guideline). On road pavement condition (fair).	Reduce speeds, add signage, striping bike lanes, improve pavements.
Benton Dr S - Summit Ave to Hwy 10				X	X		X										Minor Arterial without adjacent facilities, serves major employers, speed & safety concerns in the overpass area.	Construct sidewalks or shared use paths, manage speeds.
Mayhew Lake Rd - North of CSAH 3				X			X							X			Minor arterial without adjacent facilities, neighborhoods not connected, serves high school, high percentage aged 18 or younger. Funded project completes gap from CSAH 3 to Osauka Rd NE.	Future project identified: connect from Osauka Rd NE to sidewalks at 29th St NE.
Mayhew Lake Rd - South of CSAH 3				X			X							X			Collector without adjacent facilities, neighborhood sidewalk facilities not connected, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to connect current facilities.
Industrial Boulevard							X	X						X			Serves large employers, transit stops with limited P/B facilities. High percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, businesses.
Industrial Drive S							X	X						X			Serves large employers, transit stops with limited P/B facilities. High percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, businesses.
5th St S - Summit Ave to Hwy 10				X			X	X						X			Major collector without adjacent facilities, transit stops with limited P/B facilities, service to large employers, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops.
4th St S - 4th Ave S to Mississippi Heights Elementary School					X		X	X						X			Area with schools, transit stops with limited P/B facilities, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, neighborhoods and schools. Future project: Hwy 10 pedestrian crossing.

FIGURE A.19 – SAUK RAPIDS NEEDS ANALYSIS

Considered along with the factors were the comments from the APO's initial public input along with comments from city staff.

In the next step, areas where multiple issues were revealed when the factors were applied became the focus of further review and analysis.

Areas of Focus

From the process described for the review of needs and gaps for the City of Sauk Rapids, the following areas have been identified as priority areas for improvements.

- 11th Street North area.
- Sauk Rapids-Rice Middle School and Mississippi Heights Elementary area.
- Mayhew Lake Road (Benton CSAH 1) area.

For each of the focus areas, APO staff, working in conjunction with the city, further analyzed needs and issues, identifying possible solutions to address network gaps.

11th Street North Area

The 11th Street North focus area includes the length of 11th Street from Summit Avenue to First Avenue N along with the connecting transportation network and land use, as shown in Figure A.20. This was identified as an area of focus due to traffic speed, safety concerns, limited facilities, and the location of Pleasantview Elementary School.

NEEDS AND ISSUES

11th Street North is one of only a few continuous east-west collector roadways in the City of Sauk Rapids and as such often sees relatively high vehicle traffic. A 2015 traffic count estimated 1,650 vehicles use 11th Street North daily. The posted speed on 11th Street is 30 mph.

The area surrounding 11th Street N is primarily residential with an abundance of single-family homes. Many homes along 11th Street have direct driveway access directly to the street. Young children use 11th Street to get to and from Pleasantview Elementary. Eleventh Street also serves the Good Shepherd Community - a church plus care facilities and congregating housing for older adults. The eastern end of the corridor is light industrial in nature, providing a good number of jobs. The 11th Street corridor, therefore, is a conduit facilitating the flow of workers to and from those jobs.

While there is a small section of sidewalk on this collector roadway – between Fourth Avenue N and Sixth Avenue N – the roadway is not outfitted with much active transportation infrastructure. There are also several transit stops along the corridor.

11th Street North Focus Area



Legend

Off-Road Facilities	Signed Bicycle Routes	Destinations	
Shared Use Path	Signed Bicycle Lane	Transit Stop	Focus Area
Unpaved Trail	Signed Paved Shoulder	Food Asset	
Sidewalk	Signed Shared Lane	Schools	
		Large Employer	

07/21/2021

0 0.25 0.5 Miles

FIGURE A.20 – 11TH STREET NORTH AREA OF FOCUS

Local public safety officials report concerns with vehicle speeds and the safety of children walking and/or biking to Pleasantview Elementary. Concerns, especially with crossing the intersection of 11th Street N and Sixth Avenue N, have been noted by the city as part of the 2011 Transportation Plan.

City ordinance calls for a minimum five-foot (unstriped) bicycle route or (striped) lane plus the addition of five-foot sidewalks (on both sides of the street) with reconstructed urban streets where possible.

The city, recognized the concern for safety in this school area, has made some improvements to active transportation facilities. A new sidewalk, additional crosswalks and signage were added to the section of 11th Street between 4th Avenue and 6th Avenue with the implementation of a Safe Routes to School project in 2014. With the city’s restriping of 11th Street in 2021, the driving lanes have been narrowed and the shoulders widened, which should help to calm vehicle traffic, though on street parking will remain.

To further address needs for the 11th Street North area, it is suggested that investments be directed to improvements along this corridor as follows.

RECOMMENDATIONS

- The city’s Transportation Plan called for additional crosswalks along the corridor, traffic control devices, and warning flashers to address safety needs. This plan reiterates these recommendations, especially near Pleasantview Elementary. Consider implementing crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- Add additional sidewalk on at least one side of the roadway from at least 2nd Avenue North on the west end all the way into the industrial park and following the Stearns Drive right-of-way connecting into the existing shared-use path on 2nd Street North. This will help provide an important continuous active transportation connection across US 10. The sidewalk will also help provide needed access to existing transit stops.
- The posted speed limit and traffic volume on 11th Street North suggest that an on-road bicycle facility would be relatively safe and comfortable for most users. The existing pavement is 42 feet wide. This appears to be sufficient for two five-foot wide bicycle lanes (one in each direction), two twelve-foot wide driving lanes, and one eight-foot wide parking lane. While parking is currently permitted on both sides of the roadway, it was the observation of APO staff that the parking lanes are rarely used and therefore parking on one side of the street should be adequate to meet demand. Painting both the parking lane and the bike lanes on the pavement should also help control any excess speeds on the corridor by visually tightening the drivable area.

Middle School/Mississippi Heights Area

The area surrounding both Sauk Rapids-Rice Middle School and Mississippi Heights Elementary School was identified as a focus area due to speed and safety concerns and the limited facility access to the two public schools.

This area of focus includes much of Summit Avenue South and the network of streets that provide access to the city’s centrally located elementary and middle schools.

Sauk Rapids-Rice Middle School/Mississippi Heights Elementary School Focus Area

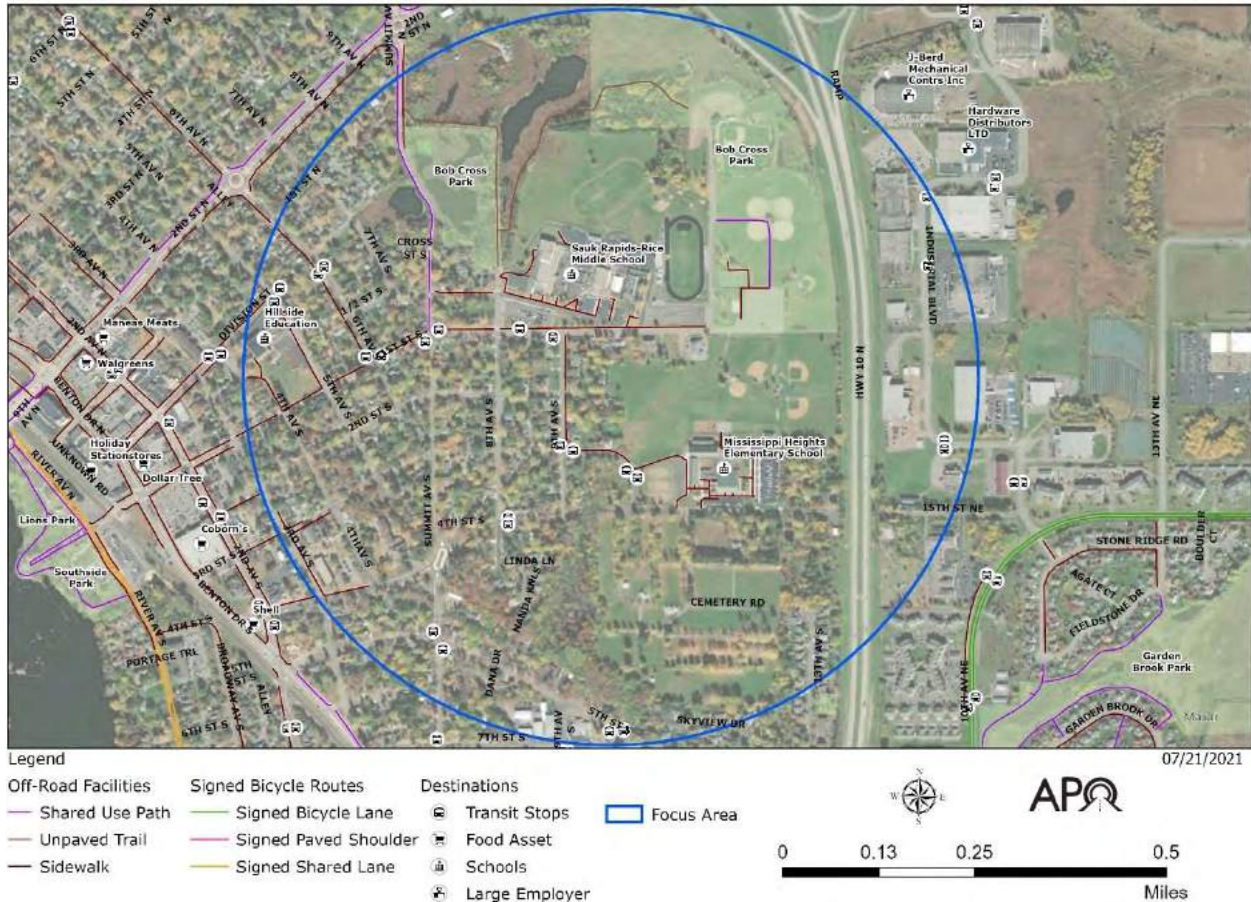


FIGURE A.21 – MIDDLE SCHOOL AND MISSISSIPPI HEIGHTS AREA OF FOCUS

NEEDS AND ISSUES

Vehicles often use Summit Avenue as one of the few crosstown north/south routes. Daily traffic on Summit Avenue was measured at about 1,850 vehicles in 2015. At the same time Summit Avenue and other streets are used by those walking or biking to the nearby schools.

Fourth Street South, while a local street, is the main access to Mississippi Heights Elementary. At present there are no active transportation facilities on Fourth Street.

Within the focus area the land use is mostly single-family residential. The residential area surrounding both the middle school and Mississippi Heights Elementary School has a higher number of low-income and zero vehicle households – two types of demographic groups that have been known to rely more heavily on active transportation.

That said, aside from sidewalks along First Street S and Ninth Avenue S, this area is predominately lacking in active transportation infrastructure, including access to transit stops along Summit Avenue S and Fourth Street S.

As noted in the 2011 Transportation Plan, there are also concerns with the speed of vehicle traffic along the Fourth Street corridor. Crossing safety along Summit Avenue and Sixth

Avenue were also identified as safety concerns in the Transportation Plan. Also noted was the difficulty for vehicles on Summit Avenue and Fourth Street to see bicycles and pedestrians.

Concerns from the public have been expressed with vehicle speeds approaching the roundabouts on Fourth Street South and Summit Avenue and the safety of children who walk or bike on these streets.

The city does have plans for a new grade-separated shared-use path under or over US Highway 10, providing a direct connection between the elementary school and the residences on the east side of US 10. However, funding has not yet been identified.

RECOMMENDATIONS

- This plan reiterates and reinforces the city's plan for a grade-separated shared-use path at US 10, connecting 4th Street South with 15th Street NE, allowing for school-aged children to safely traverse the highway.
- Further, to improve safe access to the schools and for other nonmotorized users, adding sidewalks or shared use paths along Fourth Street South is recommended. If this is impractical, the city may consider the possibility of alternative routes for pedestrians and bicycles such as Third Street S. A continuous active transportation facility from US 10 to the existing sidewalks at the edge of downtown (i.e., 3rd Avenue South at Third Street or Fourth Street) would be ideal.
- East of US 10, it is recommended that a continuous sidewalk or shared-use path be constructed along 15th Street NE to the Pheasant Ridge Apartments and to Stone Ridge Road.
- Marked crosswalks on Summit Avenue (especially at 3rd Street South and 4th Street South) will improve safety and serve as a visual reminder to drivers to expect pedestrians crossing their path of travel. They may also help address the speeding concern as expressed by the public.

Mayhew Lake Road Area

The focus area shown in Figure A.22, CSAH 1 (Mayhew Lake Road) from CSAH 3 to 10th Street NE, was identified due to the lack of connected facilities to residential neighborhoods in a growing part of the city and service needs for an area with a high percentage of low-income and zero vehicle households.

Mayhew Lake Road (Benton CSAH 1) Focus Area

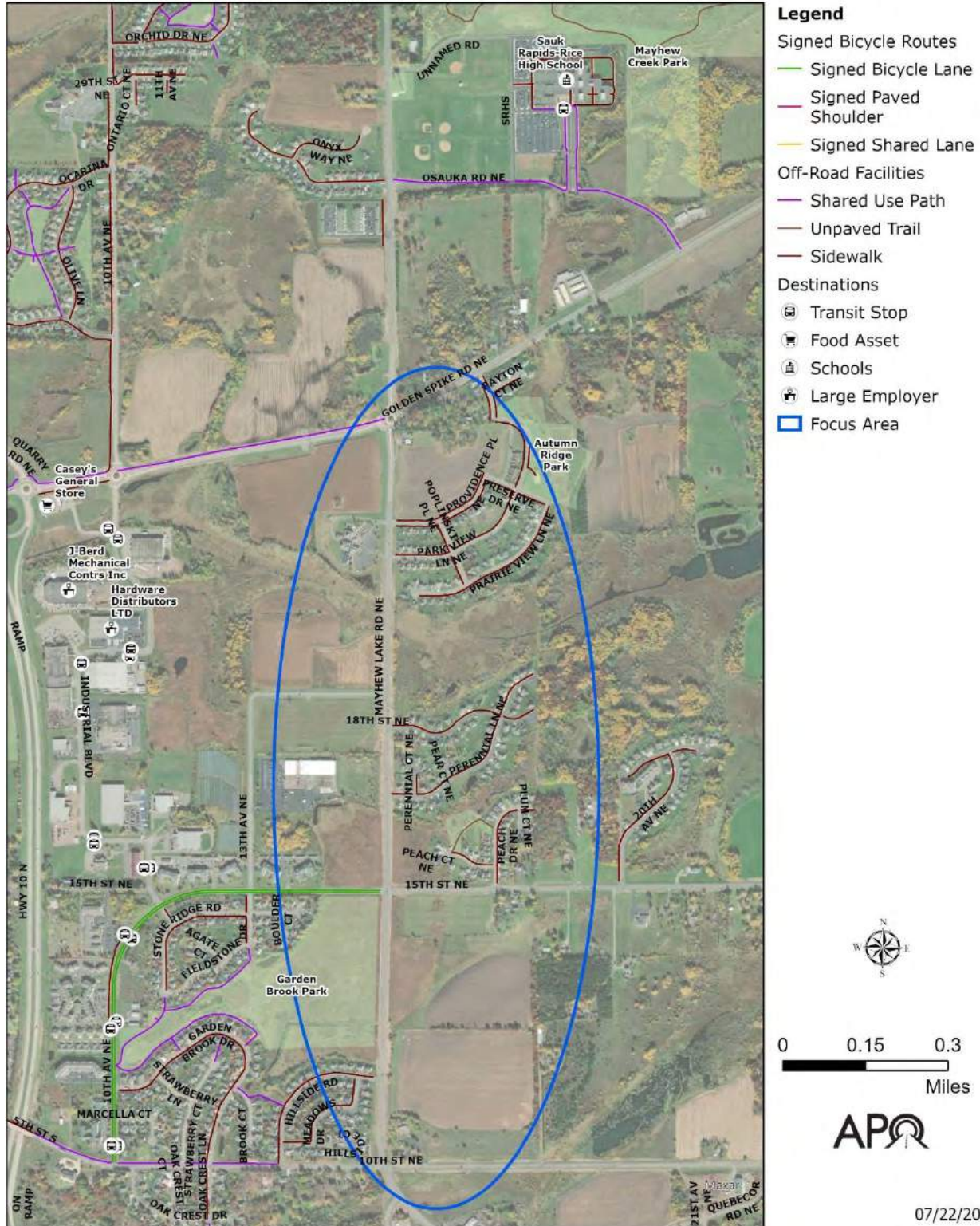


FIGURE A.22 – AREAS OF FOCUS SOUTH OF CSAH 3

NEEDS AND ISSUES

The housing developments along Mayhew Lake Road NE south of CSAH 3/Golden Spike Road NE – which for the most part contain sidewalks – are missing connections to the city's larger active transportation network. Residential subdivisions along 15th Street SE are also missing connections to the larger network. This includes access to the shared use path along CSAH 3 which leads to the high school and connects to downtown. The relative high volume of motor vehicles (3,300-4,800 vehicles per day) and posted speed (55 mph) along Mayhew Lake Road are significant safety concerns for bicycles and pedestrians.

Much of this area is undeveloped. Vacant land along these corridors offers areas with infill potential. New residential or other types of land use in the Mayhew Lake Road area will also need connections.

RECOMMENDATIONS

- Construct a new shared use path along south Mayhew Lake Road from CSAH 3 (aka, Golden Spike Road) to 10th Street NE. Mayhew Lake Road currently has a rural cross-section - which is to say, there are open drainage ditches on both sides of the roadway. But this corridor is destined to become a significant arterial roadway in this fast-growing part of Sauk Rapids. There should be sufficient right-of-way to add a shared-use path on at least one side of the corridor. Doing so would add a vital connection between all of the subdivision and neighborhood sidewalks and paths that currently terminate at Mayhew Lake Road.
- Strong consideration should be given to connecting a new shared-use path along Mayhew Lake Road to the recommended shared-use path grade separated crossing of US 10 (see previous section) via 15th Street NE, thus connecting many east-side neighborhoods with the central part of Sauk Rapids and the downtown area. Continuing the path to 10th Street NE would allow the facility to link into the network on the south end.
- Consider a shared use path connection east of Mayhew Lake Road to 20th Street NE.

Evaluating Needs for the Region

The second phase of the needs analysis is to identify improvements to the regional facility network within the city of Sauk Rapids and its planning area. These are projects that address goal 5 objectives for achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside of Sauk Rapids and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended regional facilities to extend the existing network within Sauk Rapids include shared use paths along 35th Street NE (existing County Road 29), north along Mayhew Lake Road (County Road 1) and east along 15th Street NE (County Road 45).

SUMMARY OF SAUK RAPIDS RECOMMENDATIONS

For consideration in identifying local priorities, the following is a summary of the suggested improvements to the local active transportation network from the ATP needs assessment, proposed connections to fill gaps in the regional network, and an estimate of costs.

Figure A.23 is a map with a full list of programmed projects and recommendations.

Project	Description	Est. Cost??
1	Install additional crosswalks, traffic control devices, and warning flashers near Pleasantview Elementary.	
2	Additional sidewalk on at least one side of 11 th Street from at least 2nd Avenue North to the industrial park, and down Stearns Drive to 2nd Street North.	
3	Paint in 5' wide bicycle lanes on each side of 11 th Street.	
4	Construct grade separated shared use path crossing of US 10.	
5	Add sidewalks or shared use paths along 4th Street South.	
6	Continue path or sidewalk east of US 10 to Pheasant Ridge Apartments and Stone Ridge Road.	
7	Add marked crosswalks on Summit Avenue.	
8	Construct a shared use path along Mayhew Lake Road from CSAH 3 to 10th Street NE.	
9	Construct a shared use path connecting 15th Street NE to the east-side network.	
10	Construct for the regional network a shared use path connection following existing County Road 29.	
11	Extend the shared use path along Mayhew Lake Road north to provide a regional connection with County Road 29.	
12	Construct for the regional network a shared use path connection along County Road 45 east from County Road 1.	

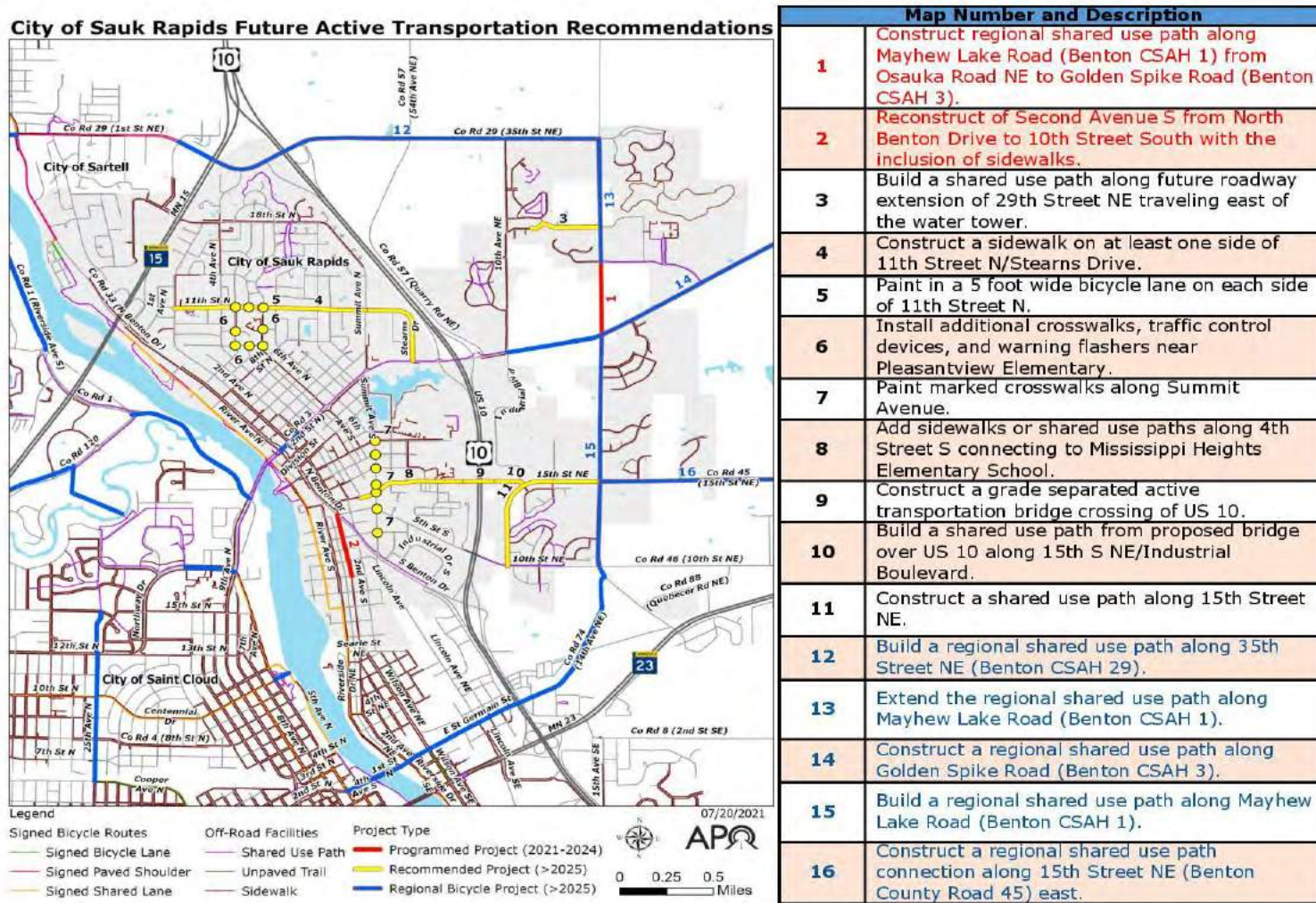


FIGURE A.23 – PROGRAMMED AND RECOMMENDED PROJECT

DRAFT

APPENDIX B: CITY PROFILE - SARTELL

Straddling two shores of the Mississippi River, the City of Sartell has grown from a small town which supported a lumber and paper industry to become a major growth center within the MPA. The city’s many recreational areas and parks are a popular draw both locally and from the nearby region. The City of Sartell has a large and expanding network of locally owned and maintained active transportation facilities to serve those who live and work here and the many visitors from outside the community.

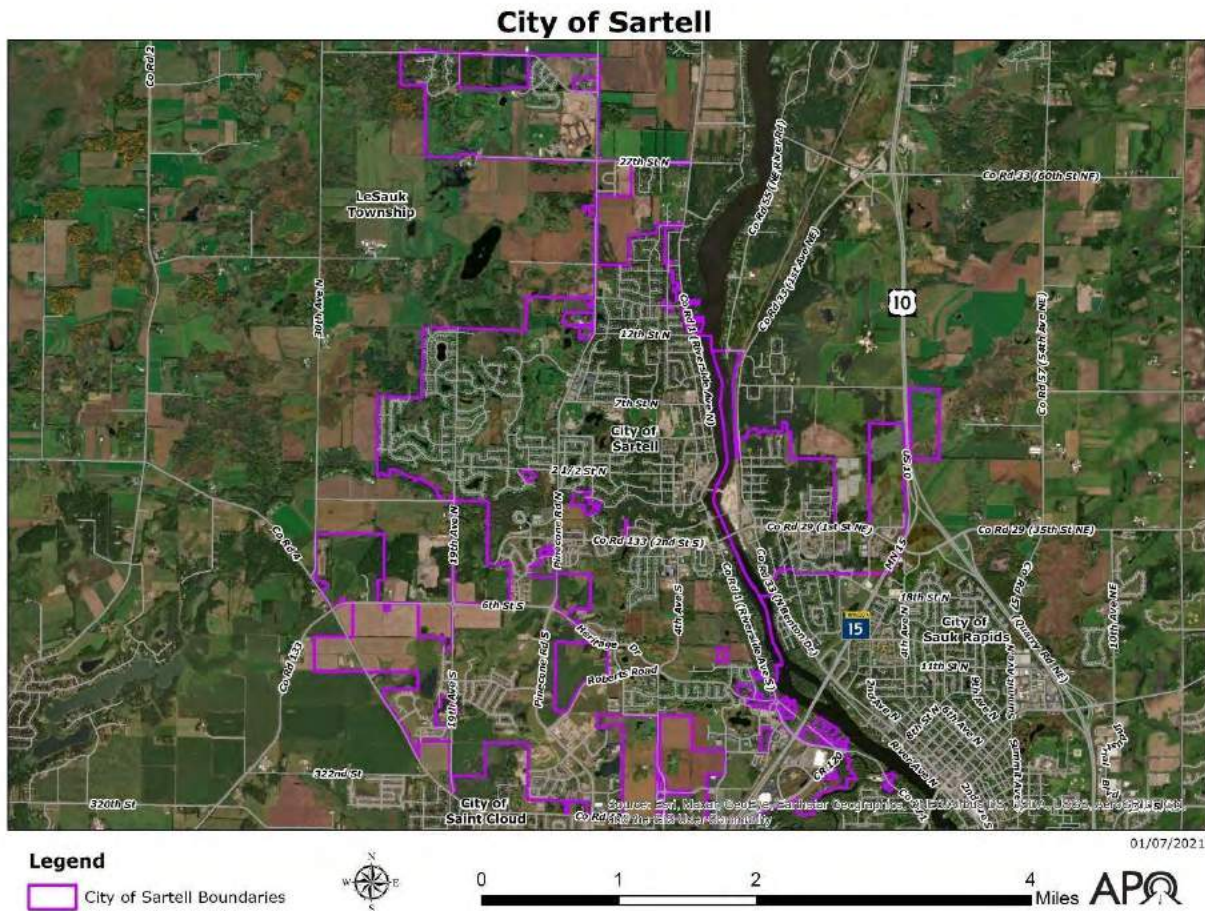


FIGURE B.1 – CITY OF SAUK RAPIDS

DEMOGRAPHICS

The City of Sartell is currently the most rapidly growing municipality in the APO’s MPA. According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Sartell’s population that has grown 43.5% since the year 2000.

The city is mindful of the need to provide equitable service to all segments of the community in its transportation planning investments. At a regional level, the APO tracks specific population demographic subsets known as historically underrepresented populations. This includes the following:

- People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian along; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).
- Persons with low-income
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these particular demographics in Sartell finds that close to 30 percent of the city’s population is under age 18. Approximately one in 10 residents are people of color. About 9 percent of those within the city have a disability. One in 20 households are without a vehicle. See Figure 2 below for other details.

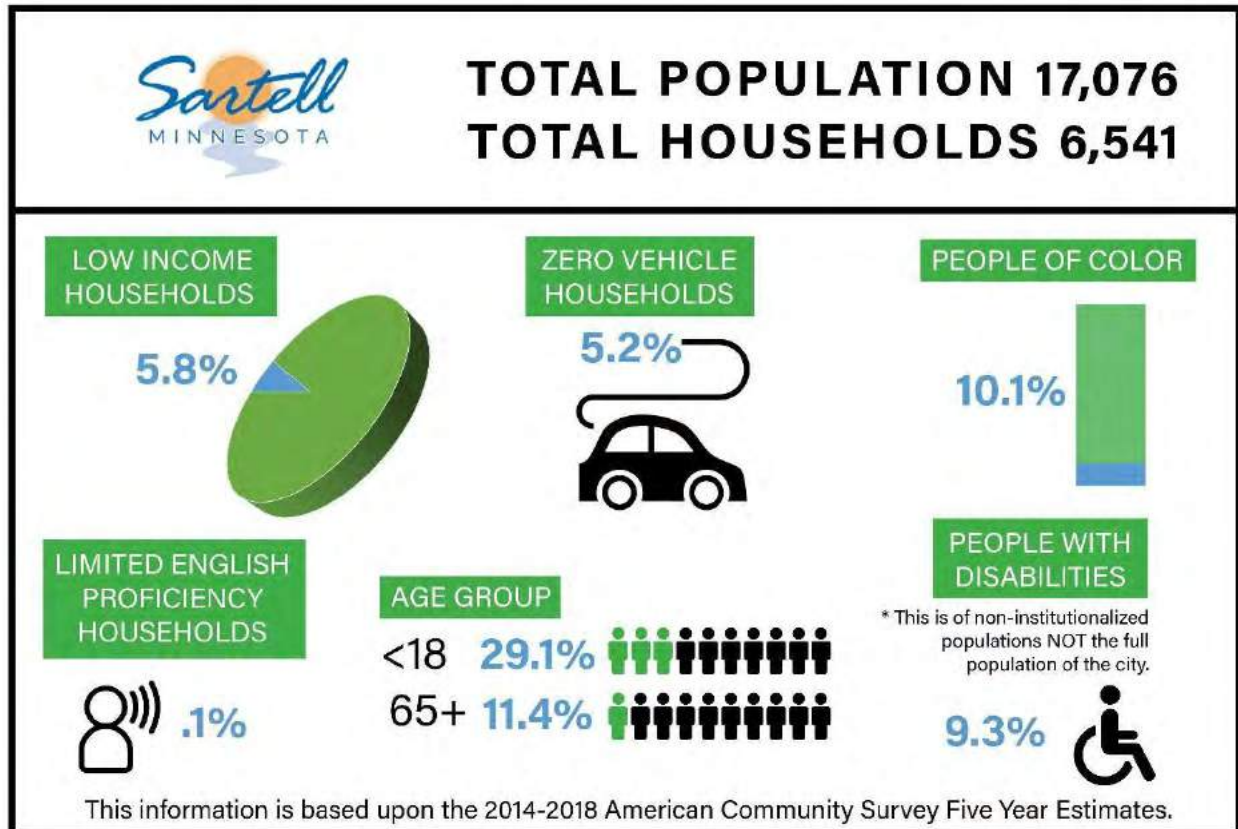


FIGURE B.2 – DEMOGRAPHIC PROFILE OF SAUK RAPIDS

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial) impacts the transportation network and the modes of travel available or desirable to users. The linkage between existing land use and transportation often has an impact on communities and can play a role in developing a transportation system that is friendly to both motorized and non-motorized users.

Due to its location relative to the rivers, major highways and its unique pattern of development over time, the City of Sartell lacks a centrally focused downtown area. Rather the city's residents and visitors are served by a number of small centers of commercial, office and industrial uses.

As described in the Comprehensive Plan, the City of Sartell is working to respond to the needs and desires of a complex mix of urban and rural land uses. While many homes in Sartell are within easy access of services, other newly developing areas of Sartell are more distant and secluded. The current pattern of land use within the city is shown in Figures 2 and 3.

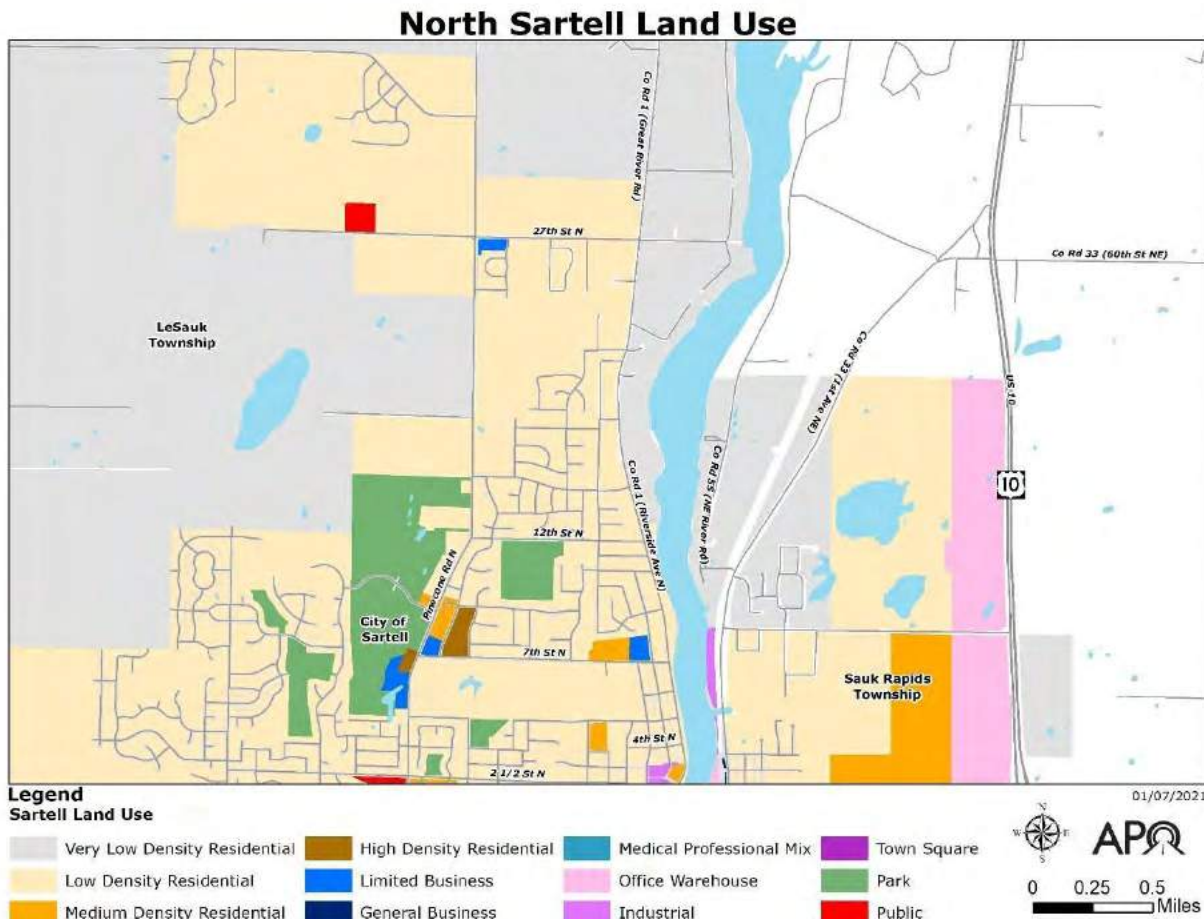


FIGURE B.3 – NORTH LAND USES AS IDENTIFIED BY THE CITY OF SARTELL IN 2019

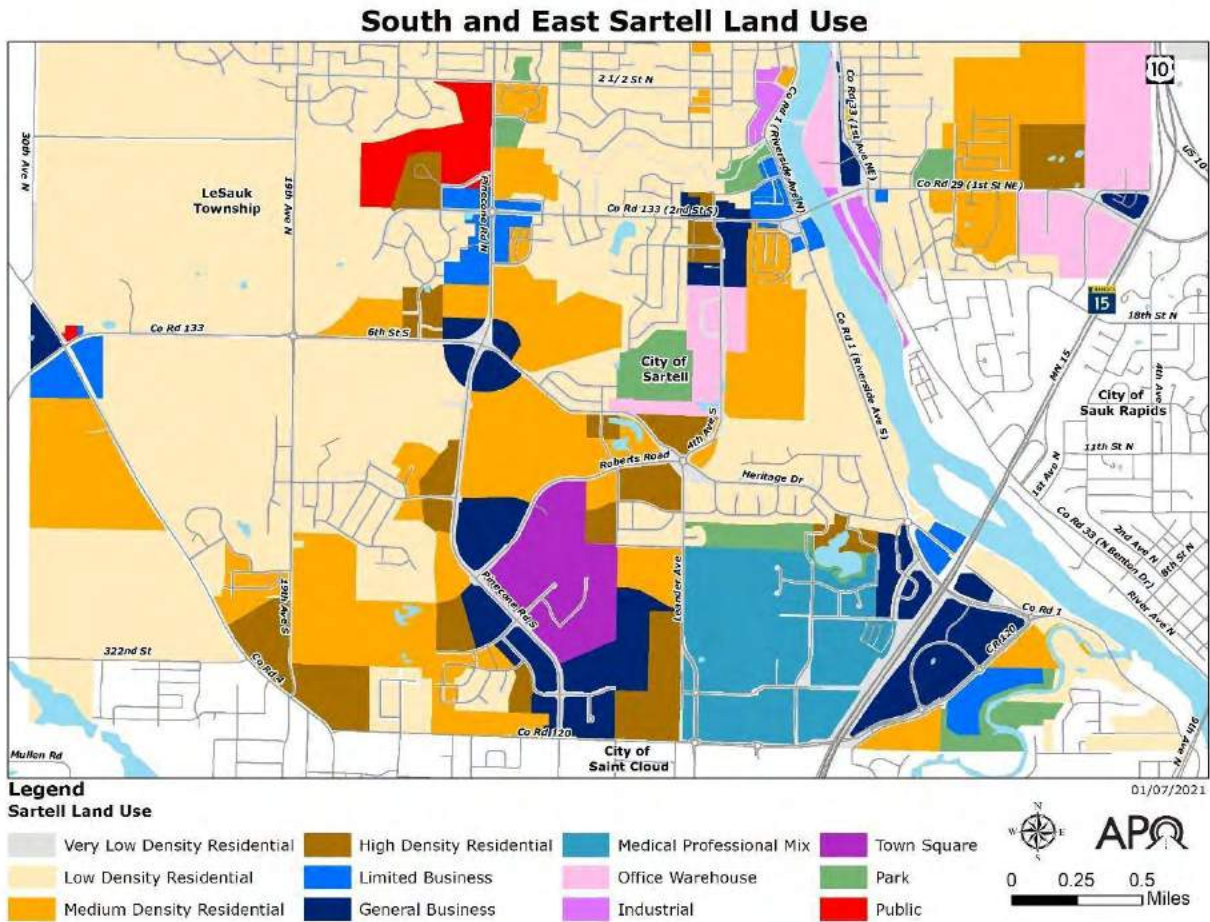


FIGURE B.4 – SOUTH AND EAST LAND USES AS IDENTIFIED BY THE CITY OF SARTELL IN 2019

The many different areas of growth that have emerged throughout the City of Sartell have their own distinctive land uses.

East Sartell generally refers to that part of the city east of the Mississippi River. Among a mix of various residential types and densities are assorted business and industrial uses. The City’s plan is to further expand commercial development on the east side, particularly along US 10.

West of the Mississippi in the core area of Sartell is a mix of low and medium density residential uses with pockets of retail and other commercial uses along Pinecone Road and Riverside Avenue. Between 5th Street N and 7th Street N is the campus area for three of Sartell’s public schools. The Dezurik manufacturing facility on Riverside Avenue is a long-established industrial site.

A complex mix of more recent land use development extends south to the city’s border with Saint Cloud. The Highway 15 approach to the Sartell bridge has become a highly attractive commercial area for the city and region with several large retailers. West of Highway 15 is a growing medical complex with a variety of treatment centers.

Spread throughout the city are many acres of parkland, open space and greenways. West of Pinecone Road are two of the city's large regional parks. West of Pinecone to County Road 4 and north to 35th Street N are patches of newly developing areas, primarily low-density residential use. The city's new high school is in north Sartell.

An understanding of the city's land use types and how areas are intended to develop in the future is helpful in reviewing how these uses are served by the transportation system. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Sartell has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network (on-road facilities). Others are separated from the roadway network (off-road).

Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus. Bicyclists and pedestrians often rely on both the facility network and the Metro Bus system to reach their destinations.

Taken together, bicyclists and pedestrians have the ability to rely on both the on- and off-road network and the Metro Bus system to reach their destinations.

ON ROAD FACILITIES

To serve bicyclists, the City of Sartell has 6.7 lane miles of on-road bicycle facilities including signed paved shoulders on portions of the Mississippi River Trail (MRT) and signed shared lanes along the Great River Road.

The Mississippi River Trail (MRT)

The MRT, a planned network of bicycle facilities encompassing the length of the Mississippi River, follows the east shore of the river through the City of Sartell. The MRT follows the Northeast River Road and continues south to Sauk Rapids. As a nationally recognized bicycle route this on-road facility is regionally significant to the city.

In addition, the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its interjurisdictional nature – spanning from northern Minnesota to Louisiana – and high potential of connecting to other regional active transportation facilities.

The Great River Road Scenic Byway

West of the river, Riverside Avenue, sometimes referred to as the West River Road, is part of the Great River Road Scenic Byway, another route of regional significance. The Great River Road crosses to the east side of the Mississippi at the Sartell bridge then continues south joining the MRT into Sauk Rapids.

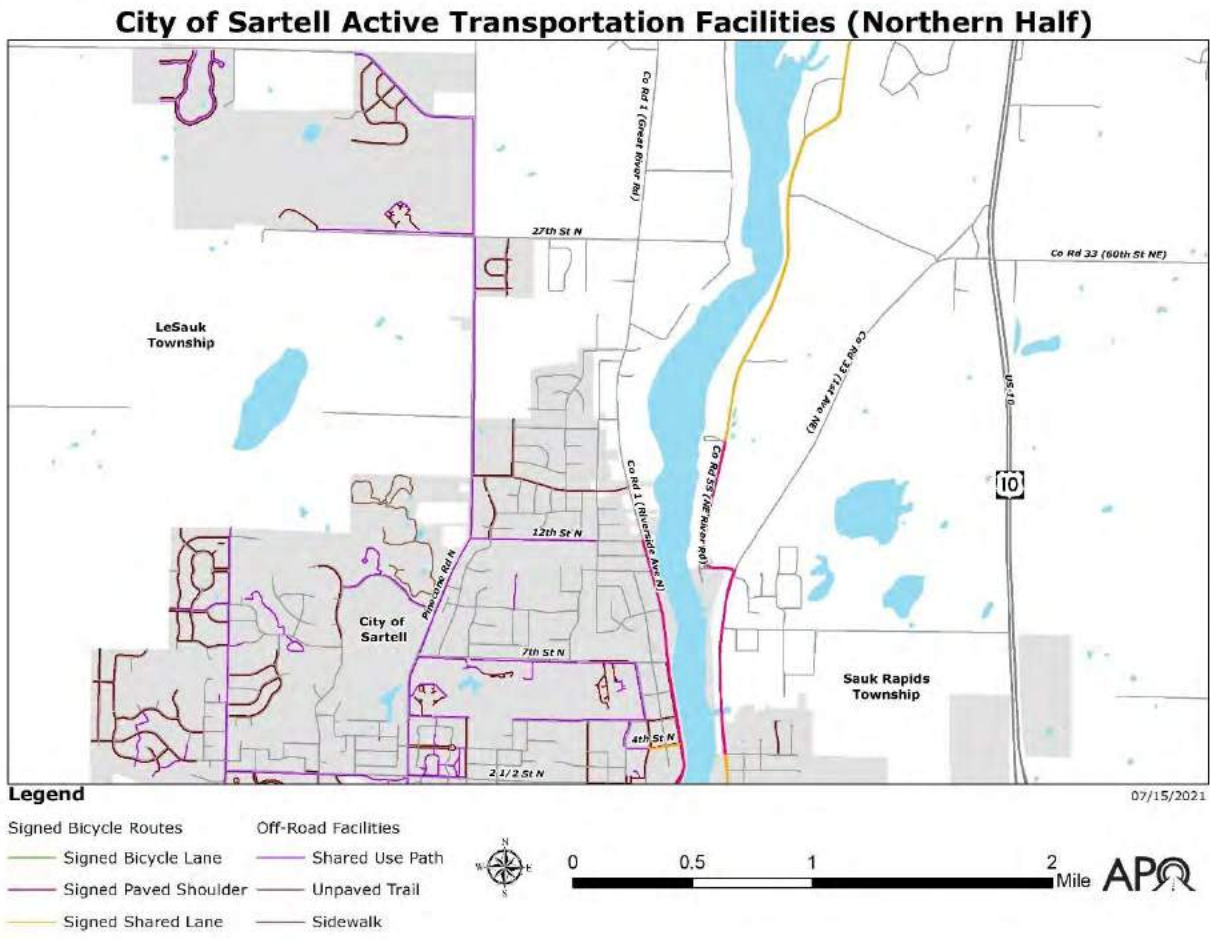


FIGURE B.5 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN NORTH SARTELL BY TYPE AND LOCATION.

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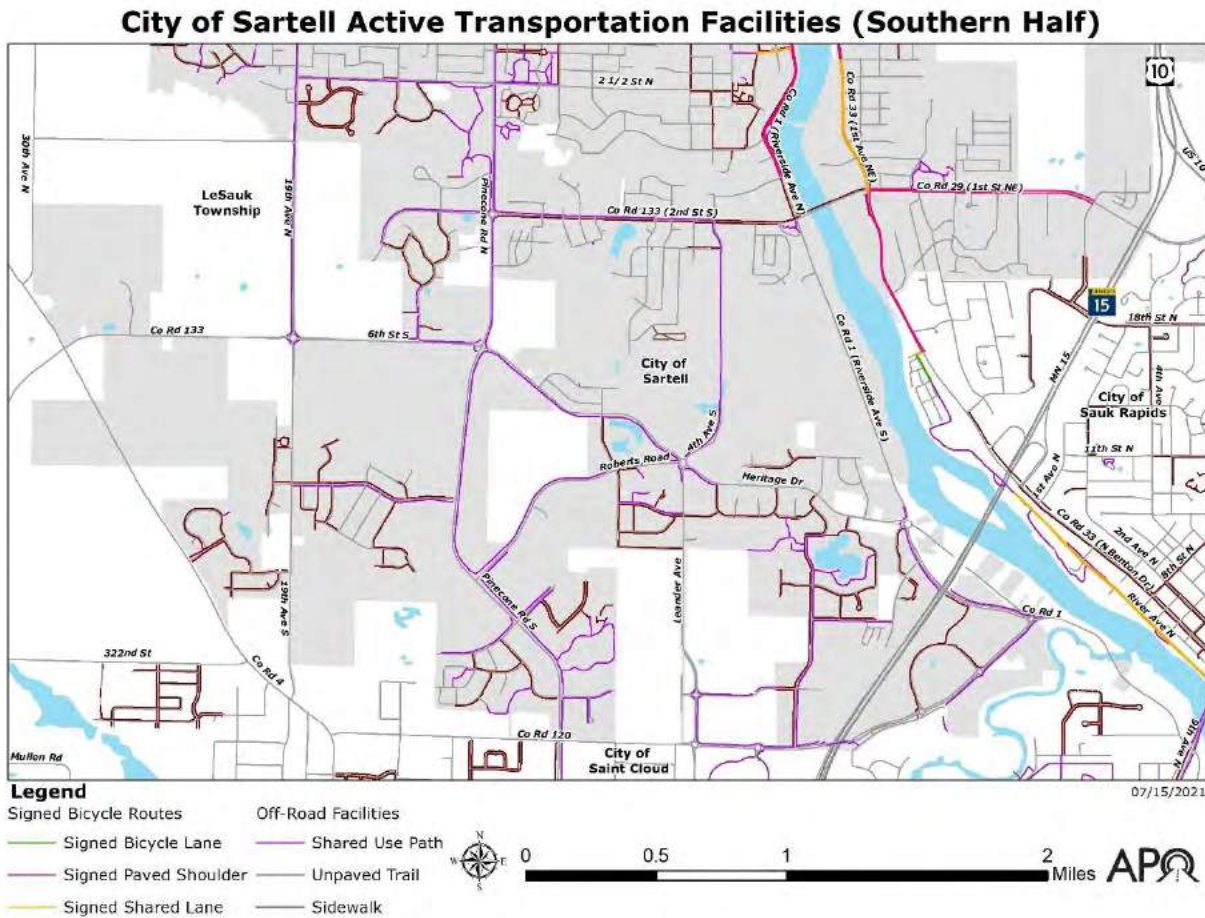


FIGURE B.6 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SOUTH AND EAST SARTELL BY TYPE AND LOCATION.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 32.3 miles of shared use paths that provide Sartell neighborhoods with access to the city’s parks, recreational areas and schools. Within Pinecone Central Park are 1.8 miles of unpaved trails.

A continuous shared use path follows along Pinecone Road from the Oak Ridge Elementary School to the southern city boundary. Throughout the city other shared use paths generally follow many north-south and east-west collector routes.

Sidewalks

There are 32.5 total miles of sidewalks in the City of Sartell. Sidewalks provide access to the city’s schools and parks and are prevalent in the city’s newer neighborhoods to the west and north.

Figures B.5 and B.6 show the locations of shared use paths and sidewalks in relation to parks, schools, and other features according to the most recently available data.

TRANSIT SERVICES AND INFRASTRUCTURE

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids.

Figure 6 shows each of the Metro Bus fixed routes within the City of Sartell and the ConneX service area.

FIXED ROUTE SERVICE

Metro Bus provides fixed route transit service to the City of Sartell seven days a week through routes 21, 22, and 33. Currently fixed route service is available to portions of east and south Sartell.

In east Sartell residents can access Routes 21 and 22 which is the primary service route for Sauk Rapids. While these routes provide service to the same areas within east Sartell, they operate in different directions. Route 21 operates according to a weekday schedule and Route 22 provides seven-day service. Route 21 and Route 22 offer a system of signed bus stops, some with shelters and benches.

With stops in southeast Sartell, Route 31 connects riders to the downtown Transit Center in Saint Cloud and provides stops at CentraCare and parts of north Saint Cloud. From the Transit Center riders can connect to other Metro Bus routes.

Figure 7 provides a closer look at locations of transit stops in relation to active transportation infrastructure. Transit stops where provided along fixed route service routes typically include sidewalk access.

OTHER TRANSIT SERVICE

While fixed route service is limited to certain areas, nearly all Sartell residents have access to the Metro Bus ConneX service. ConneX provides curb-to-curb and door-to-door on demand service seven days a week throughout the city of Sartell.

Dial-a-Ride, an operator-assisted paratransit service provided for those who are unable to use fixed routes, is available to those who qualify.

City of Sartell Transit Routes

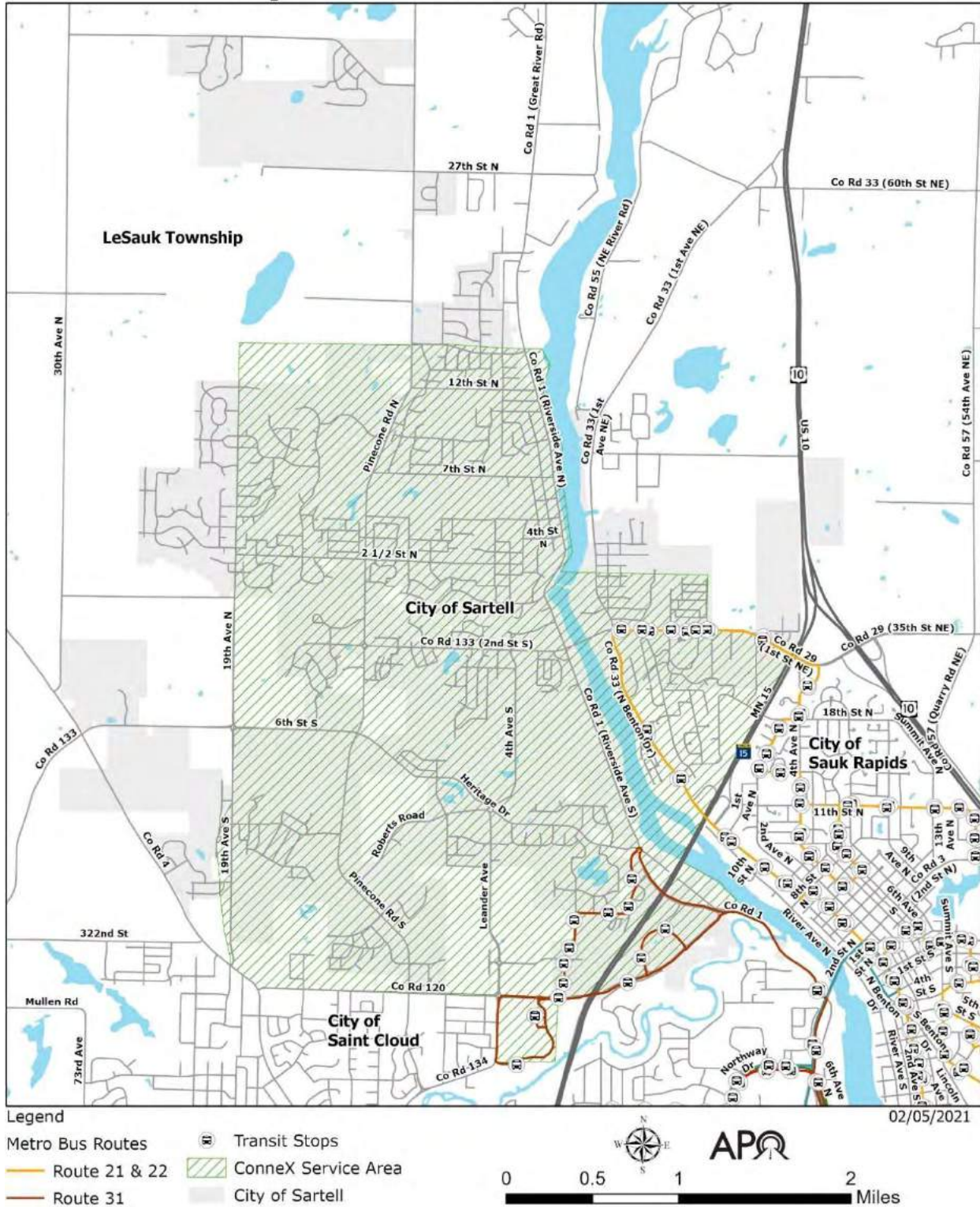


FIGURE B.7 – METRO BUS FIXED ROUTE AND CONNEX SERVICE TO THE CITY OF SARTELL

South and East Sartell Transit Stops

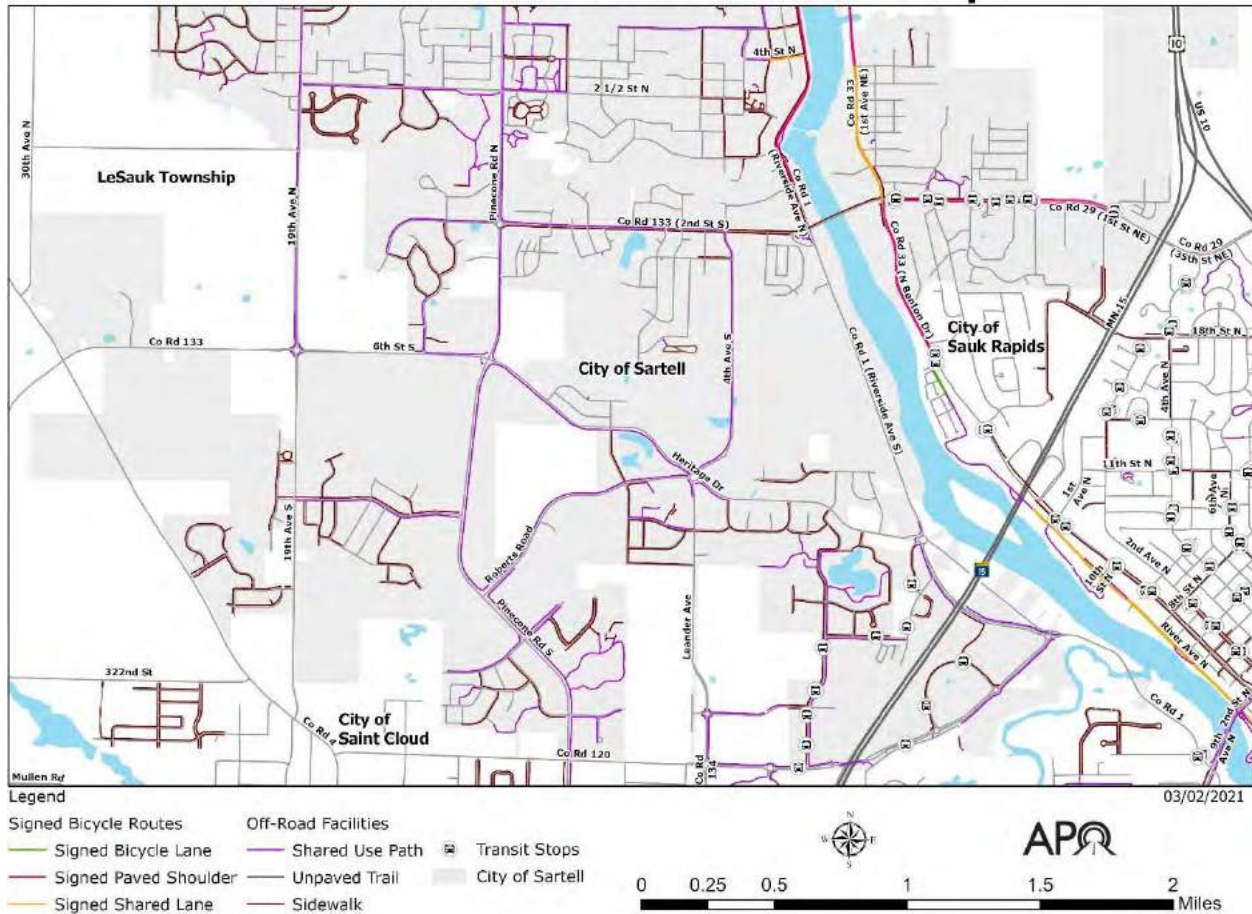


FIGURE B.8 – TRANSIT STOPS RELATIVE TO THE ACTIVE TRANSPORTATION SYSTEM

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the condition of the in-place infrastructure is poor or ill-equipped for the end user, it may be inconvenient or underutilized. For those who are using them, infrastructure that is rough or in disrepair could be unsafe and result in accidents and injuries. Keeping the system in good condition helps ensure the safety of all users.

Data on the current pavement conditions for on-road and off-road active transportation facilities within the City of Sartell was collected from areawide surveys performed for the APO as discussed in Chapter 2.

ON-ROAD FACILITIES

Pavement Condition and Striping

In 2019 GoodPointe Technology collected pavement and striping condition data on the existing on-road bicycle routes in Sartell. This includes the shared bicycle lanes on 1st Ave NE and the marked paved shoulders on Riverside Avenue and 1st St NE.

Pavement conditions along roadway segments were scored using a visual inspection methodology. All of the lane miles signed as shared bicycle facilities along portions of the Great River Road and the MRT within Sartell were rated from the 2019 study as being in good or satisfactory condition.

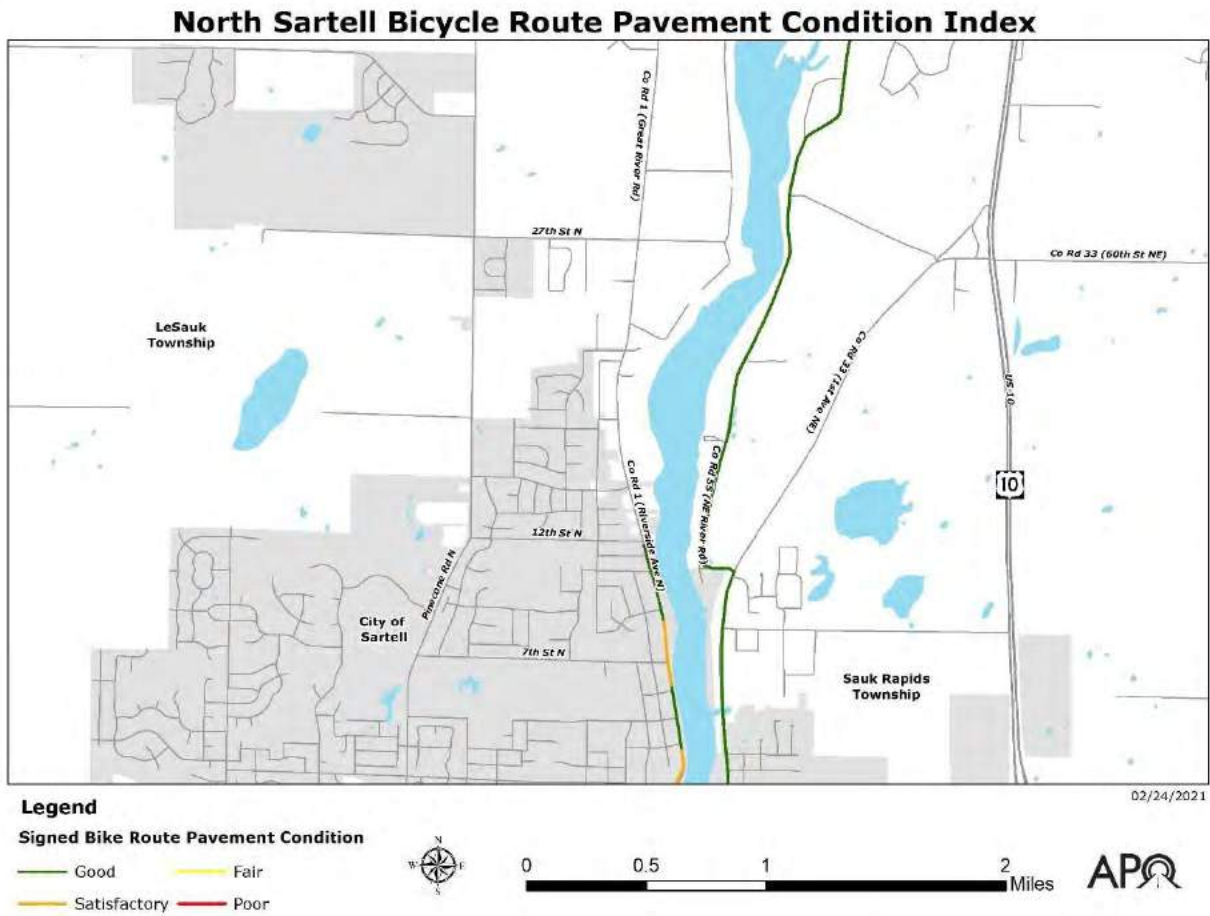


FIGURE B.9 – CONDITION OF PAVEMENTS SIGNED AS BICYCLE ROUTES IN NORTH SARTELL

South and East Sartell Bicycle Route Pavement Condition Index

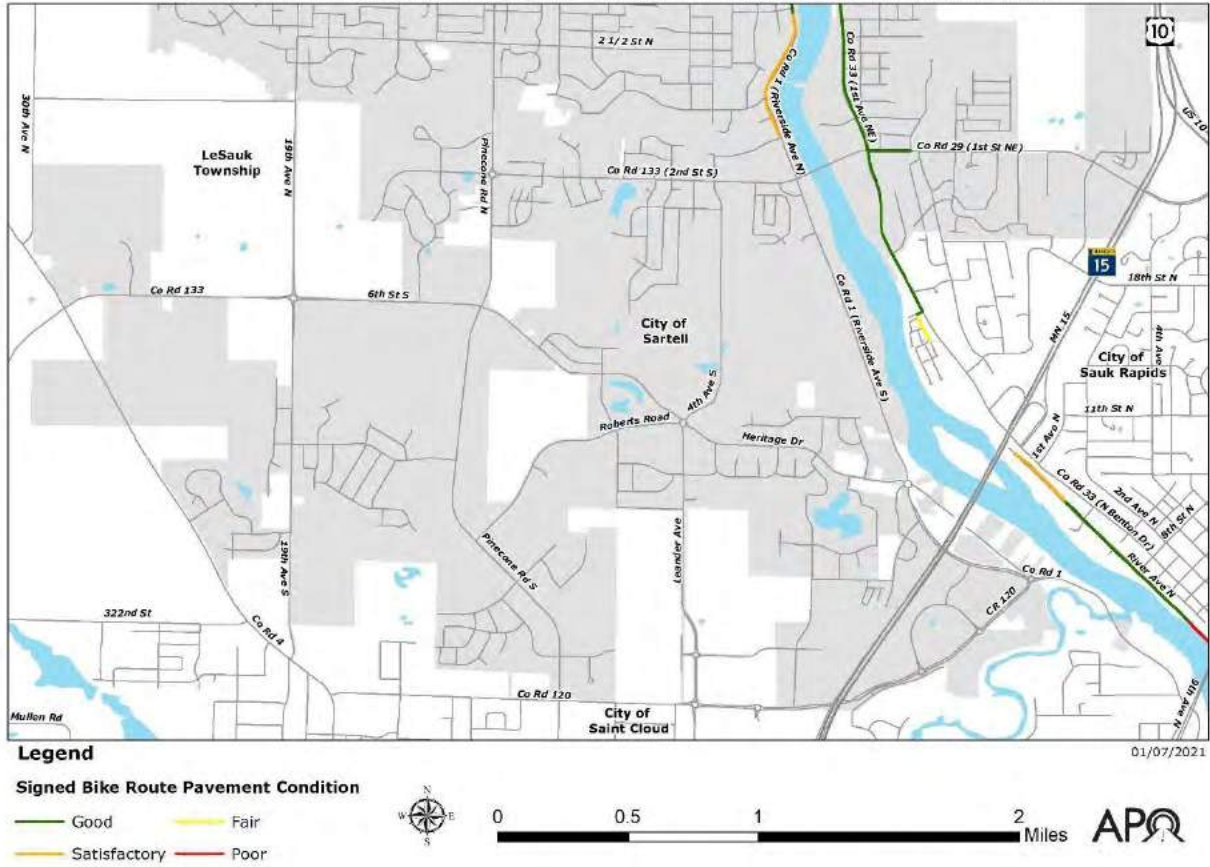
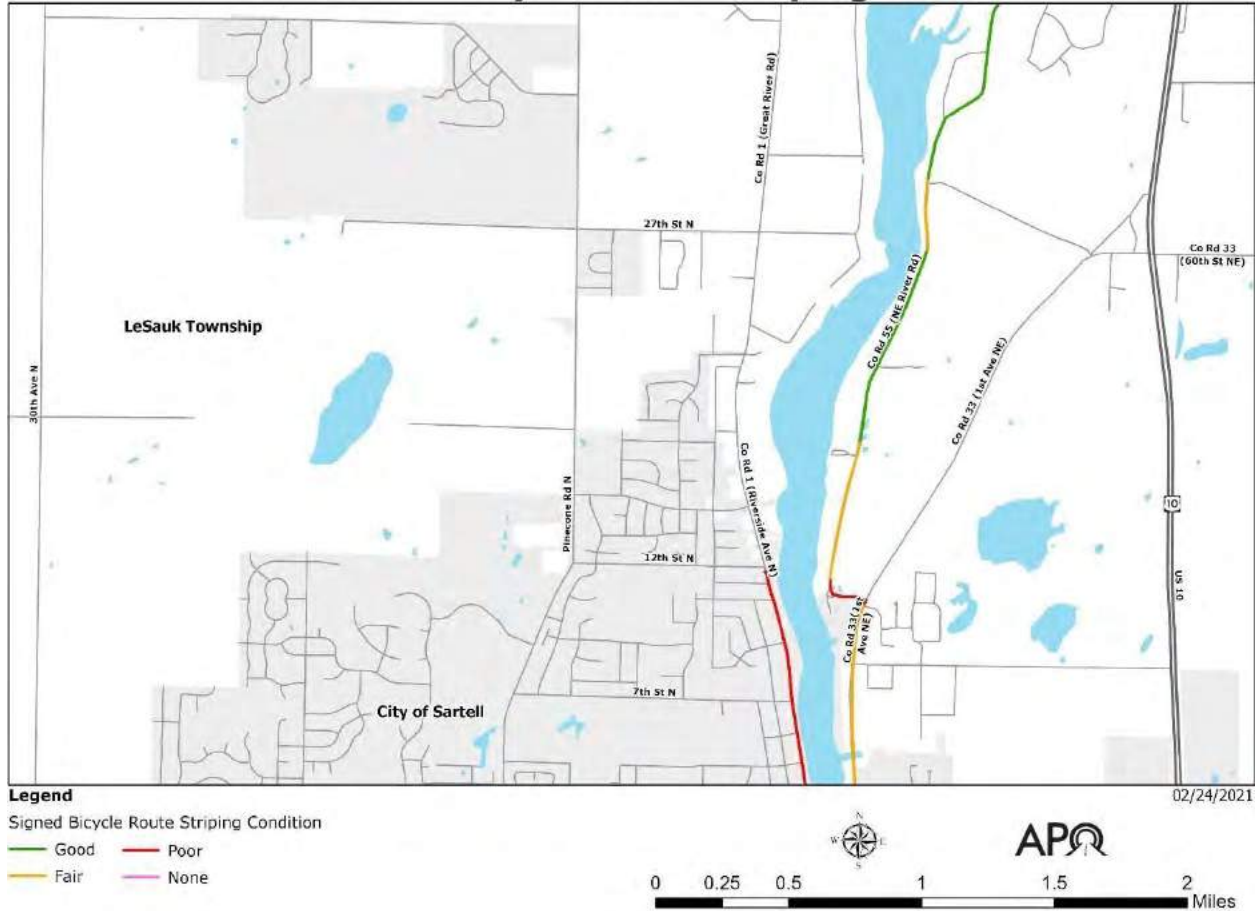


FIGURE B. 10 – CONDITION OF PAVEMENTS SIGNED AS BICYCLE ROUTES IN SOUTH AND EAST SARTELL

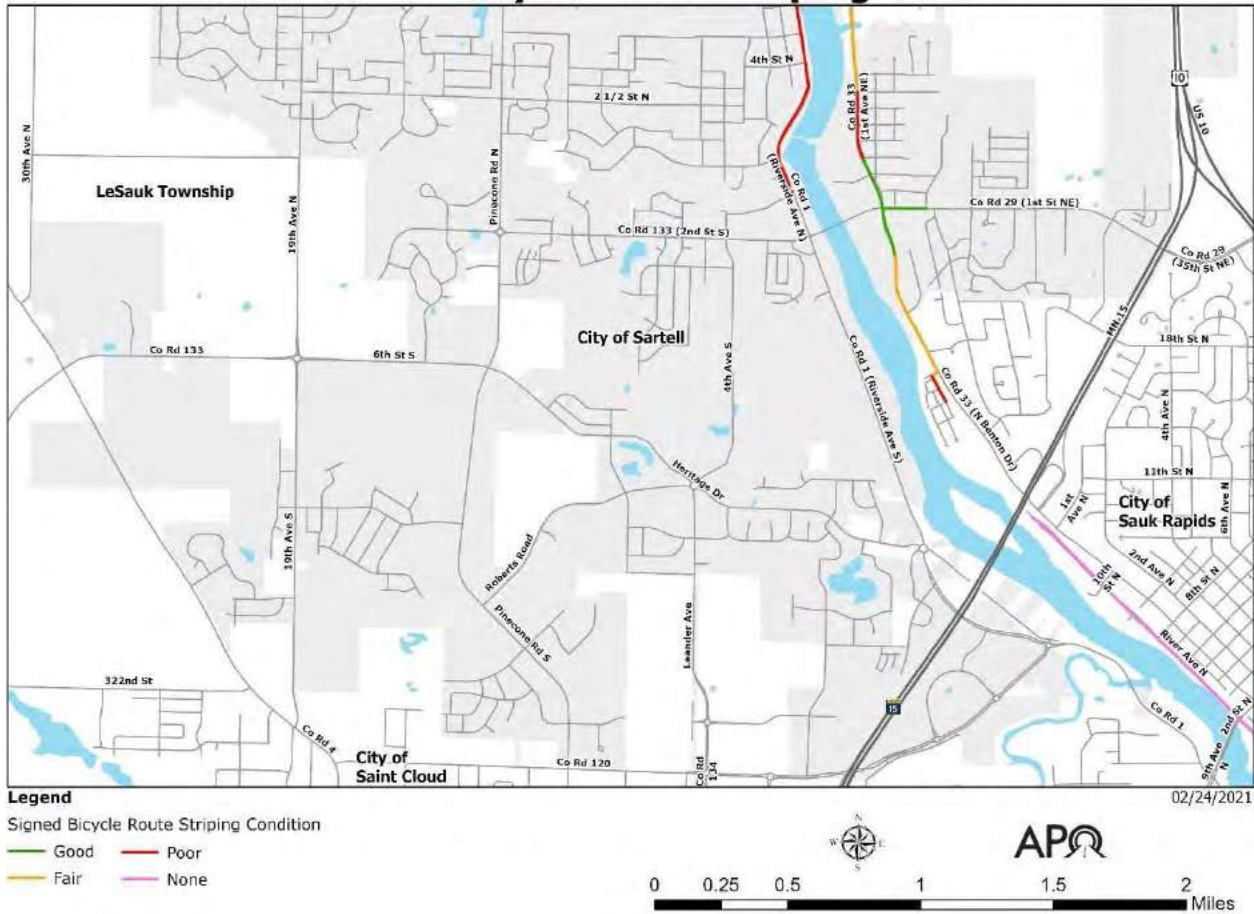
Striping conditions were also rated from a visual inspection. In the City of Sartell, 5.4 lane miles are striped. The striping where provided on Riverside Avenue was rated “poor.” As shown in Figure 10 and 11, much of the striping on NE River Road, 1st Avenue NE, and Benton Drive was rated “poor” or “fair.” Most of the striping on NE River Road north of the boat ramp was rated “good.”

North Sartell Bicycle Route Striping Condition



FIGURES B.11 – STRIPING CONDITION OF ON-ROAD BICYCLE FACILITIES IN NORTH SARTELL

South Sartell Bicycle Route Striping Condition



FIGURES B.12 – STRIPING CONDITION OF ON-ROAD BICYCLE FACILITIES IN SOUTH AND EAST SARTELL

OFF-ROAD FACILITIES

Condition of Off-road Shared Use Paths

The Parks & Trails Council of Minnesota completed a pavement condition assessment which includes the city’s off-road paved shared-use paths in 2020.

Pavement conditions along shared-use paths in the City of Sartell are shown in Figures B.13 and B.14. While conditions are generally better in Sartell than the average for the region as whole, about 16 percent of the city’s paths were rated as “rough/very rough” and about 21 percent “fair.” About 62 percent of shared use paths in Sartell received a rating of “smooth” or “very smooth.”

North Sartell Shared Use Path Pavement Condition

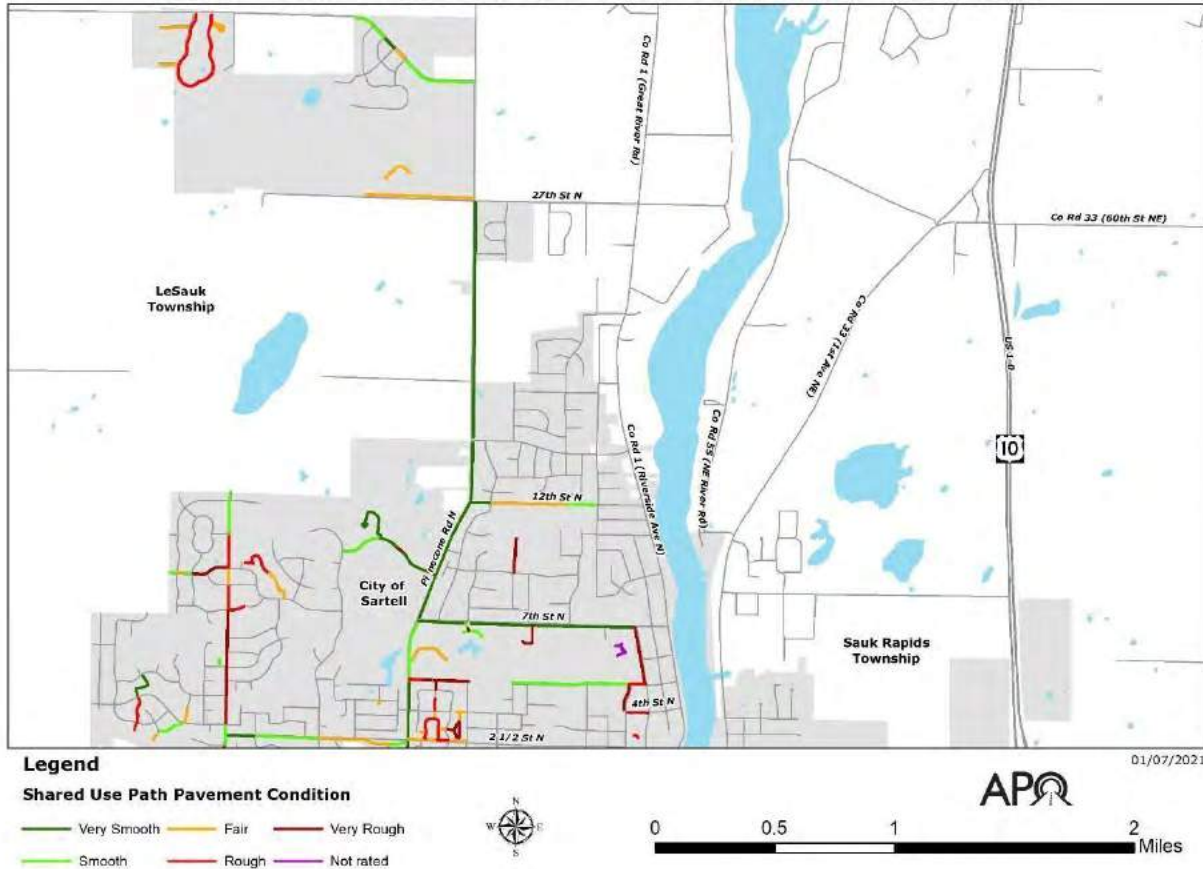


FIGURE B.13 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN NORTH SARTELL

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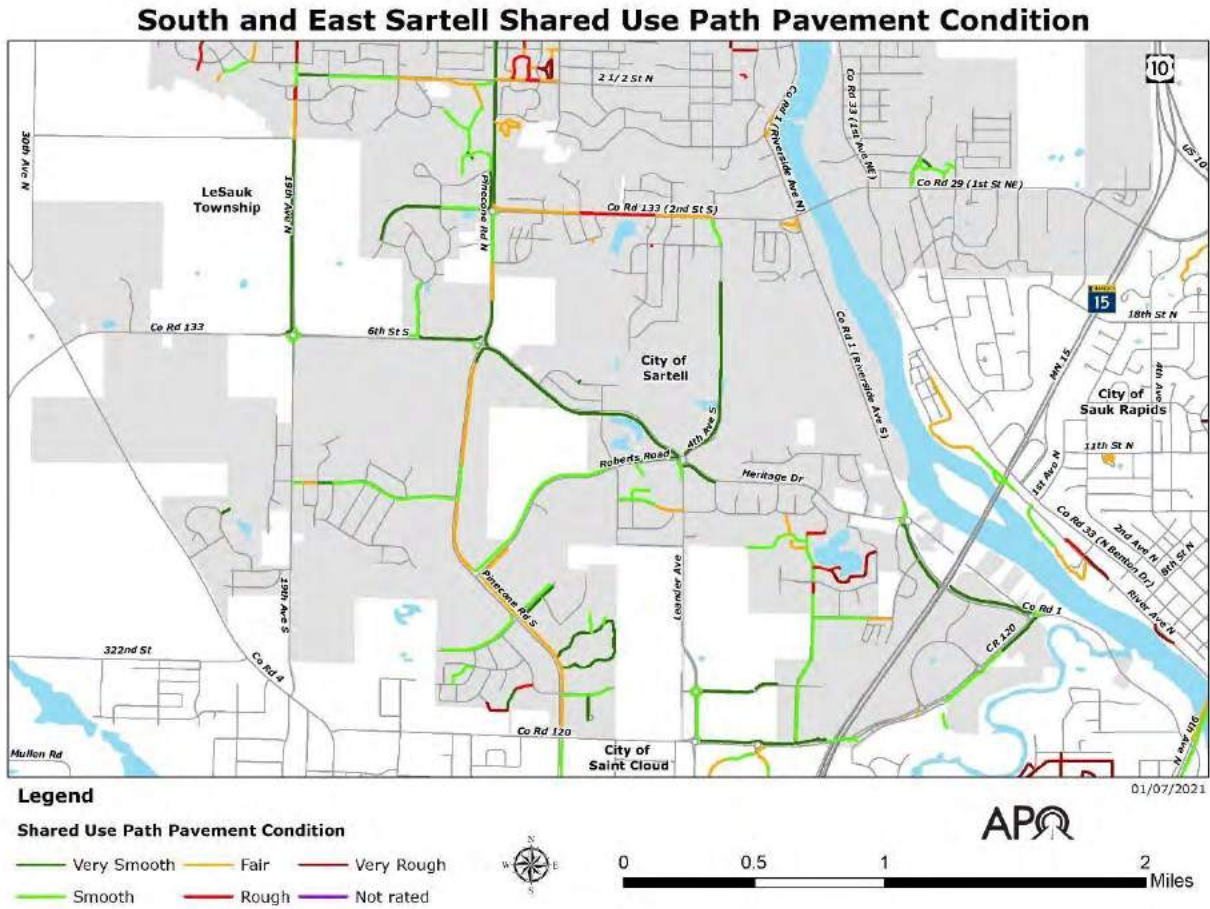


FIGURE B.14 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN SOUTH AND EAST SARTELL

SARTELL PLANS FOR ACTIVE TRANSPORTATION

2016 COMPREHENSIVE PLAN

Policy and decision-making guidance for the City of Sartell is provided in the [2016 Comprehensive Plan](https://bit.ly/3jcd2UJ) <https://bit.ly/3jcd2UJ>. The Comprehensive Plan identifies goals and strategies that support an active and healthy community with services that enhance the quality of life for residents and families.

Active Transportation Needs as Identified in Comprehensive Plan

The transportation component of Sartell’s 2016 Comprehensive Plan notes that the growing volume of traffic on its roadways and intersection crossing safety among commonly cited concerns from residents. In response, the City seeks to improve traffic management and safety for all users. As stated in the plan, while there is a need for moving traffic through Sartell, the city’s efforts are focused on encouraging travel modes that will lessen the need for cars to get people to their destinations. The plan includes strategies to minimize congestion and improve safety for all users. The City plan promotes traffic calming -- road

designs that reduce speed and volumes as a means of improving safety for pedestrians and bicyclists. Roads with design elements such as narrowing lane widths and installing roundabouts are encouraged.

Among the goals are for parks and open spaces are to expand the city's network of trails (shared use paths) and sidewalks, completing connections to parks and neighborhoods. The plan also calls for addressing needed connections to schools. Remaining missing links are to be completed to fully connect local neighborhoods and the region. Strategies include periodic review with plans and projects that add to and maintain a network that will encourage safe, unrestricted use of trails. The city's plan states that developing areas and newly created parks are to be included in this network.

2018 COMPLETE STREETS

The City of Sartell adopted a [Complete Streets Policy](https://bit.ly/3aGNJfo) (https://bit.ly/3aGNJfo) in 2018. In implementing this policy, the city seeks to achieve equity for its transportation system, balancing the needs of all ages and abilities. With its commitment to Complete Streets, the city seeks to ensure safe travel for pedestrians, bicyclists, transit users, and others. The city considers the access needs for all users as it improves roadway networks to serve new development. Road designs will close gaps and address deficiencies consistent with the land use context. As it develops projects, the city will anticipate and respond to future demand for walking, bicycling, and transit usage.

2017 BICYCLE FRIENDLY COMMUNITY

Sartell received its designation as a Bronze level Bicycle Friendly Community in 2019. The League of American Bicyclists assigns this status in recognition of the city's efforts to accommodate and encourage safe and convenient bicycling within the community.

CITY ORDINANCES

Along with various citywide planning efforts, the [Sartell City Code](https://bit.ly/3rIAzES) (https://bit.ly/3rIAzES) has established many ordinances pertaining to the active transportation system and its users.

City Code Section 11 outlines provisions for active transportation within new developments in the city. Sidewalks, trails and pathways shall be in proximity to parks, schools, shopping centers and other service areas of a similar nature. They must conform to city design standards and be ADA compliant. Trails and walkways are to continue from those existing surrounding areas. Every new subdivision must have a sidewalk or trail on at least one side of every public or private street. (City Code, 11-5-4). Sidewalks shall be built to a width of 6 feet or greater (City Code 11-6-9).

In Sartell snow and ice must be removed from public sidewalks by the owner or occupant of the premises within twelve hours of a snow or weather event. Failure to do so is considered a nuisance (City Code 4-6-3). The city will recover its costs to eliminate the nuisance. (City Code 4-8-7).

The City's ordinances affirm Minnesota statutes in recognizing that bicyclists have the same rights and duties as a driver of a vehicle (City Code 6-3-1). Cyclists must respect pedestrian usage. Within a business district, bicyclists cannot ride on the sidewalk. Cyclists in Sartell shall yield right-of-way to pedestrians. (City Code, 6-3-3). If you are walking, legally you must cross roadways only at intersections (City Code 6-1-12)

Sartell's city code is unique in defining and regulating self-propelled wheeled devices (SPWDs). SPWDs include in-line skates, skateboards, roller-skates, rollerskies, wagons, and strollers. Operators of these devices have the same rights and duties as a driver of a vehicle. (City Code, 6-5-2) As such, they may use city streets, though not more than two abreast and they must always yield to pedestrians. (City Code 6-5-4).

SYSTEM USAGE

An understanding of bicycling and walking behavior must supplement information on the available and programmed facilities for Sartell. It is important to know how many are using the system, where people need and desire to go and how well current facilities are addressing those needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations throughout the MPA, including three spots within the City of Sartell.

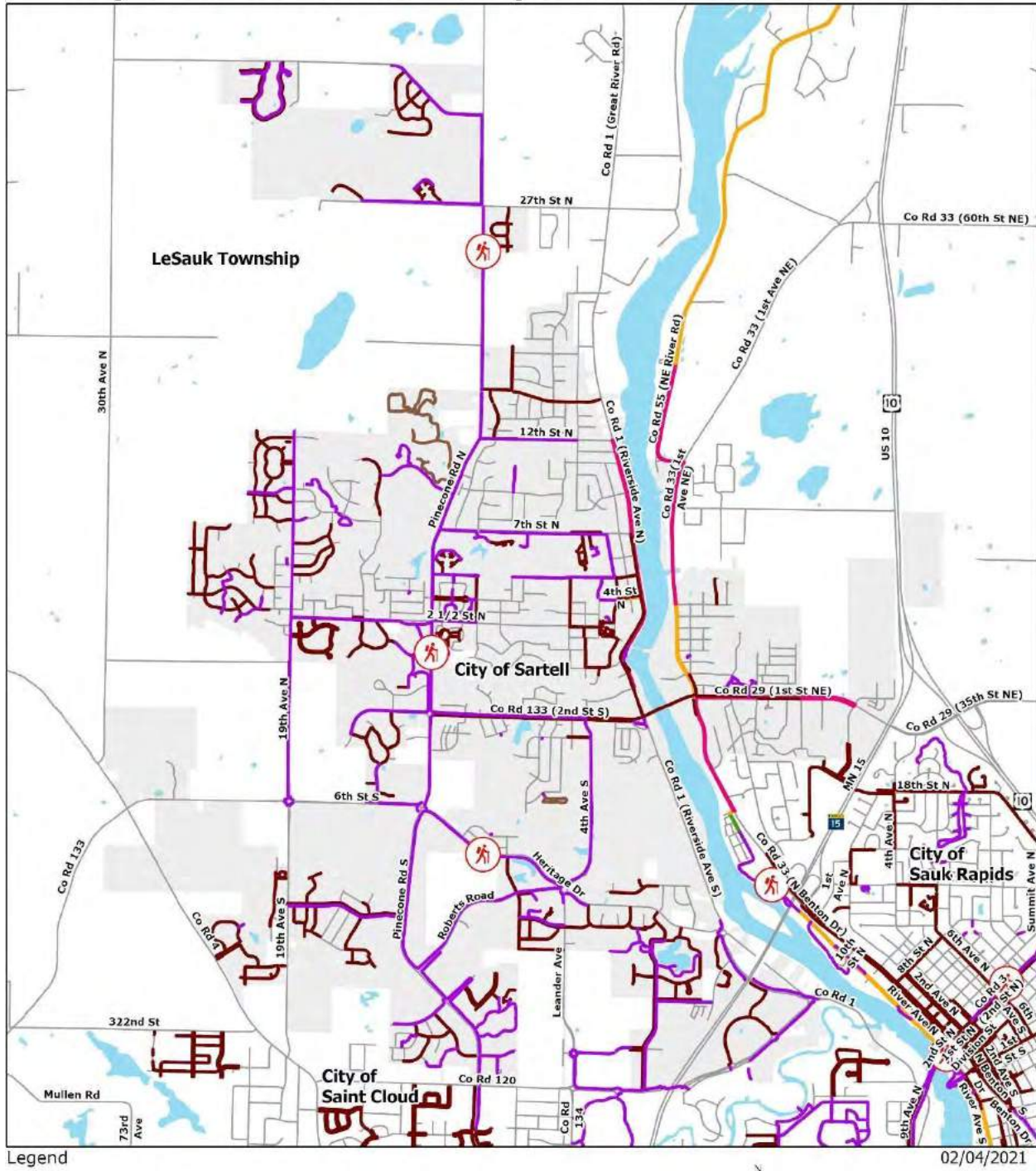
The MnDOT counter actually uses two different type of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes that are placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can not only record that cyclist, but also determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure the body heat of people who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting out the bicyclists from the total count.

With these portable counters, APO staff monitors daily usage of shared use paths for seven-day intervals at specified locations. However, the portable counters are owned by MnDOT. As a result, various agencies and jurisdictions can (and have) utilized the counters throughout the year, impacting the consistency in obtaining data. As a result, no 2020 count data was collected in the City of Sartell.

As stated earlier, the City of Sartell has three counting locations throughout the city:

1. The shared use path along Heritage Drive west of 7th Avenue S.
2. Pinecone Road Trail #1, west of 1st Street N.
3. Pinecone Road Trail #2, west of 7th Avenue S.

City of Sartell Active Transportation Count Locations



Legend

Signed Bicycle Routes	Off-Road Facilities	Count Locations		
Signed Bicycle Lane	Shared Use Path	City of Sartell		
Signed Paved Shoulder	Unpaved Trail		0 0.25 0.5 1 1.5 Miles	
Signed Shared Lane	Sidewalk			

FIGURE B. 15 – LOCATIONS OF AUTOMATIC COUNTERS OF BICYCLE AND PEDESTRIAN USAGE IN SARTELL

All three of these locations are ideally counted each summer.

Location	Dates Counted (2019)	Weekday Average Bike	Weekday Average Pedestrian	Weekend Average Bike	Weekend Average Pedestrian
Heritage Drive	08/19 – 08/25	2	73	1	53
Pinecone Road Trail #1	08/12 – 08/18	10	227	14	209
Pinecone Road Trail #2	08/05 – 08/11	11	104	6	99

FIGURE B.16 – 2019 BICYCLE AND PEDESTRIAN COUNTS FROM THE THREE SARTELL LOCATIONS.

The APO’s counts indicate that shared use paths receive significant usage, particularly from pedestrians. The counter on Pinecone Road west of 1st Street N records the highest number of users, averaging over 220 pedestrians per day in the summer months. The counts at other locations during comparable weekday and weekend periods indicate the variation in usage.

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks.

For the purposes of this plan, APO staff are primarily looking at public schools. Food assets are defined as grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed are those that have 100 or more full- and/or part-time employees.

Figure B.17 and B.18 shows the locations of these destinations within the City of Sartell.

North Sartell Active Transportation Destinations

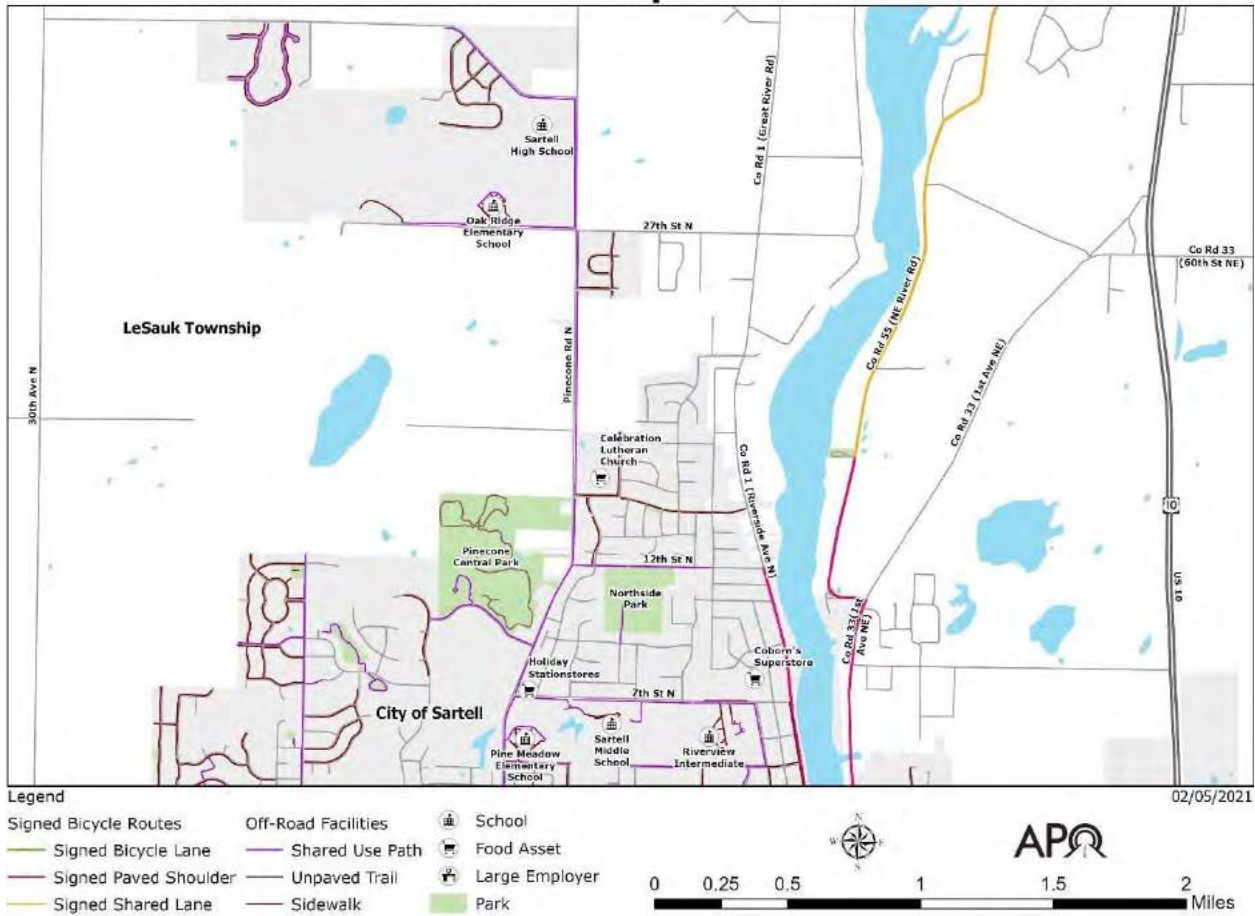


FIGURE B.17 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN NORTH SARTELL

South Sartell Active Transportation Destinations

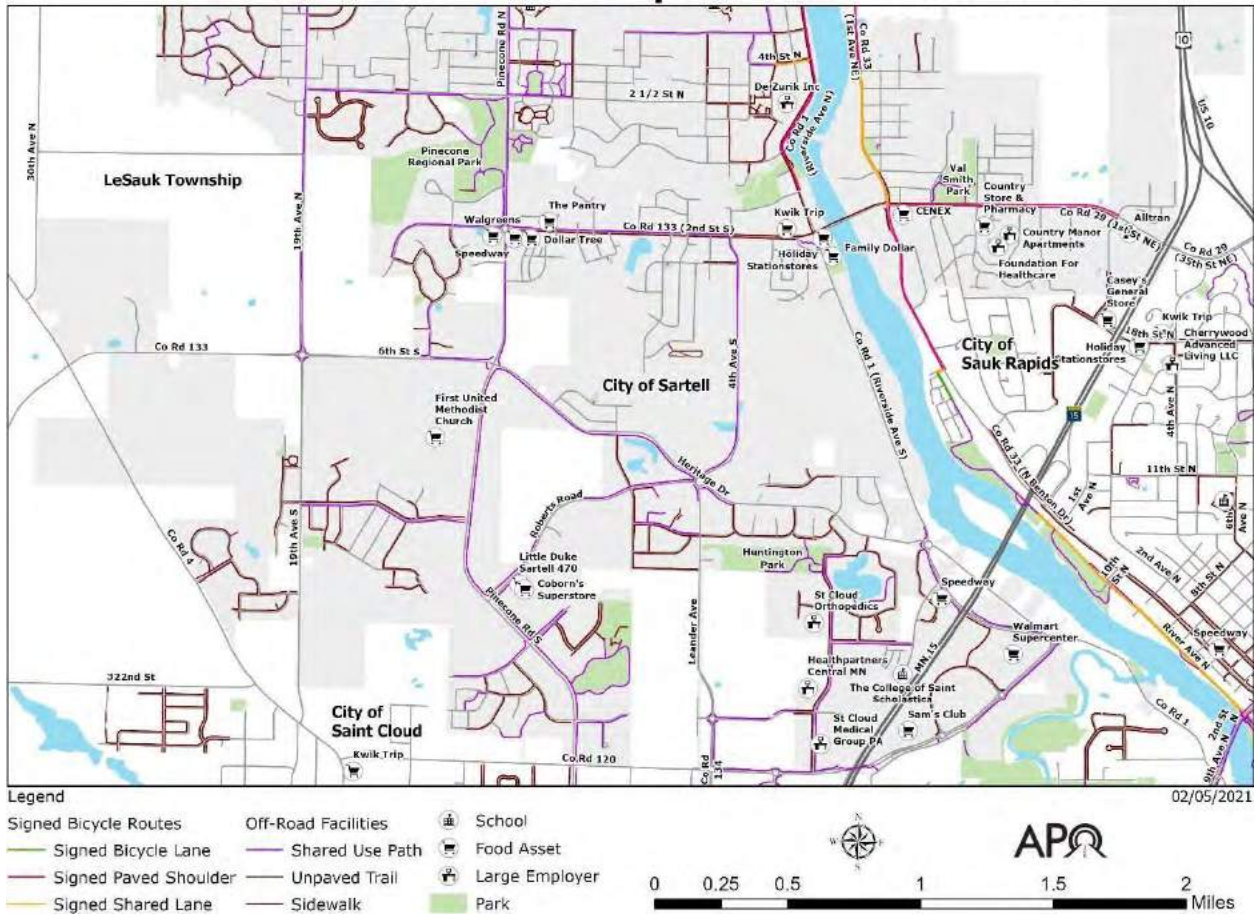


FIGURE B.18 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN SOUTH AND EAST SARTELL

Schools

While residents of the City of Sartell have access to three different school districts, most of the students are enrolled in the five public schools operated within the city by the Sartell-St. Stephen School District (ISD #748).

These schools are also among the City’s largest employers. A mix of sidewalks and shared use paths has expanded over time for the students who bike or walk to each of the City’s schools, though some gaps in the area around the schools remain.

ISD #748 encompasses most of the city though it should be noted that east Sartell is part of the Sauk Rapids-Rice School District (ISD #47) and portions of southwest Sartell are included in the Saint Cloud School District (ISD #742). Other schools are the St. Francis Xavier Catholic School on 2nd Street North and the College of St. Scholastica north of Highway 15.

Name	Address	Grades Served	Approximate Number of Students Served
Oak Ridge Early Learning Center	1111 – 27 th St North	Early Childhood	750
Pine Meadow Primary School	1029 5 th St North	1-2	675
Riverview Intermediate School	627 Third Ave N	3-5	700
Sartell Middle School	748 7 th St North	6-8	775
Sartell High School	3101 Pinecone Rd North	9-12	1200

FIGURE B. 19 – THE FIVE PUBLIC SCHOOLS LOCATED WITHIN THE CITY OF SARTELL.

The Sartell Comprehensive Plan suggests safe routes to school (SRTS) planning that includes the addition of sidewalks and safe crossings as needed to best serve students who bike or walk to each school.

Food Assets

As shown in the figures, grocery stores and other food destinations are mostly found in the city’s commercial hubs.

Walmart and Sam’s Club, large shopping centers located in south Sartell between Highway 15 and County Road 120, are also among the city’s primary employment centers. Fast food and other food destinations are also in this area. Food assets in east Sartell include a variety of convenience stores. Along Pinecone Road is a commercial town square with a Coborn’s superstore. Another area with several food destinations along Pinecone Road is around the intersections with 2nd Street North with a Walgreens and other stores. Two churches that serve as food distribution centers are also shown.

Food assets are typically along some sort of active transportation facility – either a sidewalk or a shared use path.

Large Employers

Many commute to their workplace using modes other than a vehicle. Some are dependent upon facilities that will enable them to walk, bike or use public transit to get to their jobs.

The DeZurik manufacturing site centrally located along the Mississippi River is the city’s largest employer. The Dezurik facility which makes valves for municipal & industrial applications began in 1925.

Many of the city’s largest employers are found among the growing complex of medical treatment facilities in south Sartell along Connecticut Avenue which includes St. Cloud

Orthopedics and Central Minnesota Health Partners. These health service centers are close to Metro Bus service routes.

Major employers in east Sartell are the Country Manor Apartments and the Foundation for Health Care.

These and other large employers within the city's commercial and industrial hubs are shown in Figures B.17 and B.18. Access to large employment sites from sidewalks and shared use paths varies as indicated.

Parks

The City of Sartell has 28 public parks as well as public greenspaces along the Mississippi and Watab Rivers. The city defines three regional or special use parks – Pinecone Central Park, Pinecone Regional Park, and the Sauk River Regional Park.

The City's goal for parks and open spaces from the 2016 Comprehensive Plan is to preserve and expand upon connections to parks from its network of trails. The City seeks to ensure that the city's residents are within a short walking distance of parks and recreational opportunities.

Parks in Sartell are generally served with nearby sidewalks or shared use paths. Residential areas nearest the parks are more likely to have pathways to get to them. It should be noted that many of the city's smaller neighborhood parks have limited or no sidewalk access.

CRASH HISTORY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are on the rise within the Saint Cloud MPA.

Specifically, within the City of Sartell, DPS crash data has indicated 25 crashes involving active transportation users and vehicles have occurred in the 10-year period between 2010 and 2019. See Figure B.20 and B.21 for locations and severity.

While most of these crashes resulted in minor injuries, it is important to note that during this time frame, one pedestrian was killed, and two accidents resulted in serious injuries to a pedestrian and a bicyclist. A death resulted from a crash on 2nd Street S near Horizon Avenue in 2019 when a pedestrian was struck by a vehicle. Dark and rainy conditions may have been contributing factors. There were two serious injuries from vehicle crashes, one with a pedestrian on 1st Street NE in 2012 and another in 2016 when a cyclist was struck by a vehicle at the intersection of 4th Ave S.

North Sartell Crashes

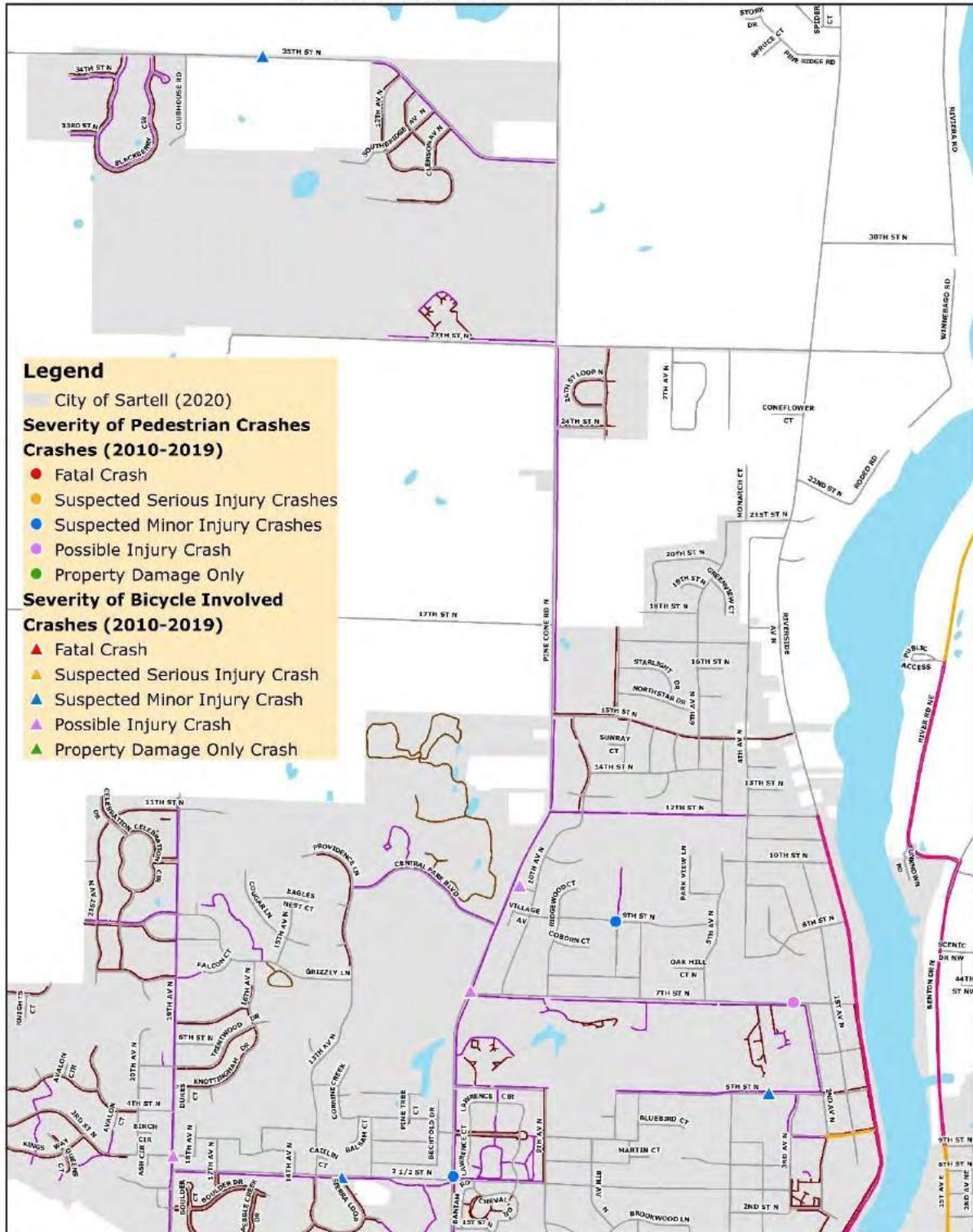


FIGURE B.20 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN NORTH SARTELL

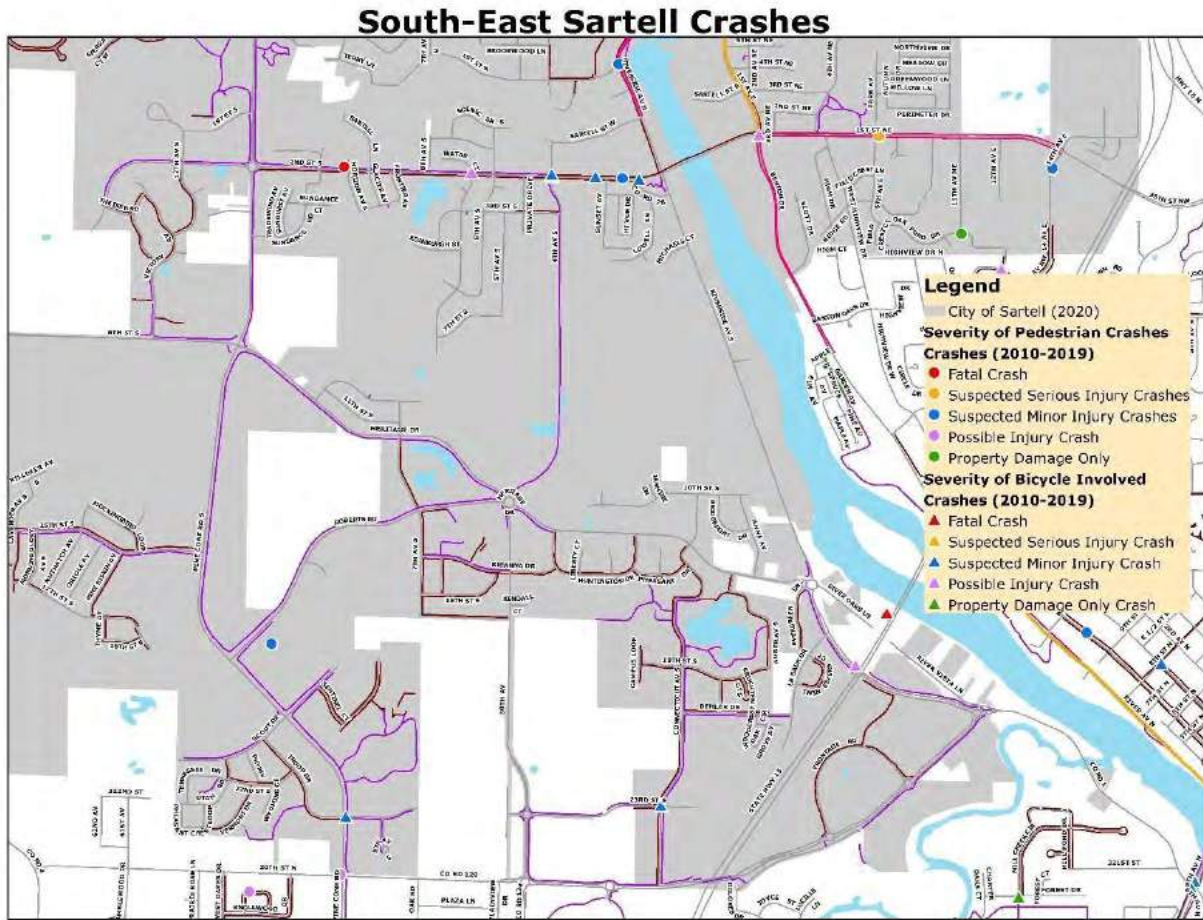


FIGURE B.21 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN SOUTH AND EAST SARTELL

According to accident reports, drivers involved in crashes often reported that they failed to see the person. It is unclear from a review of DPS crash reports whether facility design may have been a contributing factor in these crashes or if behaviors were at fault.

PROGRAMMED AND PLANNED IMPROVEMENTS

Following its policy on Complete Streets and consistent with their ADA Transition Plan, the City of Sartell has been proactively identifying and addressing issues and concerns for those who use the active transportation network.

In 2017 the city did a study of pedestrian crossing operations at thirteen locations. The study examined pedestrian usage, speed, volume, and conditions at these intersections. New crossing treatments, possible additions and other improvements were among the recommendations from the city’s analyses to address to these issues. Nearly half of these locations have since been improved with city and county projects.

Sartell adopted an Americans with Disabilities Act (ADA) Transition Plan in 2019. This includes the evaluation and prioritization of additional improvement needs for ramps at pedestrian crossings.

The city is allocating funding annually to systematically implement pedestrian crossing improvements.

In response to Safe Routes to School (SRTS) plans, Sartell schools and the City of Sartell implemented SRTS facility improvements in 2020 including upgraded sidewalks on 7th Street N, 2 ½ Street N, 2nd Avenue N, and 5th Avenue N. Improvements also included adding a marked crosswalk on 5th Street N at the east entrance of Pine Meadow Elementary.

City planners and engineers prepared the Sidewalk and Trail Gap Plan in 2019 to identify planned connections and assign priorities for adding shared use paths and sidewalks to the current network. Based on the city's planning analysis and response from community residents, the City of Sartell has identified projects to close gaps consistent with priority needs. Many connections have been made and others are soon to be completed.

Consistent with the city's evaluation through various studies and plans, the City of Sartell has programmed funding to complete these projects to complete connections and extend service to areas of need:

- Reconstruct 19th Avenue from CSAH 4 to CSAH 133 (Sixth Street S) to include the addition of sidewalks.
- Extend the current shared use path on Heritage Drive from Huntington Drive S to Amber Avenue S. This will include the installation of two marked crosswalks at 7th Avenue S and Connecticut Avenue S.
- Extend Scout Drive to Dehler Drive to include shared use paths.
- Added sidewalks with the Eagle Ridge and Arbor Ridge residential developments.
- With the Stearns County reconstruction of CSAH 1 (Riverside Ave) from Sartell Street to 12th Street, city to complete the shared use path along the Mississippi River.
- A shared use path along 7th Street N to fill the gap from 2nd Avenue N to Riverside Avenue N.
- A shared use path along 12th Street N to fill the gap from 4th Avenue N to Riverside Avenue N.
- Adding sidewalk to fill a gap along 13th Avenue N connecting Grizzly Lane.
- Adding sidewalk to fill a gap along 3rd Street N connecting 19th Avenue N.

Long term (though currently unfunded) goals for the city's active transportation network include completing the remaining network gaps with planned connections. Programmed and planned facilities to connect current routes to the larger regional network are shown in Figures B.22 and B.23.

North Sartell Programmed and Planned Active Transportation Facilities

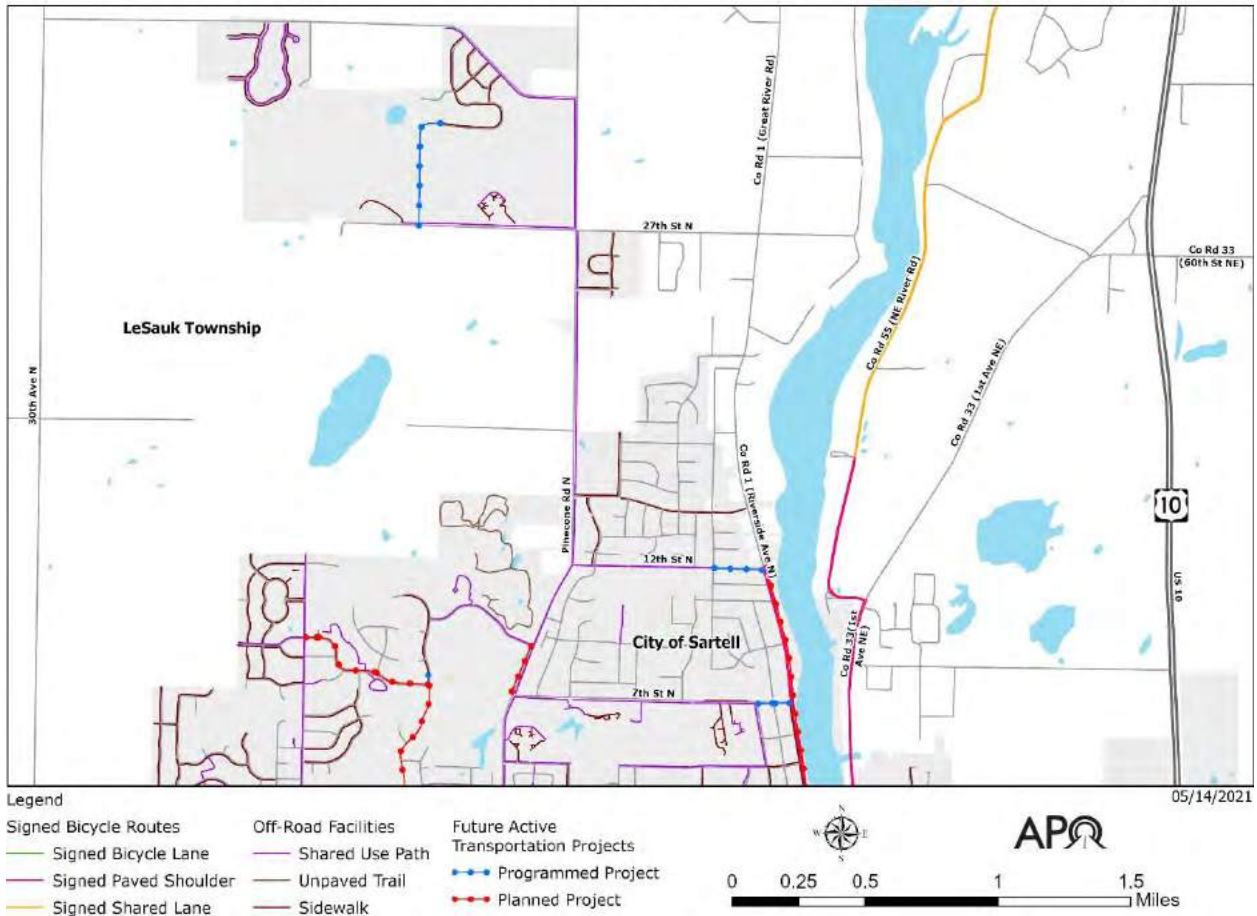


FIGURE B.22 – PROGRAMMED AND PLANNED FACILITIES IN NORTH SARTELL

South and East Sartell Programmed and Planned Active Transportation Facilities

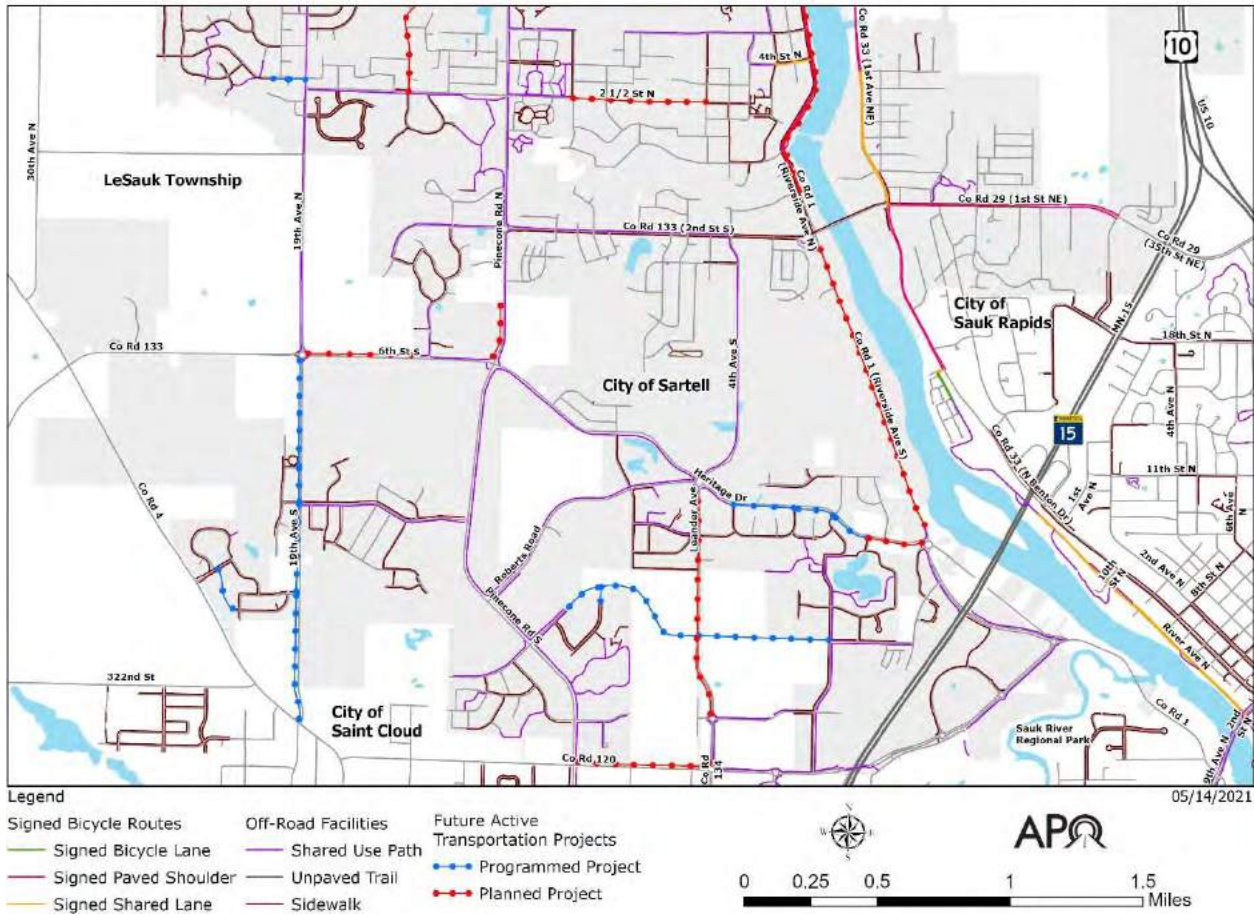


FIGURE B.23 – PROGRAMMED AND PLANNED FACILITIES IN SOUTH AND EAST SARTELL

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

To supplement city’s programming and priority needs identification, the APO performed a citywide analysis of facility and other needs for active transportation users. The intent of this assessment, performed in coordination with city staff and representatives, is to identify additional areas of high need that the City may be able to address with future projects as funding becomes available.

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The areawide goals and objectives for active transportation as adopted by the APO provide a starting point for the Sartell needs assessment. The goals, objectives, and the evaluation factors are detailed in Chapter 4. The evaluation factors were equally applied for the assessments of needs within each city and across the MPA. Performance ratings from the evaluation of factors for Sartell are shown in Figure B.24.

Sauk Rapids			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			0.4
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			60.2%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	83.3%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	16.7%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	88.9%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	11.1%
		> 931 ft (Four or more blocks)	0.0%
	Large Employers	0 Ft (Asset Served by AT Facility)	85.7%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	14.3%
		> 931 ft (Four or more blocks)	0.0%
	Parks	0 Ft (Asset Served by AT Facility)	93.8%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	6.3%
		> 931 ft (Four or more blocks)	0.0%
	Transit Stops	0 Ft (Asset Served by AT Facility)	73.9%
		1-310 ft (One block or less)	8.7%
		311-930 ft (Two to three blocks)	8.7%
		> 931 ft (Four or more blocks)	8.7%
Percent of street crossings that do not meet full ADA standards			82.8%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			0.0:4.2
Percent mileage of Regional Priority bicycle facilities that do NOT exist			30.6%
Percent of on-road bicycle facilities with poor pavement			0.0%
Percent of SUP with rough/very rough pavement			4.4%

FIGURE B.24 – SARTELL PERFORMANCE REPORT CARD (2019)

NEEDS ASSESSMENT METHODOLOGY

From the above framework APO staff, in coordination with Sartell city staff and community volunteers, have developed the following methodology to address critical gaps in the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on addressing gaps utilizing existing data as it relates to the region’s active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken down into three phases. This process began with an in-depth analysis of the Sartell transportation network, identifying issues and needs within the city from the review of data and factors. The findings from this cursory review led to a more detailed analyses of active transportation needs within specific focus areas in Sartell.

In the second phase, APO staff coordinated with Sartell and other APO member cities (Saint Cloud, Saint Joseph, Sauk Rapids, and Waite Park) to begin a discussion on exploring connections between each of the cities and areas outside of the APO's planning area. In the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Evaluating Needs for the City of Sartell

The initial phase of the analysis, to identify service gaps within the City of Sartell, followed a two-step process.

The first step was to review needs and gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data which detailed the existing active transportation conditions for the city. Utilizing the goals, objectives, and applying factors, staff began to dive into the existing conditions data to look for network gaps or areas of concern (i.e., high crash locations, locations of under designed on-road/off-road facilities). Considered along with the factors were the comments from the APO's initial public input along with comments from city staff.

In the next step, areas where multiple issues were revealed when the factors were applied became the focus of further review and analysis.

Analysis of Areas of Need - City of Sartell

	Safety & Comfort Factors										Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance							
Stearns CR 133 (2nd St S)	X	X											X				Business/Residential area - crashes with injuries & one fatality, shared use path needs upgrades	Crossing improvements, upgrade shared use path. (City reviewed roundabout at Pine Cone Rd. in 2017 - recommended RRFB.)
Benton CR 29 (1st St NE)		X	X				X							X			Minor arterial - injury crashes, underdesigned for traffic volumes, area with many large employers, food assets, zero veh hhs, elderly.	Pedestrian and bicycle crossing improvements, facility design, improved access to large employers, multifamily development.
2 1/2 St N		X					X						X				Minor arterial - lacks east/west connectivity, serves large employer, neighborhood shared use paths rated "rough."	Look at feasibility of completing gap, upgrade shared use paths.
5th St N							X						X				School area - current gap, "rough" shared use paths.	Complete gap, upgrade shared use paths. (City shows a planned connection on 5th Street.)
7th St N				X			X						X				School area - current gap, "rough" shared use paths.	Complete gap, upgrade shared use paths. (City shows a planned connection on 7th St.)

FIGURE B.25 – WAITE PARK NEEDS ANALYSIS

NEEDS AND ISSUES

People in nearby neighborhoods use or cross 2nd Street South to reach a number of food destinations and other services. Average daily traffic on 2nd Street is 11,700 vehicles with a posted speed of 35 mph. Of the 25 locations within Sartell with crashes involving pedestrians and bicyclists, seven crashes (28 percent) including a fatality and a serious injury occurred within the 2nd Street S area.

A shared-use path runs along the north side of the roadway from Pinecone Road as far east as 4th Ave S. Between 4th Ave S and the Mississippi River, there is a sidewalk on the north side. On the south side of the roadway, there is sidewalk along the length of the 2nd Street corridor. Much of the shared use path along the north side of 2nd Street S is in fair or rough condition (see Figure B.14).

The city's 2017 study of pedestrian crossings reviewed concerns for crossing safety with the volume of traffic at the roundabout with Pinecone Road and suggested potential improvements.

Review of crash data shows seven incidents occurred on 2nd Street S within the focus area between 2010 and 2019. As noted previously, one of those crashes resulted in a fatality. Two crashes occurred at the intersection of 4th Avenue S, one of which resulted in a serious injury. The other crashes on 2nd Street resulted in suspected minor injuries with one "possible injury" crash. A review of the DPS crash reports reveals that in most instances the cyclist or pedestrian was properly crossing at the intersection but were not seen by the driver of the vehicle. From some reports it appears drivers seeking a gap to merge into heavy flowing traffic on 2nd Street South failed to notice them.

Figure B.26 provides a more detailed view of the area between 4th Avenue and the Sartell bridge to better show the locations where crashes have occurred. This may be the more critical area of need given the service destinations for pedestrians and bicyclists on either side of the roadway and the speed and volume of vehicle traffic.

2nd Street South (Stearns CSAH 133) Crash Locations

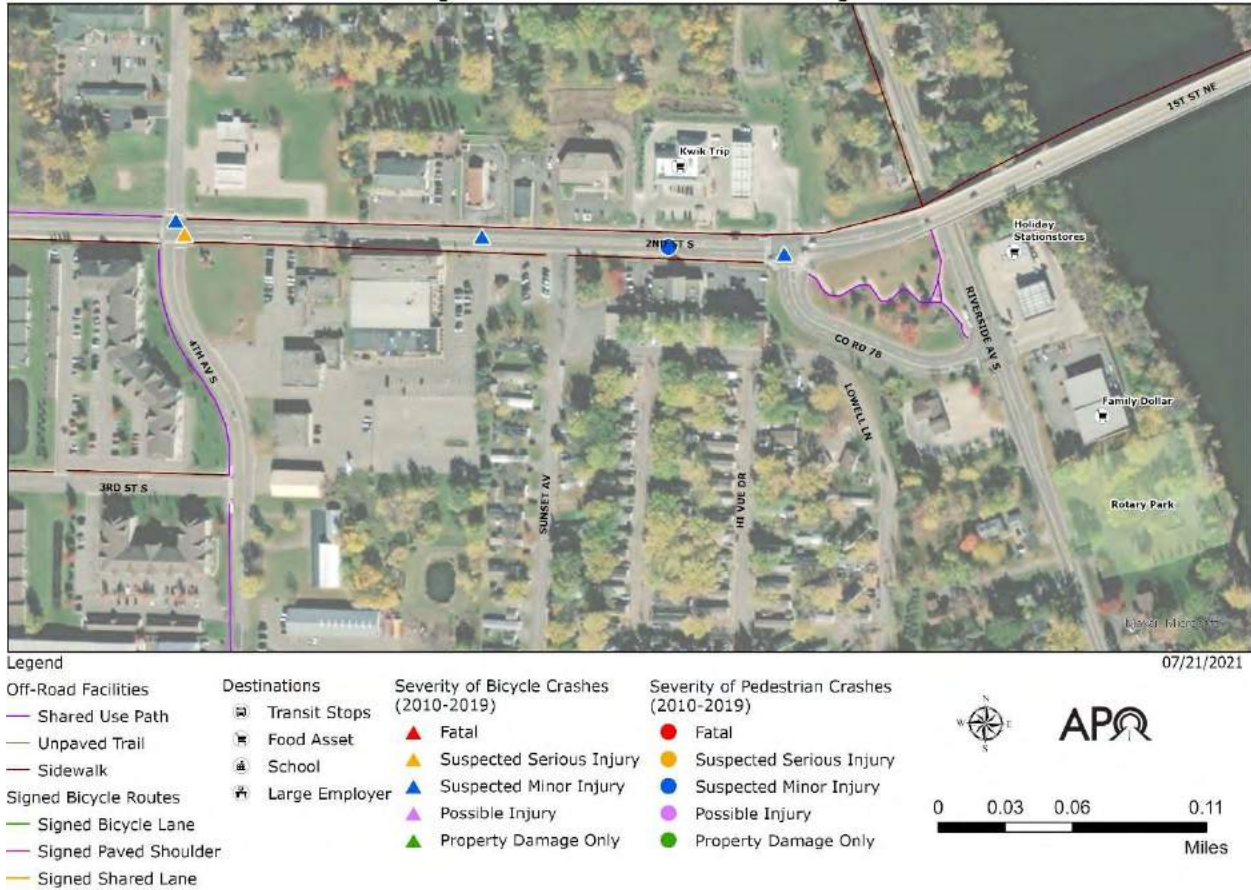


FIGURE B.27 – DETAIL OF 2ND STREET SOUTH CRASH LOCATIONS

RECOMMENDATIONS

Further study is suggested. Crossing improvements that increase driver awareness may be warranted along 2nd Street South at the locations where crashes have occurred, particularly between 4th Ave S and CR 78. There’s a variety of potential safety improvements that are available including warning signs, marked crosswalks, and flashing beacons. But some effort should be made to determine the most appropriate infrastructure solution if there is one.

While the condition of the city’s shared-use paths is generally better than the regional average, that is partly due to the fact that so much of the city’s infrastructure is new. The city should consider designating funding specifically for maintaining existing active transportation infrastructure, including routine investments like crack filling and seal coating to extend the life of the pavements.

1st Street NE Area

This focus area includes much of east Sartell along 1st Street NE from the Mississippi River to Highway 15. This was identified as an area of focus due to the potential safety issues with the volume of traffic and some injury crashes, its many destinations for walking and

biking (major employers, food assets), and concentrations of residential use with a large number of zero vehicle households and persons aged 65 and older.

1st Street NE (Benton CSAH 29) Focus Area

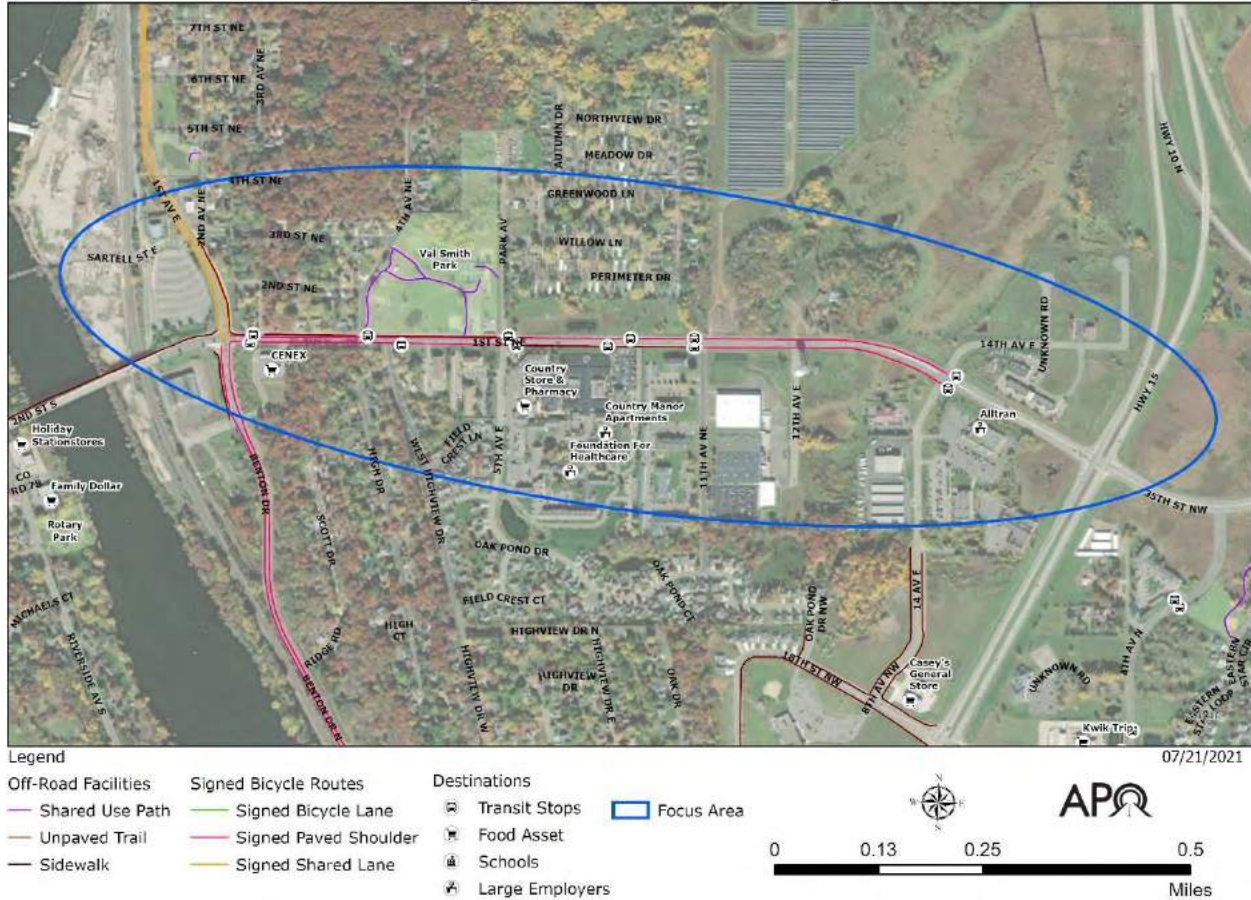


FIGURE B.28 - 1ST STREET NE AREA OF FOCUS

NEEDS AND ISSUES

County Road 29 (1st Street NE) is the only direct east-west road connection from the Sartell bridge to Highway 15. The roadway has signed bicycle lanes from Benton Drive to 14th Avenue. However, the corridor carries an average of 7,900 vehicles per day at a posted speed limit of 35 mph, and in that context, MnDOT design guidelines (see figure 4.1) recommend a separated shared-use path.

Except for the existing facilities that follow 1st Street NE, neighborhoods of single family, multifamily and manufactured housing in east Sartell are missing shared use paths or sidewalks. Also lacking facility access are two employment centers south of 1st Street (Alltran, Country Manor Apartments). There is a six-foot-wide sidewalk along the north side of 1st Street NE between the Sartell Bridge and Park Avenue. There is also a shared use path that leads into Val Smith Park. At Park Avenue, the sidewalk shifts over to the south side of 1st Street and runs as far as 11th Avenue. Importantly, there are no active

transportation facilities for those who need to reach the nearby neighborhoods, housing complexes and businesses.

Of note, the city and Benton County have recently rebuilt much of the east side transportation network. The sidewalks along 1st Street NE were rebuilt in 2018 by Benton County. Streets in the eastside neighborhood were reconstructed by the city in 2019 and 2020. At that time, the city considered including new sidewalks but encountering strong opposition from neighborhood residents did not deem this need as a priority for inclusion.

The city boundary between Sartell and Sauk Rapids roughly follows the centerline of Highview Drive North, about 1/3 mile south of 1st Street. There are several instances of existing sidewalks in the Sauk Rapids neighborhoods that simply stop at the Sartell city boundary. Completing these connections (and perhaps adding more) would allow both Sartell and Sauk Rapids residents to reach the food assets and employers on the Sartell side of the boundary.

According to ACS Census data, east Sartell south of 1st Street is an area with impacts to many traditionally underserved groups. A significant percent of households in this area are below the poverty line. A high proportion do not have access to a vehicle. Data indicates east Sartell also has a high concentration of adults aged 65 and over and persons with disabilities. For these groups of which many may be dependent upon active transportation, there is a higher degree of need in providing facility access.

RECOMMENDATIONS

Given the concentration of zero-vehicle households and adults over the age of 65, providing more continuous facilities and connections in this neighborhood seems like it may be important. The lack of access to homes and employment centers suggests the need for projects that would add sidewalks or shared use path connections to and from 1st Street NE. Connections to the south would appear to be warranted along 5th Avenue, 11th Avenue and 14th Avenue NE. North of 1st Street, a sidewalk along Park Avenue would provide access to the large manufactured housing complex.

Priority should be given to connecting to the existing Sauk Rapids sidewalks that terminate at the Sartell city boundary.

While the on-road bike lane is well executed, the city should complete a small planning study to determine if a shared-use path is feasible along the corridor. It bears noting that the existing sidewalk adjacent to 1st Street is six feet wide, and the minimum width for a shared-use path is eight feet, so it may not take much to convert the sidewalk into a shared-use path.

Between 2010 and 2019 there was one suspected serious injury crash at the Park Avenue intersection involving a pedestrian. There is a marked crosswalk there, but the city should investigate and consider other potential safety measures at that intersection since that is where the northside sidewalk shifts to the southside.

Evaluating Needs for the Region

The second phase of the needs analysis is to identify improvements to the regional facility network within the city of Sartell and its planning area. These are projects that address goal 5 objectives for achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside of Sartell and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended as priority regional facilities are to extend the existing network within Sartell with continuous bicycle facilities along Riverside Avenue, 2nd Street South and 1st Street NE. Also adding shared use paths along County Road 133, County Road 120, 15th Street N and 35th Street N to the west as part of the regional network.

SUMMARY OF SARTELL RECOMMENDATIONS

For consideration in identifying local priorities, the following is a summary of the suggested improvements to the active transportation network from the ATP needs assessment and an estimate of costs.

Project	Description	Est. Cost??
1	Install flashing beacon along 2 nd Street South at 4 th Avenue or at other location as determined from study.	
2	Add more crosswalks and signage along 2 nd Street South.	
3	Add sidewalks from 1st Street NE into neighborhood areas to connect areas of housing and businesses.	
4	Convert sidewalk on 1 st Street NE into shared use path.	
5	Install a warning flasher at Park Avenue on 1 st Street NE.	
6	Upgrade shared use paths in poor condition.	
7	Extend pedestrian facilities across the Mississippi River crossing at 2 nd Street South and 1 st Avenue NE.	
8	Complete pedestrian and bicycle facilities along Riverside Avenue.	
9	Extend regional networks with shared use paths west along County Road 120, County Road 133, 15 th Street North, and 35 th Street North.	

The above recommendations are suggested to supplement other locally identified needs and projects to address active transportation needs.

The city of Sartell through its internal planning and needs identification process has identified additional connections as priorities for funding. The projects identified below address priority gaps in the active transportation network and provide needed connections to the regional system.

Project	Description	Est. Cost??
1	Complete the gap in the 4 th Avenue South shared use path.	
2	Complete the gap in the Heritage Trail shared use path.	
3	Complete gaps along Pinecone Road to include pedestrian crossing improvements.	
4	Extend shared use paths along Heritage Drive, Leander Avenue, 19 th Avenue North and South, and Roberts Road.	
5	Complete and extend shared use paths from Scout Drive and Dehler Drive.	
6	Complete other gaps as identified to connect local and neighborhood systems to the regional network.	

Figure B.29 is a map with a full list of programmed projects and recommendations.

2020 Regional Active Transportation Plan

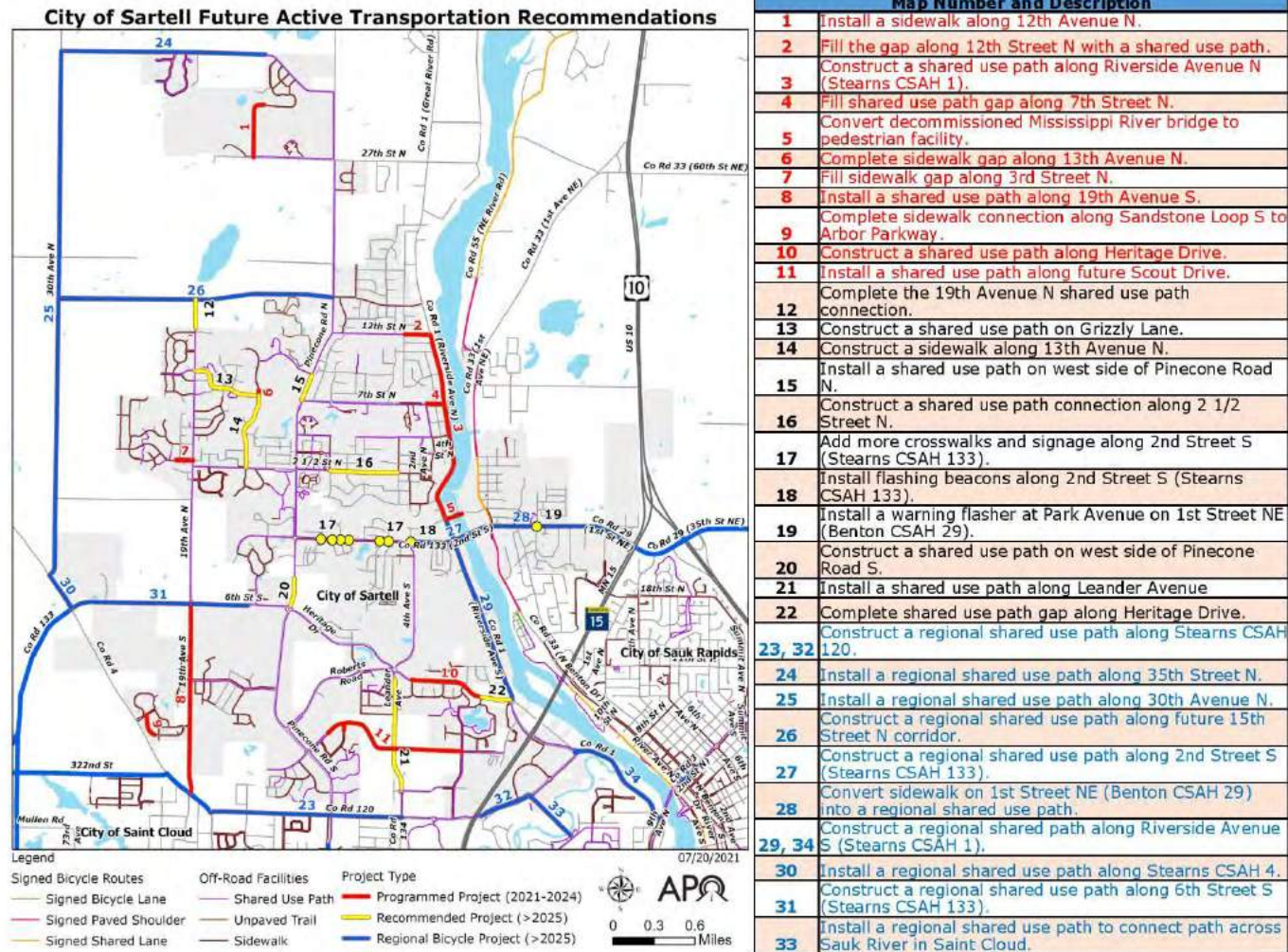


FIGURE B.29 – PROGRAMMED AND RECOMMENDED PROJECT





APPENDIX C: CITY PROFILE – SAINT JOSEPH

The City of Saint Joseph is a gateway community for visitors entering the MPA from the west and features the Lake Wobegon Trail, a popular facility for both residents who use active transportation and visitors from other areas. Saint Joseph proudly identifies itself as a small-town community with a rich history dating to the 1850s. The downtown area is much valued for its variety of locally owned businesses and pedestrian friendly amenities. Saint Joseph is also a regional center for education, home to the College of Saint Benedict (CSB) and the Kennedy Community School.

According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Saint Joseph has a population that has grown 32.5% since the year 2000.

The City of Saint Joseph is mindful of the need to provide equitable service to all segments of the community in its transportation investments. At a regional level, the APO tracks specific population demographic subsets known as historically underrepresented populations. This includes the following:

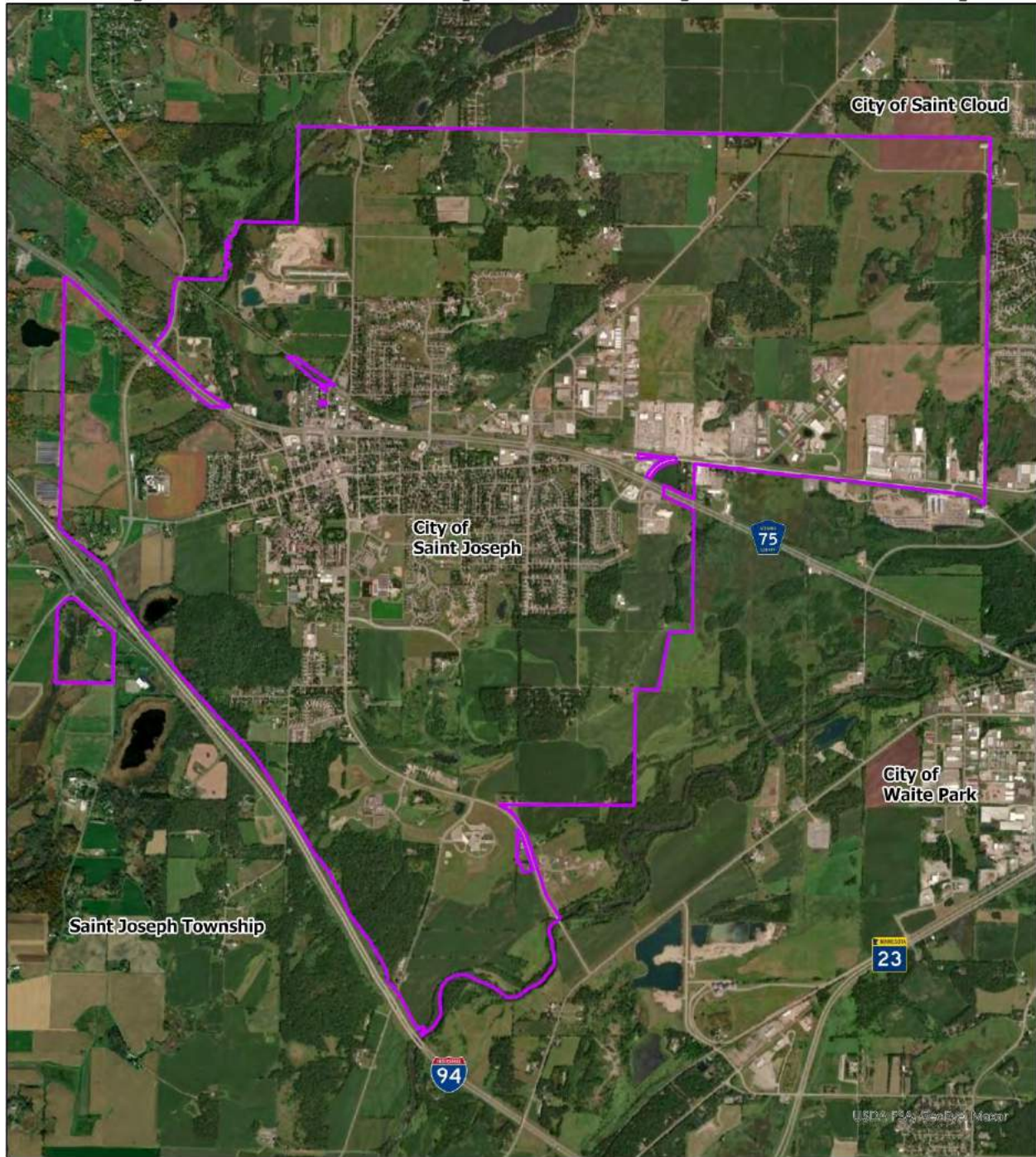
- People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).
- Persons with low-income
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these particular demographics in Saint Joseph finds that the largest of these groups is in the proportion of households with low incomes (16.6%). The city has a fairly large number of residents aged 65 and over (11.6%). In addition, approximately one in 10 people within the city have a disability.

The City of Saint Joseph has a low median age (21.7 in 2018) which reflects the large number of college age students within the city. According to the city’s Comprehensive Plan, students from the College of Saint Benedict and Saint John’s University make up 30 percent of the city’s population.

See Figure C.2 below for other details.

City of Saint Joseph Municipal Boundary



Legend

 City of Saint Joseph Municipal Boundary



03/17/2021

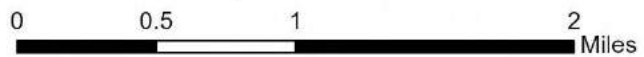


FIGURE C.1 – CITY OF SAINT JOSEPH.

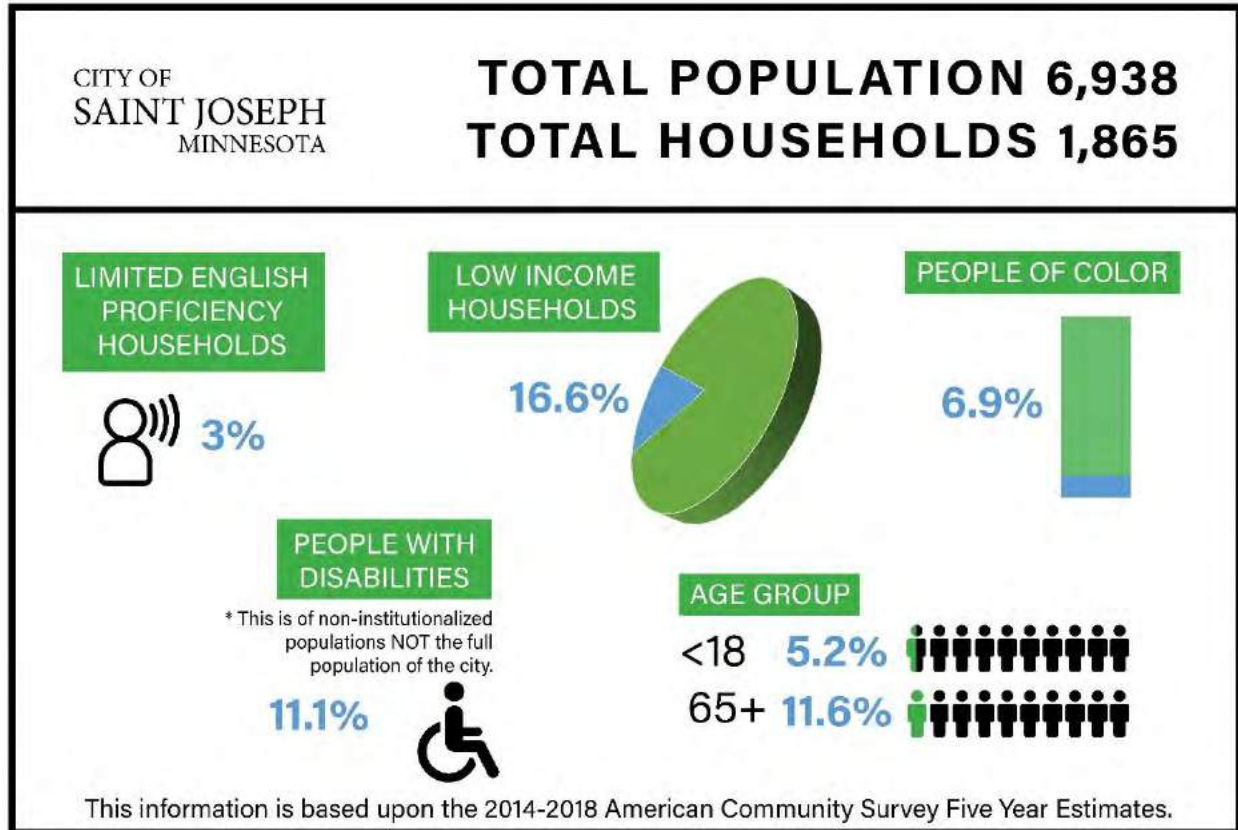


FIGURE C.2 – DEMOGRAPHIC PROFILE OF SAINT JOSEPH

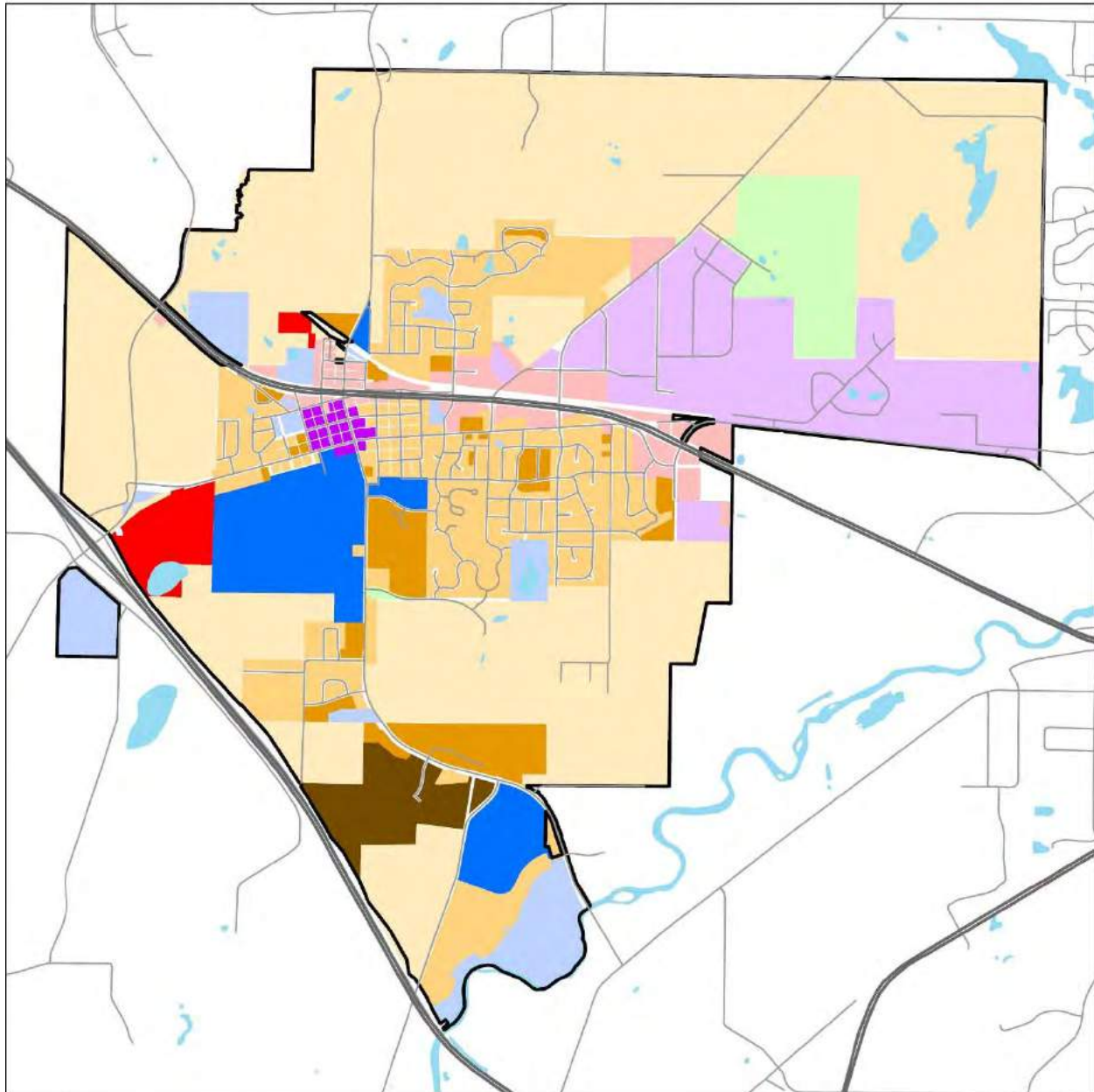
EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial, etc.) impacts the transportation network and the modes of travel available or desirable to users. The linkage between existing land use and transportation often has an impact on communities and can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users.

In part based on a land use inventory that was developed with the City's 2018 Comprehensive Plan, the city identified existing and proposed land uses as shown in Figure C.3. Most of the city consists of single-family residential uses with various areas of multiple family use as identified. The city continues to experience growth of new housing development primarily to the south along County Road 121 (aka, College Avenue South).

Much of the city's retail and commercial activity is focused in the downtown area near the college. As shown, various businesses are located along much of the CSAH 75 corridor. Light industrial uses are located along the County Road 133 and County Road 134 corridors on the city's north side.

City of Saint Joseph Land Use



Legend
Land Use

03/05/2021

- | | |
|-----------------------------|--------------------------------|
| Agricultural | General Business |
| Rural Residential | Central Business District |
| Single Family Residential | Highway Business |
| Multiple Family Residential | Light Industrial |
| Supportive Care District | Educational and Ecclesiastical |
| | Public |



FIGURE C.3 – SAINT JOSEPH LAND USES



Two large areas from the land use map are identified as “educational and ecclesiastical.” One is the CSB campus area which includes the college, student housing and the St. Benedict’s Monastery. Further south is the area that includes Kennedy Community School. West of the school are the senior living and care facilities of Country Manor.

Variouly located throughout the city are 78 acres of parkland. This includes assorted neighborhood parks, the Lake Wobegon Trail Visitors Center, and a public open space preserve along the Sauk River.

An understanding of the city’s land use types and how areas are intended to develop in the future is helpful in reviewing how these uses are served by the transportation system. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Saint Joseph has a network of sidewalks and shared use paths specifically for active transportation users. These are off-road facilities separated from the roadway network. Bicyclists and pedestrians rely on the available off-road network to reach their destinations.

The roadway network within Saint Joseph does not at this time include bicycle lanes or other on-road facilities for bicyclists.

City of Saint Joseph Active Transportation Facilities

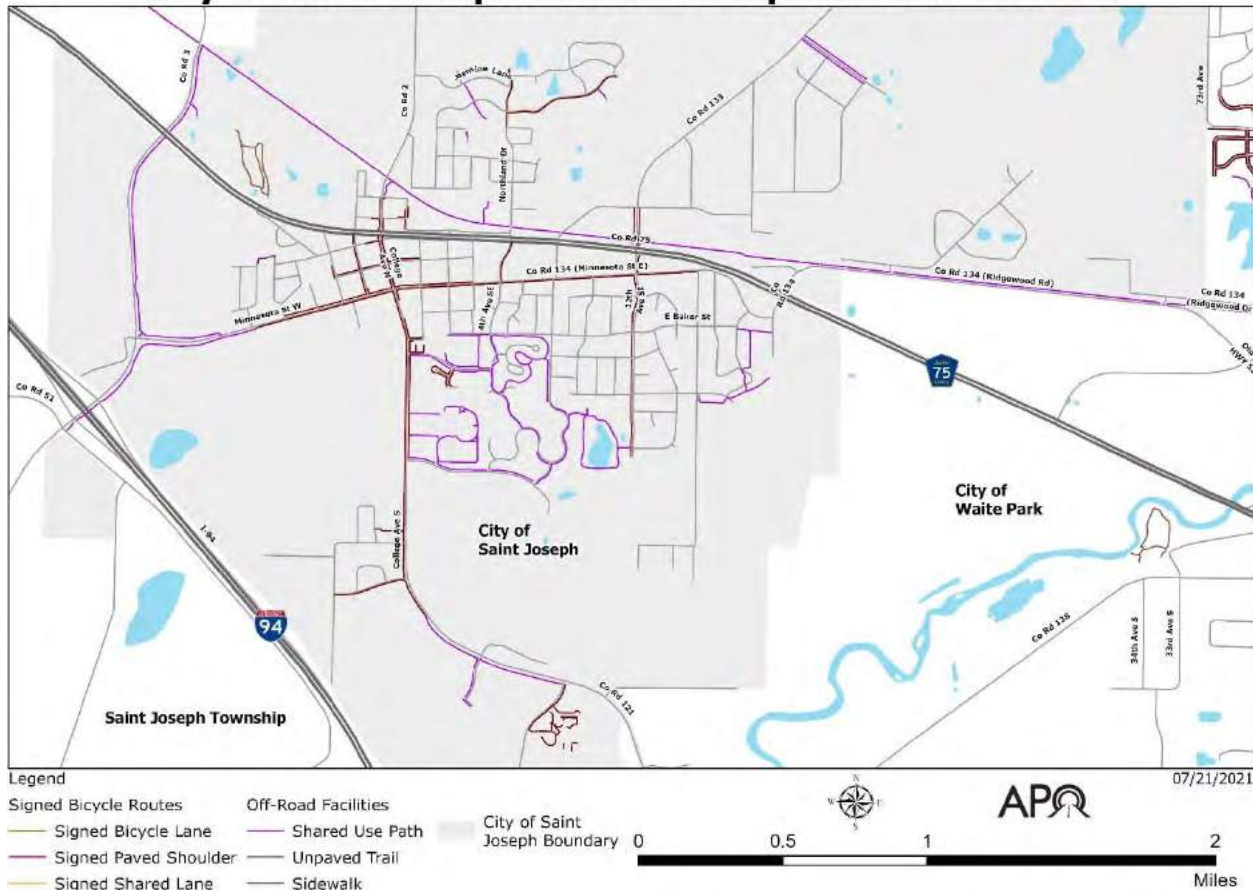


FIGURE C.4 – OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SAINT JOSEPH BY TYPE AND LOCATION.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 13.1 miles of shared use paths within the city. This includes the Lake Wobegon Trail, a regionally significant facility connecting the MPA to cities to the west, such as Avon, Albany, and Osakis. The Lake Wobegon Trail comprises 3.6 miles of the shared use paths within the city and is maintained by Stearns County. The shared use path along County Road 3 and County Road 2 connects the Lake Wobegon Trail to Minnesota Street and areas of south Saint Joseph. Other shared use paths mostly serve southside neighborhood areas and Klinefelter Park.

Many of these paths provide neighborhoods with access to the city's parks, recreational areas, and schools. There are 0.7 miles of unpaved trails, mostly walking paths within the Millstream Park.

Sidewalks

Sidewalks in the City of Saint Joseph are most commonly found in and around the downtown commercial district. Approximately 8.4 miles of sidewalks are located within Saint Joseph. Much of the city's sidewalks are along College Avenue, Minnesota Street and other parts of the downtown area. There is also a continuous sidewalk along much of 12th Avenue SE.



TRANSIT SERVICES AND INFRASTRUCTURE

The Jefferson Lines College Connection and the Tri-Cap Transit Connection provide transit services to residents of St. Joseph. The College Connection offers scheduled pickups and drop offs at CSB with stops at St. John's University, SCSU, south Saint Cloud on Clearwater Road, and the Metro Bus Transit Center in downtown Saint Cloud. Tri-Cap is a public transit service that provides dial-a-ride service from curb to curb to other parts of the MPA with call ahead reservations.

The areawide transit network operated by Saint Cloud Metro Bus that provides Fixed Route (FR) and Dial-a-Ride (DAR) systems for much of the metropolitan area does not at present provide direct services to those who live in Saint Joseph.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the condition of existing infrastructure is poor or ill-equipped for the end user, it may be inconvenient or underutilized. For those who are using them, infrastructure that is rough or in disrepair could be unsafe and result in accidents and injuries. Keeping the system in good condition assures safe use by all users.

Data on the current pavement conditions for the off-road active transportation facilities within the City of Saint Joseph was collected from areawide surveys performed for the APO as discussed in Chapter 2 of the ATP.

OFF-ROAD FACILITIES

Condition of Off-road Shared Use Paths

The Parks & Trails Council of Minnesota completed a pavement condition assessment of almost all shared use paths within the APO in 2020. Using a specially equipped electronic bicycle, a Parks & Trail Council staff member rode the shared-use paths throughout the metropolitan planning area – traveling in both directions – while instruments aboard the bicycle recorded the “bumpiness” of the pavement.

The study concluded that while several facilities such as the shared use path along County Road 3 and the Lake Wobegon Trail are in good or “smooth” condition, facilities in some neighborhood and park areas need improvement.

Approximately 11.4% of all shared use paths in Saint Joseph were identified as being in “rough” condition. This includes the path that loops within Klinefelter Park and some neighborhood areas. About 10% of the city's paths were rated as “fair.” Locations and their condition ratings are shown in Figure C.5.

City of Saint Joseph Shared Use Path Pavement Condition

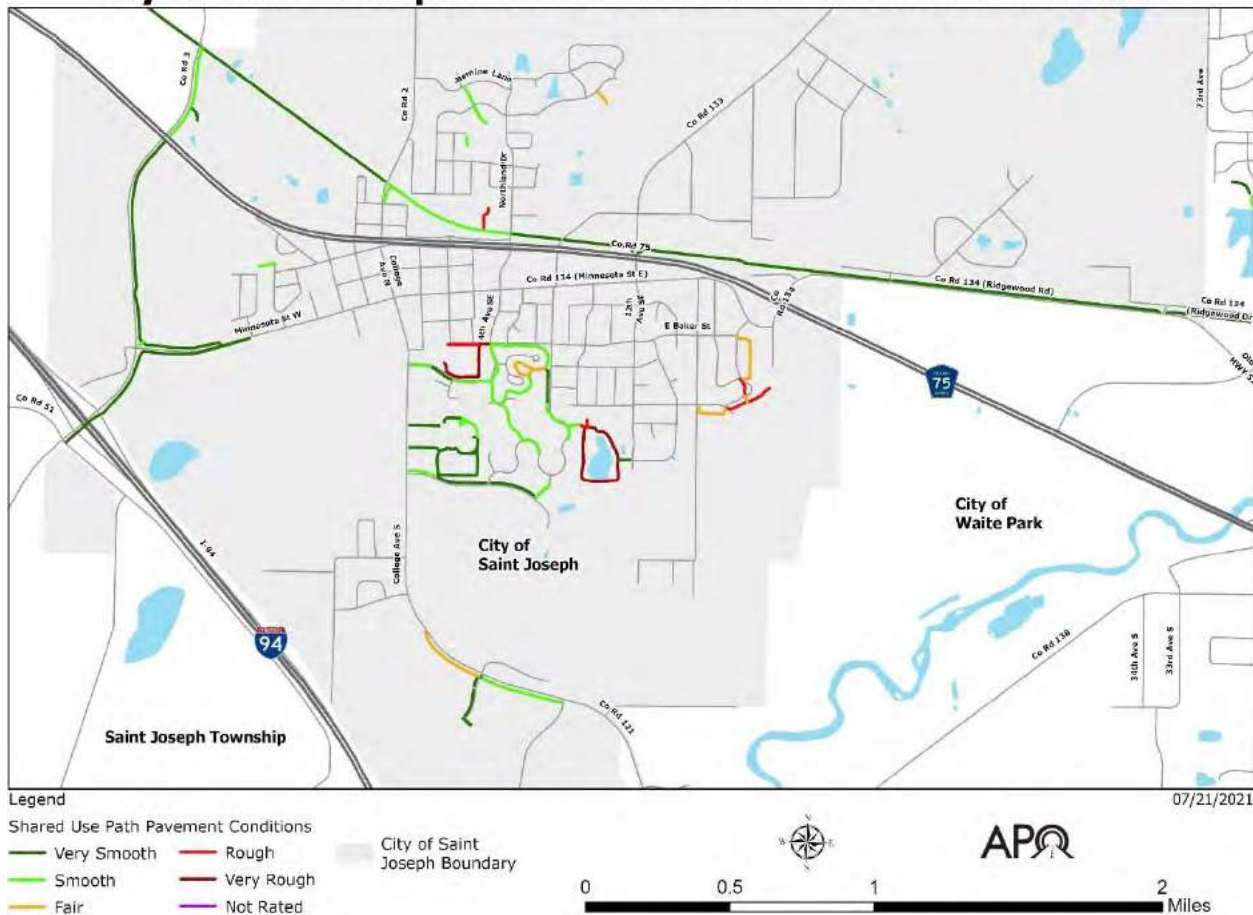


FIGURE C.5 – SHARED USE PATH PAVEMENT CONDITION (2019)

SAINT JOSEPH PLANS FOR ACTIVE TRANSPORTATION

The 2018 Comprehensive Plan, the companion 2017 Existing Conditions Report, and the 2012 Transportation Plan for the City of Saint Joseph provide the current planning framework for transportation. Each of these plans stresses the importance of a usable and growing transportation network for the city that includes trails and sidewalks.

2012 TRANSPORTATION PLAN UPDATE

In 2012, the City updated the 2006 Transportation Plan to include new design guidelines, updated analysis of transportation facilities and needs, and plans for improving and enhancing the system including the pedestrian and bicycle network. Among its recommendations are continuous trails and sidewalks that connect area businesses, parks and schools.



Active Transportation Needs as Identified in the Transportation Plan

According to the city's Transportation Plan, given the importance of biking and walking as a means of practical transportation, the transportation system should continue to expand to accommodate pedestrian and bicycle needs. A non-motorized system responsive to the needs of pedestrians and bicyclists will include sidewalks, trails, bike lanes, and shared roadway facilities. Basic needs for system improvements are to provide continuous facilities that connect origins and destinations important to people who bike and walk. This includes removing physical barriers and providing continuity across political boundaries.

The Transportation Plan identifies CSAH 75 as a high volume, high speed corridor with safety concerns for all modes of traffic that cross the highway. Noting growing traffic along the CSAH 75 corridor results in safety concerns for all modes that cross the highway, the Transportation Plan calls for full access signalized intersections and should safety problems arise, the reduction of partial access intersection locations.

2018 COMPREHENSIVE PLAN

The 2018 Comprehensive Plan represents the city's vision for future of the community. Included in the city's vision is providing all its residents with walkable neighborhoods, a vibrant downtown, and many usable recreational spaces. Among strategies to achieve this vision are a pedestrian focused design for the downtown and CSU campus area. Elsewhere in the city, well designed neighborhoods will include a network of sidewalks, trails, and streets that are connected, walkable, and safely accessible.

Active Transportation Needs as Identified in Comprehensive Plan

Among the primary goals of the Comprehensive Plan is to plan, develop and maintain a safe and accessible multi-modal transportation system. Safe travel for bicycles and pedestrians is a priority concern. Strategies include developing a pedestrian and bicycle plan, requiring off-street or on-street facilities where appropriate, and maintaining an interconnected system. The city will build new segments as needed to close gaps in the network.

According to the Comprehensive Plan, there are limited opportunities for active transportation facilities, especially through residential areas, which discourages walking or biking trips. Plan recommendations include developing a network of bicycle routes through the city. An improved network of facilities is recommended to enable better access to school, transit, employment, recreation and other needs of city residents. Traffic calming measures will be introduced where necessary to improve bicycle safety. The plan calls for further study and implementation of a safe crossing of CSAH 75 for pedestrians and bicyclists.

In the park plan component of the 2018 Comprehensive Plan, the city identified as its goal to create and maintain an interconnected trail and sidewalk system tying together parks and open spaces. Several strategies are presented to achieve this goal. The city will develop guidance and solutions for improving user safety, comfort, convenience, and connectivity. Trails and sidewalks will connect urban and suburban areas of the city to the natural environment. The city's trail system will connect to shared use paths in adjacent areas and to the regional network. As the city grows, its shared use paths will be protected from the impact of vehicular traffic and development.



PLANNING STUDIES

The 2017 CSAH 75 Pedestrian Crossing Study analyzed current conditions and safety along the CSAH 75 corridor through Saint Joseph. The study established the need for a grade separated crossing for bicycles and pedestrians to travel between the Lake Wobegon Trail and areas of Saint Joseph south of the highway. Identifying a feasible location and other strategies to address safe crossing and connectivity needs were the chief purpose for the 2017 study. A series of recommendations are included in the final report.

The 2017 CSB Planning Study examined crossing safety in areas where many pedestrians cross to and from the college campus along College Avenue. This study recommended completion of sidewalks and crosswalks at intersections along College Avenue south on Minnesota Street. This study included a concept for a shared use path to add connectivity across College Avenue from southside development, proposing an alignment that follows Field Street.

CITY ORDINANCES

Along with various citywide planning efforts, [Saint Joseph City Code](https://bit.ly/2QvH3ZU) (<https://bit.ly/2QvH3ZU>) has established several ordinances pertaining to the active transportation system and its users.

City Code Chapter 5 outlines provisions for active transportation with new street construction or reconstruction. A sidewalk and trail network shall be in proximity to public service areas such as parks, schools, and shopping facilities. With the construction of streets, city ordinance calls for a minimum of six-foot sidewalks on at least one side of every street, though the city may require sidewalks on both sides of streets. Where called for, trails (shared use paths) shall have a minimum paved width of eight feet. All facilities shall conform to design standards and ADA guidelines. The City Council takes recommendations for improving the sidewalk and trail network from the Planning Commission (City Code 540.15).

Property owners have responsibility for sidewalk maintenance. Snow, ice, or other walkway obstructions are to be removed within 24 hours of when deposited. If the owner does not comply, the city may assess the costs of removal (City Code 303.03). The property owner is also responsible for sidewalk repairs. Upon receiving notice from the city that the sidewalk is defective, the owner has sixty days to make repairs or be assessed the cost of repair by the city (City Code 303.04).

Within restricted areas as specified by ordinance, the City of Saint Joseph prohibits certain types of usage on sidewalks. Riding a bicycle or a skateboard is prohibited on Minnesota Street and other sidewalks in the downtown area. Except for crossing a street, travel on roller skates is also prohibited within the restricted area (City Code 809). In addition, the city prohibits the operation of any self-propelled vehicle on any of its sidewalks (City Code 807). By Minnesota law (Sec 169.222), bicyclists have the same rights and responsibilities as the drivers of motor vehicles, and therefore have the right to use any public roadway.

SYSTEM USAGE

An understanding of bicycling and walking behavior complements information on the available active transportation network within the City of Saint Joseph. It is important to know how many people are using the system, where they need and/or desire to go, and how well current facilities are addressing those needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations throughout the MPA. This includes a location on the Lake Wobegon Trail, the point where it crosses College Avenue (County Road 2).

The MnDOT counter actually uses two different type of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes that are placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can not only record that cyclist, but also determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure the body heat of people who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting out the bicyclists from the total count. With these portable counters, APO staff monitors daily usage of shared use paths for seven-day intervals at specified locations.

The Lake Wobegon Visitors Center is one of a handful of locations throughout the MPA that has counts done seasonally – winter, spring, summer and fall. Due to weather conditions, these seasonal counts are done using only the PYRO-Box counter. This type of counting program is relatively new (beginning in 2020) so limited data is available.



City of Saint Joseph Active Transportation Count Locations

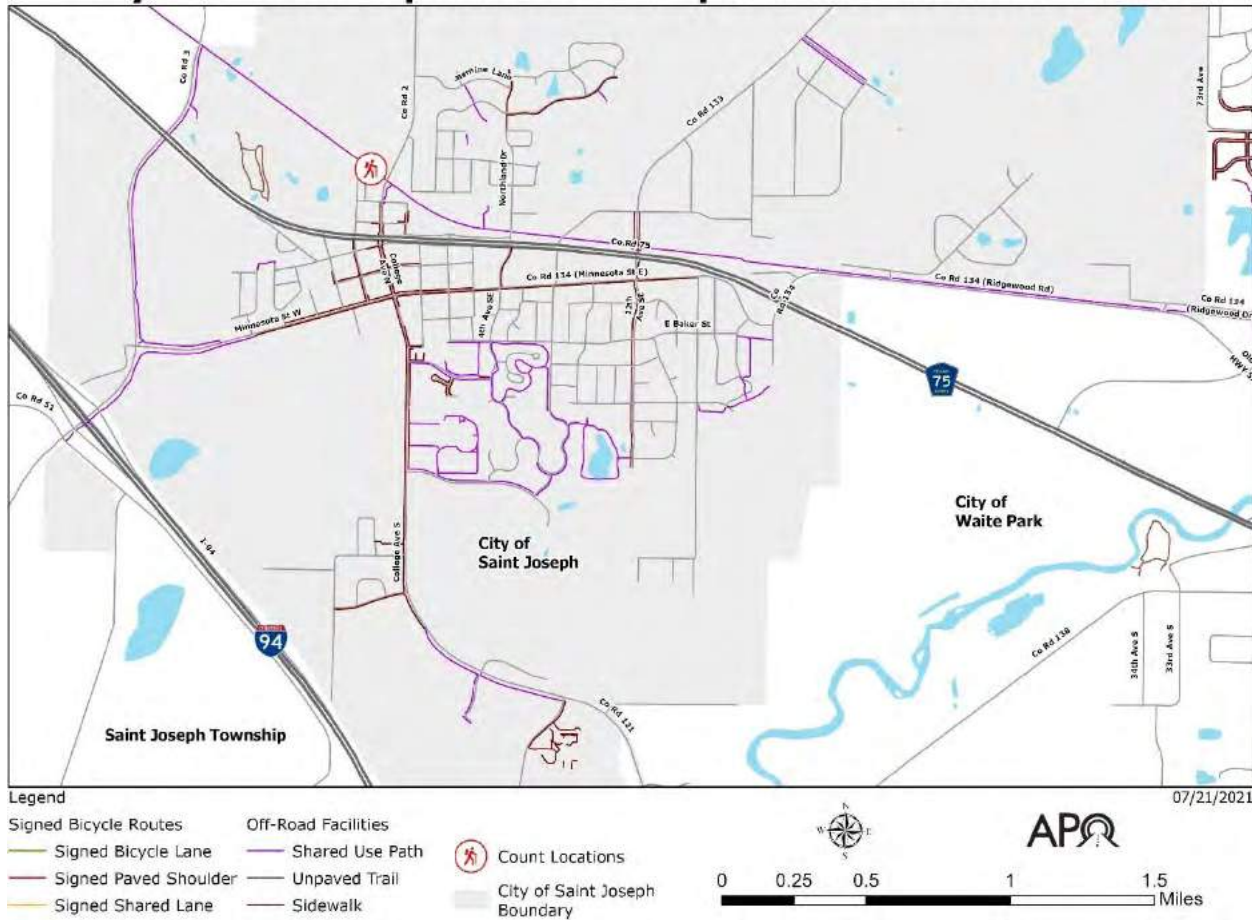


FIGURE C.6 – LOCATION WHERE THE APO REGULARLY DEPLOYS AUTOMATIC BICYCLE/PEDESTRIAN COUNTERS

The APO’s counts indicate that the Lake Wobegon Trail at the Saint Joseph trailhead receives significant usage, particularly on the weekends. Figure C.7 provides a comparison of summer pedestrian usage in 2019 and 2020. During weekdays, the average count of pedestrians was 93 in 2019, with a much higher average of 267 in 2020. Average daily weekend counts when college is in session tend to be significantly higher than when college is recessed.

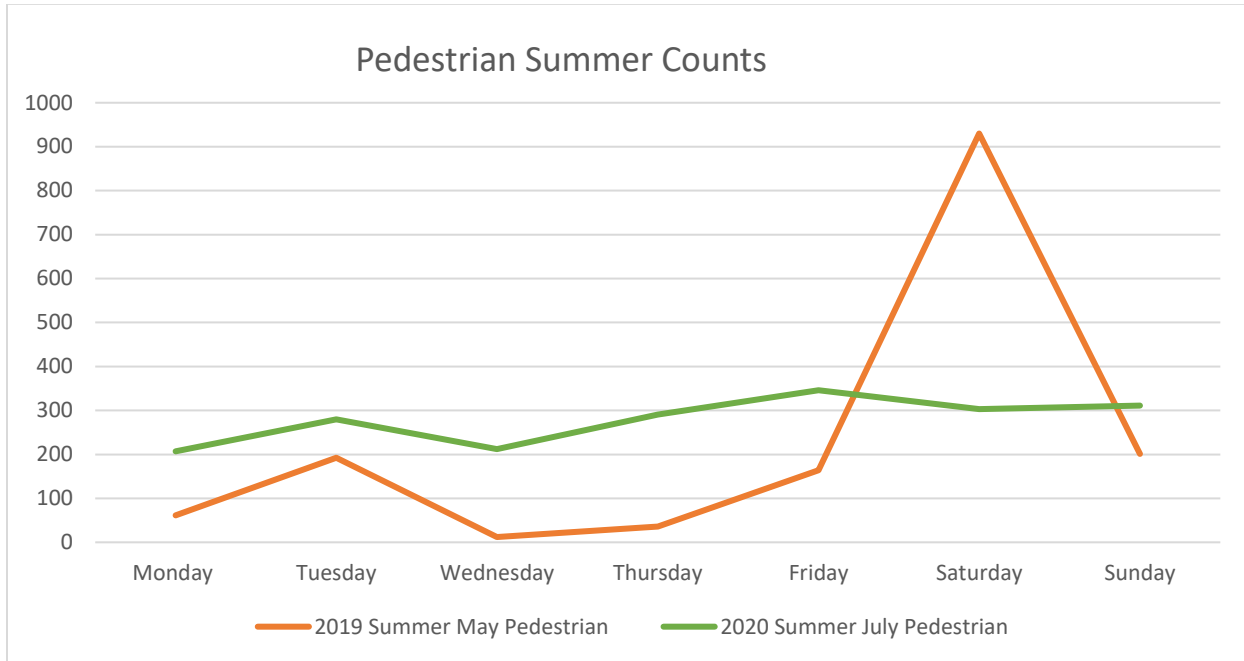


FIGURE C.7 – 2019 AND 2020 PEDESTRIAN COUNTS AT THE LAKE WOBEGON TRAILHEAD AND VISITORS CENTER.

Figure C.8 shows the most recent one-week winter seasonal counts on the Lake Wobegon Trail for both pedestrians and bicycles. As the graph shows, the number of people using this facility in the winter can be correlated to outside temperatures.

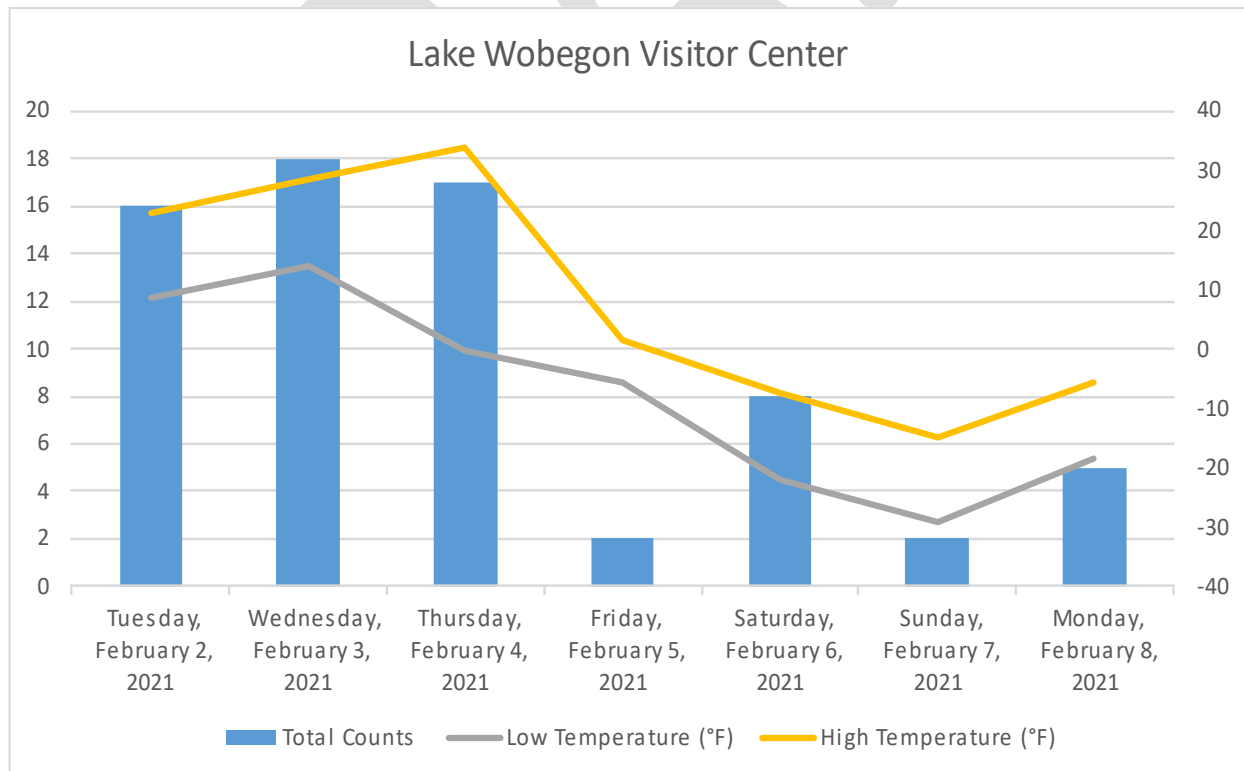


FIGURE C.8 – 2021 WINTER COUNTS AT THE LAKE WOBEGON TRAIL IN COMPARISON TO DAILY HIGH AND LOW TEMPERATURES

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks.

For the purposes of this plan, APO staff are primarily looking at public schools. Food assets are defined as grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed are those that have 100 or more full- and/or part-time employees.

Figure C.9 shows the locations of these destinations within the City of Saint Joseph.

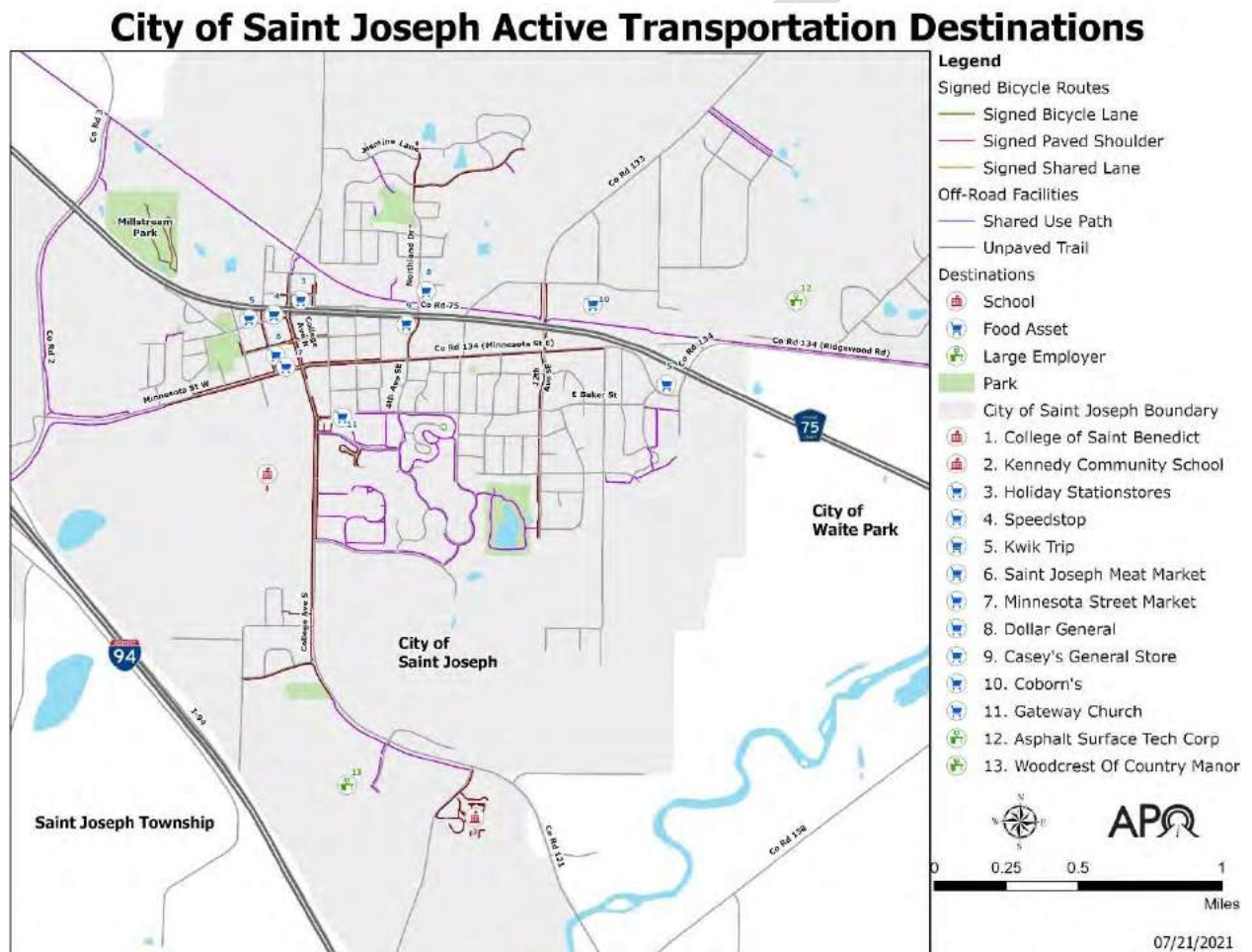


FIGURE C.9 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS



Schools

The city of Saint Joseph prides itself on the quality educational opportunities provided by the College of Saint Benedict (CSB) and the Kennedy Community School.

The campus of the College of Saint Benedict, a privately operated college for women, is located entirely within the City of Saint Joseph adjacent to the downtown area. CSB is closely associated with nearby Saint John's University (SJU) which offers higher education for men. Much of the student population of SJU lives within the city of Saint Joseph.

The Kennedy Community School, part of St. Cloud Area School District #742, is located in south Saint Joseph with access from Jade Road. This school of approximately 800 students, provides education for students from preschool to eighth grade.

Food Assets

As shown in Figure C.7, grocery stores and other food destinations are mostly found in the downtown area and near intersecting streets along CSAH 75. Within the downtown area are several small grocery outlets and the Saint Joseph Meat Market. Since the Gateway Church is also a food distribution center, it is shown as a food asset. Various convenience stores and a Coborn's supermarket are located near roadways that cross CSAH 75.

Food assets are often along some sort of active transportation facility. Locations in the downtown area have a nearby sidewalk. Some of the food assets along CSAH 75 will have nearby access to the Lake Wobegon Trail.

Large Employers

Among the city's largest employers are CSB and the Kennedy School. Asphalt Service Technologies facility located in the east industrial park along CR 134 is a major employer. Another is Woodcrest of County Manor, a senior living and health care facility along south College Avenue.

Parks

The City of Saint Joseph has approximately 78 acres of parkland within the city limits. This includes eight city parks, the Wobegon trailhead and shelter, and an archery range.

The larger parks generally have access to nearby sidewalks or shared use paths. As a result, residential areas near these parks are more likely to have active transportation facilities. It should be noted that many of the city's smaller neighborhood parks have limited or no sidewalk access.

SAFETY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are on the rise within the Saint Cloud MPA.

Specifically, within the City of Saint Joseph, DPS crash data has indicated nine crashes involving active transportation users and vehicles have occurred in the 10-year period between 2010 and 2019. See Figure C.8 for locations and severity.

City of Saint Joseph Active Transportation Crashes

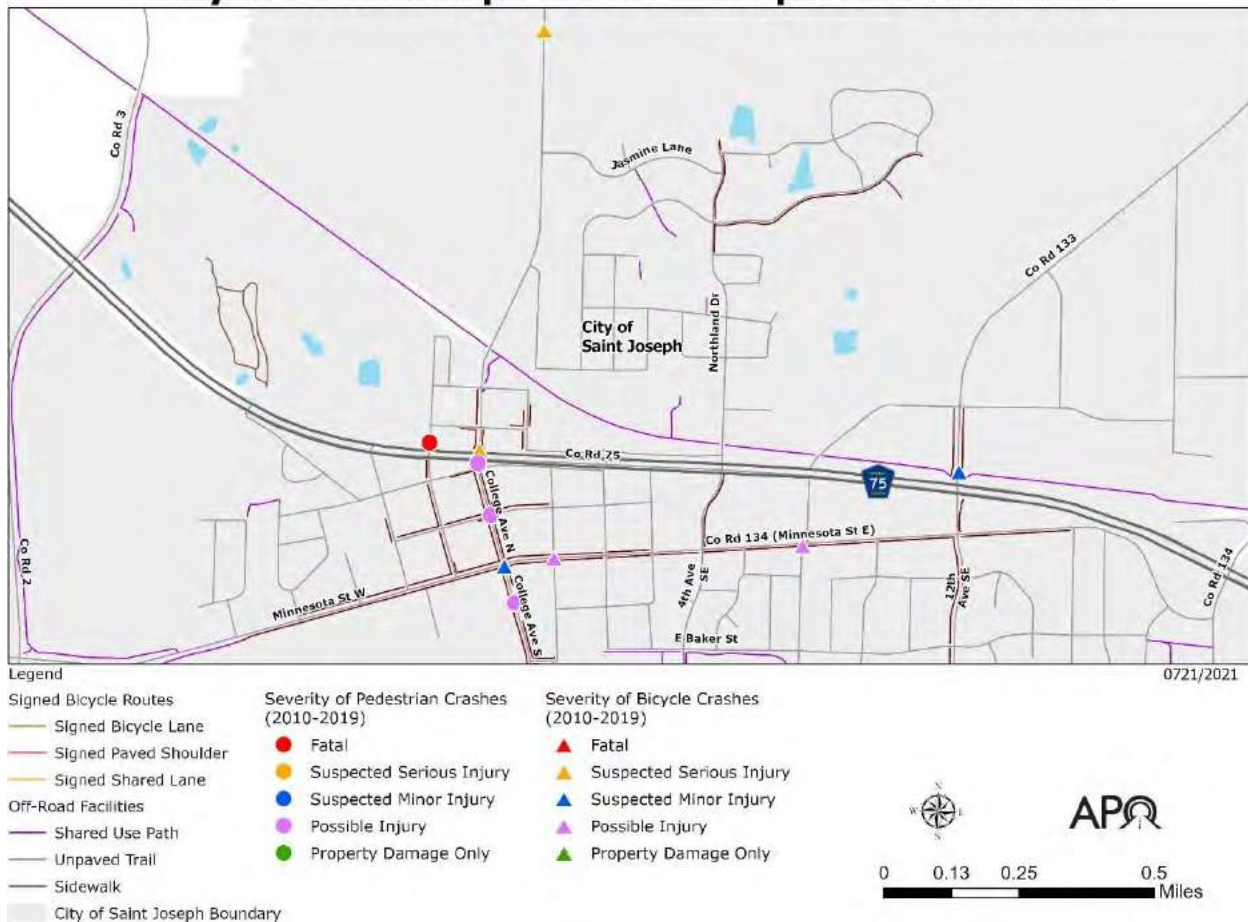


FIGURE C.8 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS (2010-2019)

Most of the crashes occurred within or near the downtown area of Saint Joseph. While most resulted in minor injuries, it is important to note that during this time frame, there was a pedestrian fatality and two crashes with serious injuries to pedestrians. A crash at a location along the frontage road north of 1st Avenue NE intersection with CSAH 75 resulted in the death of a child. A bicyclist was seriously injured in a crash at the intersection of College Avenue and CSAH 75. The cyclist was legally crossing but according to the report could not be seen by the driver. Another accident with a serious injury to a cyclist occurred further north on County Road 2. In this instance the cyclist was impaired and night conditions may have contributed.

Crash history is reviewed to determine if there are particular locations where crashes appear to be more likely to occur and whether there may be an engineering solution or partial solution to help mitigate the crashes. While most of the accidents that involved pedestrians and bicyclists were in the downtown area along College Avenue and Minnesota Street, only one location, the CSAH 75/College Avenue intersection, had more than one crash during the ten-year period. Crash reports indicate that in many cases the pedestrian or cyclist was not seen by the driver of the vehicle. It is unclear from the DPS crash reports whether physical conditions at the crash locations were a contributing factor or if physical changes to the facilities may help mitigate future crashes.

PROGRAMMED AND PLANNED IMPROVEMENTS

As a guide to transportation and other investments, the City of Saint Joseph maintains a Capital Improvement Program (CIP). The CIP includes the projected 5-year program of projects based on current needs and available revenues. Included in the CIP are short term projects designed to improve active transportation facilities. The CIP also indicates anticipated future revenues that may be available to implement such projects. If a CIP project is consistent with the Metropolitan Transportation Plan (MTP), it may be eligible for available Federal funding and inclusion in the APO Transportation Improvement Program (TIP)

One such project identified by Saint Joseph and Stearns County is crossing and active transportation improvements to County Road 133 to be completed as part of the programmed reconstruction of the roadway. City and Stearns County staff describe the project in which both jurisdictions are participating as including ADA compliant elements with a sidewalk and/or shared use path on at least one side of CR 133. Intersection improvements to be made at the Elm Street intersection will include consideration of a roundabout to address crossing safety concerns.

Also identified in the CIP, the city is the process of adding sidewalk connections north along Northland Drive and a shared use path connection that would extend from 20th Avenue SE to existing paths in southside neighborhoods.

Long term (though currently unfunded) goals for the city's active transportation network include a grade-separated bicycle and pedestrian crossing of CSAH 75 as recommended in the 2017 CSAH 75 Pedestrian Crossing Study.

The city has a long-term plan to acquire right-of-way and extend a new north roadway corridor from 73rd Avenue to County Road 133. The new north corridor when built may also include the addition of active transportation facilities, according to city staff.

Saint Joseph Programmed and Planned Active Transportation Facilities

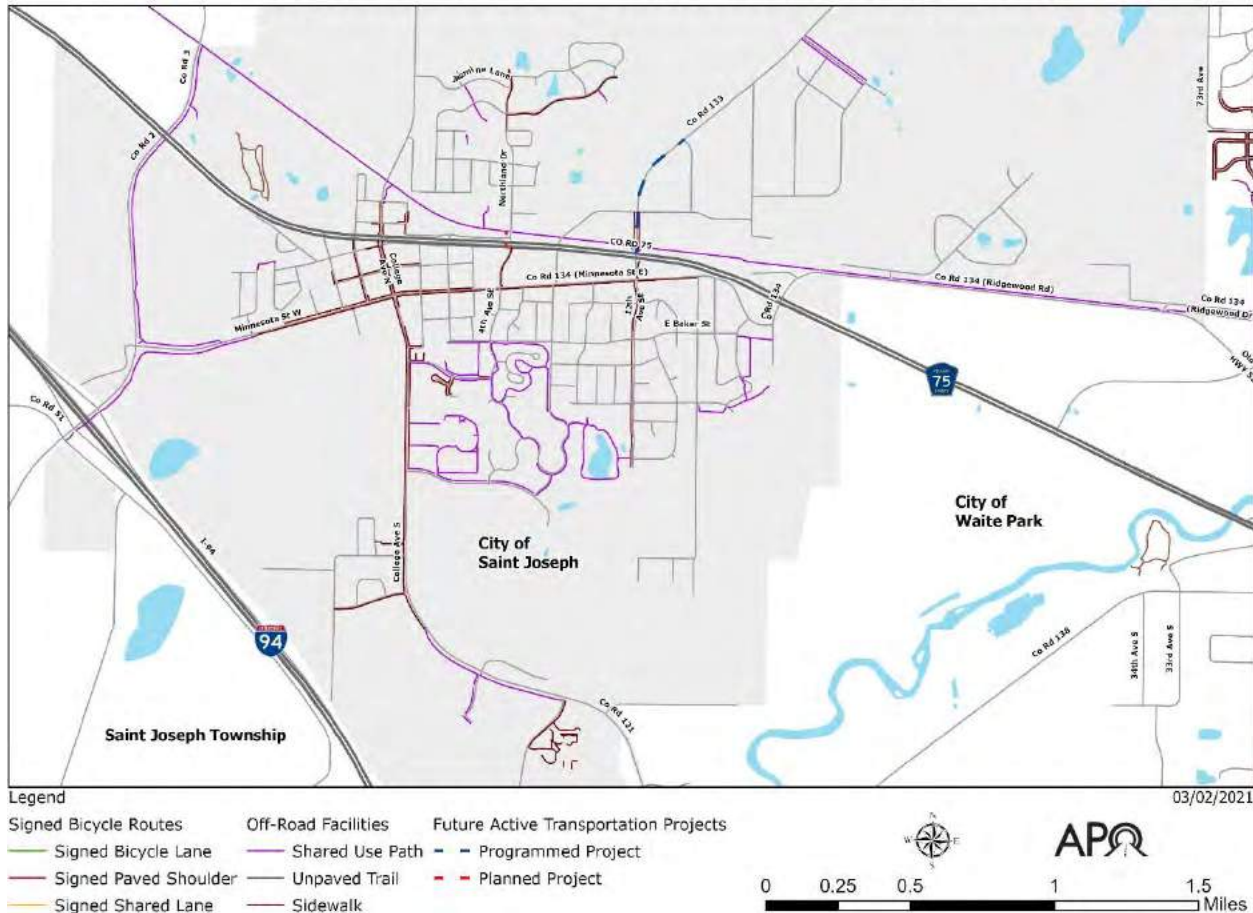


FIGURE C.9 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

To supplement and inform current city planning efforts, APO staff performed a citywide analysis of facility and other needs for active transportation users. The intent of this assessment, performed in coordination with city staff and representatives, was to identify active transportation needs within the city and assist in prioritizing those needs in the event funding becomes available.

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The areawide goals and objectives for active transportation as adopted by the APO provide a starting point for the Saint Joseph needs assessment. The goals, objectives, and the factors used to evaluate services and needs relative to each objective are detailed in Chapter 4. The evaluation factors were equally applied for the assessments of needs within each city and across the MPA.



Saint Joseph			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			0.4
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			49.7%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	100.0%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	30.0%
		1-310 ft (One block or less)	40.0%
		311-930 ft (Two to three blocks)	30.0%
		> 931 ft (Four or more blocks)	0.0%
	Large Employers	0 Ft (Asset Served by AT Facility)	50.0%
		1-310 ft (One block or less)	50.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Parks	0 Ft (Asset Served by AT Facility)	83.3%
		1-310 ft (One block or less)	16.7%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Transit Stops	0 Ft (Asset Served by AT Facility)	NA
		1-310 ft (One block or less)	NA
		311-930 ft (Two to three blocks)	NA
		> 931 ft (Four or more blocks)	NA
Percent of street crossings that do not meet full ADA standards			80.0%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			0.0:3.1
Percent mileage of Regional Priority bicycle facilities that do NOT exist			62.2%
Percent of on-road bicycle facilities with poor pavement			NA
Percent of SUP with rough/very rough pavement			11.4%

FIGURE C.10 – SAINT JOSEPH PERFORMANCE REPORT CARD (2019)

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework (see Chapter 4), APO staff, in coordination with Saint Joseph city staff and community volunteers, developed the following methodology to address critical gaps in the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on



addressing gaps utilizing existing data as it relates to the region's active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken down into three phases. This process began with an in-depth analysis of the Saint Joseph transportation network, identifying issues and needs within the city from the review of data and factors. The findings from this cursory review led to a more detailed analyses of active transportation needs within specific focus areas in Saint Joseph.

In the second phase, APO staff coordinated with Saint Joseph and other APO member cities (Saint Cloud, Sartell, Sauk Rapids and Waite Park) to begin a discussion on exploring connections between each of the cities and areas outside of the APO's planning area.

In the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Evaluating Needs for the City of Saint Joseph

The initial phase of the analysis, to identify service gaps within the City of Sauk Rapids, followed a two-step process.

The first step was to review needs and gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data which detailed the existing active transportation conditions for the city. Utilizing the goals, objectives, and applying factors, staff began to dive into the existing conditions data to look for network gaps or areas of concern (i.e., high crash locations, locations of under designed on-road/off-road facilities). Considered along with the factors were the comments from the APO's initial public input along with comments from city staff.

Figure C.11 provides a summary of the findings for the City of Saint Joseph.

Areas of Focus

From the process described for the review of needs and gaps for the City of Saint Joseph, the following areas have been identified as being priority areas for improvements to the active transportation system.

- College Avenue/Stearns CSAH 2 area.
- 4th Avenue NE/Northland Drive area.
- Stearns County Road 134 area.

Within these areas, multiple needs for active transportation users were identified from the analysis of factors, as described below. These focus areas have similar issues in common.

Being able to assure that pedestrians and bicyclists can safely cross CSAH 75 has been identified in the city's plans and APO studies as an ongoing challenge. Given the growing vehicle traffic on CSAH 75 and the popularity of the Lake Wobegon Trail, these issues have increased in significance. Current traffic counts show a daily average of 11,700 vehicles on CSAH 75 with much higher usage at peak times. The 2017 planning study cited 2014 data showing that 35,000 people use the Lake Wobegon Trail on an annual basis. The potential for conflicts coupled with the need to provide access for active transportation users led the identification of these focus areas.

Analysis of Areas of Need - Saint Joseph

	Safety & Comfort Factors					Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments	
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance			
College Avenue/CR 2 (Downtown Area)		X		X	X							X	Downtown area - crashes with injuries, one fatality, intersection not ADA compliant, no facilities north of Lake Wobegon Trail.	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards, adding active transportation facilities and connections.
College Avenue/CR 121 (Kennedy School Area)				X	X		X						Vehicle speeds and safety concerns for students, serves destinations (school, major employer), no facilities on CR 121 south of Jade Road.	Pedestrian and bicycle crossing improvements, traffic calming, adding active transportation facilities and connections.
4th Avenue NE /Northland Drive					X		X						Vehicle speeds and safety concerns for crossing CSAH 75, intersection not ADA compliant, serves destinations (food assets, park).	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards, adding active transportation facilities and connections.
12th Ave NE /CR 133				X	X		X						Vehicle speeds and safety concerns for crossing CSAH 75, no facilities north of Elm Street, serves destinations (food assets).	Stearns County and city funded project along CR 133 will improve crossings, bring intersections to ADA standards, and add active transportation facilities.
20th Ave SE /CR 134				X	X		X					X	Vehicle speeds and safety concerns for crossing CSAH 75, intersection not ADA compliant, serves destinations (food assets, large employer),	Adding active transportation facilities and connections, pedestrian and bicycle crossing improvements, bring intersections to ADA standards,

FIGURE C.11 – SAINT JOSEPH NEEDS ANALYSIS



Each of the focus areas include an intersection where large numbers of bicyclists and pedestrians cross CSAH 75, as was confirmed from counts taken with the CSAH 75 Pedestrian Crossing Study. Within each area are destinations that active transportation users seek and, as identified, gaps in existing facility network to get them there.

Needs and issues within each focus area are briefly cited and recommendations that would address these issues are provided for consideration.

For each of the focus areas, APO staff, working in conjunction with the city, began identifying possible solutions to address network gaps.

College Avenue/County Road 2 Area

This focus area as shown in Figure C.11 covers the length of College Avenue from Jasmine Lane to Calloway Street, its adjacent land use and the connecting street network. Parts of the downtown are within this area, the Lake Wobegon trailhead and visitors center, and areas of residential use and businesses north of CSAH 75.

This area was chosen due to a high level of activity from all transportation modes, the history of crashes that have occurred, crossing concerns, and limited facilities.

NEEDS AND ISSUES

The core area of the City of Saint Joseph where College Avenue intersects with CSAH 75 is the primary access to the city's many downtown attractions and the college. Users of the Lake Wobegon Trail will typically cross CSAH 75 to reach the many food conveniences and other services in the downtown area. The high usage in this area increases the potential for conflicts.

The amount of traffic in this area and the safety of active transportation users is of primary concern. As noted, vehicle traffic volumes along CSAH 75 in this area are very high as is the vehicle traffic and turning movements north and south of the highway onto College Avenue and 1st Avenue NW. Of the intersections along CSAH 75 that were counted as part of the 2017 planning study, the highest usage from bicycles and pedestrians was the intersection at College Avenue. More crashes have occurred in the downtown area than elsewhere in the city. While speeds on collectors and arterials within this area are posted at 30-35 mph, speeds increase to 55 mph north of Jasmine Lane.

This area is often busy with pedestrians and bicycles due to the Lake Wobegon Trail and trailhead which include a large parking area, a visitor's center, shelter, and bike share facilities. The trail crosses College Avenue at a signed location marked with a crosswalk but without a signal. This crossing, which users must take to get to and from the trailhead facilities, has been identified by Stearns County as being non-compliant with ADA standards.

While there are sidewalks south of the trail that lead to downtown and the college area, there are no sidewalks or other active transportation facilities to the north of the Lake Wobegon Trail. The gap in sidewalk connectivity to the north was identified in the 2017 planning study. Existing neighborhoods, particularly east of County Road 2, appear to lack adequate facilities for walking and bicycling.

City ordinance calls for a minimum of six-foot sidewalks built to ADA guidelines and city standards on at least one side of every street. New trails and sidewalks shall be located as identified in the city's plans or projecting from existing walkways in surrounding areas.

College Avenue North/Stearns CSAH 2 Focus Area

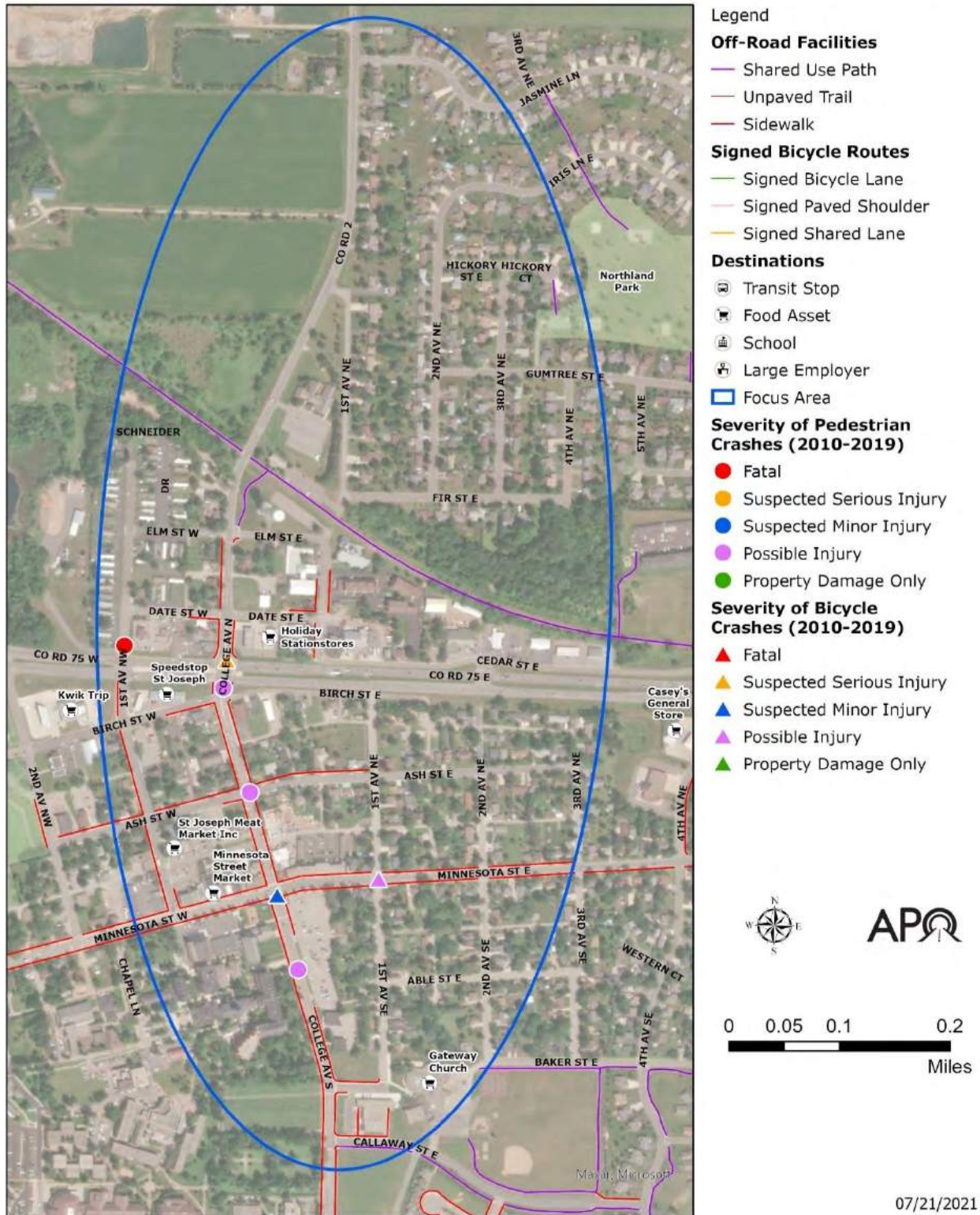


FIGURE C.12 – COLLEGE AVENUE/COUNTY ROAD 2 AREA OF FOCUS

In response to the issues identified in this area, it is suggested that investments be directed to improvements along this corridor as follows.

RECOMMENDATIONS

- Add additional sidewalk or a shared use path on along College Avenue/County Road 2 north from the Lake Wobegon Trail to Jasmine Lane. Consideration should be given to additional connections from the northside neighborhoods.
- Further study of safety improvement needs at the 1st Avenue NW and College Avenue crossings of CSAH 75. The density of development in this area and growing traffic from all modes increases the potential for conflicts. The areas around these intersections should be monitored and studied with safety improvements implemented as needed.
- Improve the Lake Wobegon Trail crossing of County Road 2 with a pedestrian activated signal and otherwise upgrade as needed to meet ADA compliance standards.

4th Avenue NE/Northland Drive Area

This area as shown in Figure C.13 extends from Jasmine Lane to Baker Street along 4th Avenue NE and Northland Drive. The area includes Northland Park, the CSAH 75 signalized crossing, adjacent neighborhood areas and the connecting street network.

This area of focus was identified due to bicycle and pedestrian safety concerns in crossing the highway, the lack of connecting facilities that would provide access to the Lake Wobegon Trail, a city park, and northside neighborhoods.

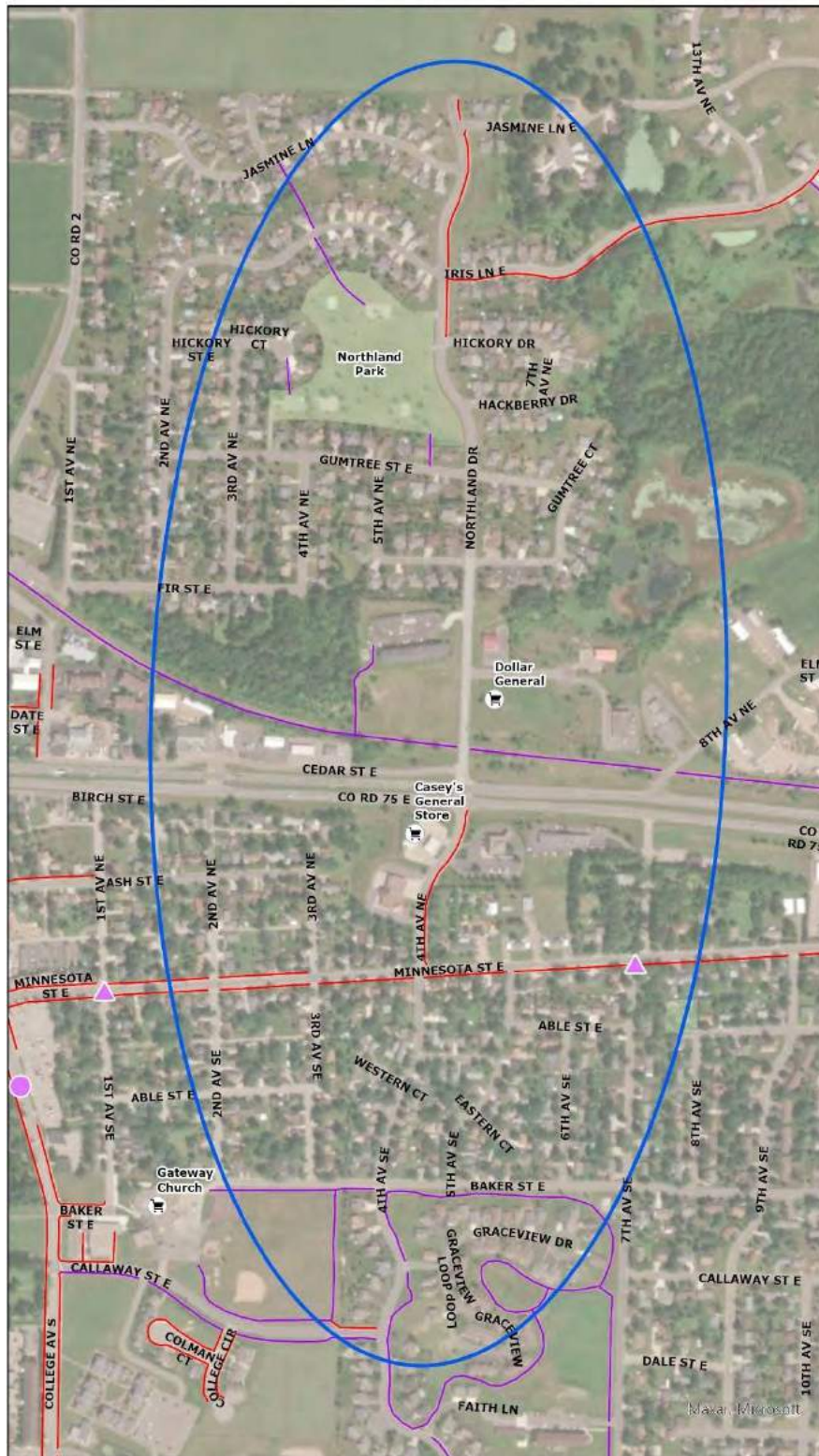
NEEDS AND ISSUES

The Lake Wobegon Trail crosses Northland Drive very near the Cedar Avenue frontage road and the highway. Currently there is a lack of facility connectivity to the trail though it is known from the planning study that large numbers of pedestrians and bicyclists leave the trail and cross the highway at this intersection to reach south side destinations. Aside from the regional trail itself and a brief stub connecting to the Boulder Ridge apartments, there are no sidewalks or other facilities that connect to the trail in this area. On the south side of CSAH 75, the only network connection is a sidewalk along one side of 4th Avenue NE.

From the 2017 planning study analyses of locations along CSAH 75 through Saint Joseph for a future grade separated crossing, an underpass within the 4th Avenue NE/Northland Drive area was determined to be the most feasible. In recommending the location for the future crossing west of the 4th Avenue intersection, the study notes needed interim steps include network connectivity to the north and south and improvements with the existing signalized crossing at 4th Avenue.

Among the short-term connectivity and safety recommendations from the 2017 study are new approaches to the east and south of the 4th Avenue NE/Northland Drive intersection. The study recommends marked crosswalks and pedestrian activated signals be installed at the intersection, a south spur extension of the Lake Wobegon Trail and adding a sidewalk to the north. The city will be adding sidewalks along the east of Northland Drive to Northland Park. Striping Northland Drive to provide bicycle lanes that would connect to Northland Park was also recommended from the 2017 study.

4th Avenue NE/Northland Drive Focus Area



Legend

Off-Road Facilities

- Shared Use Path
- Unpaved Trail
- Sidewalk

Signed Bicycle Routes

- Signed Bicycle Lane
- Signed Paved Shoulder
- Signed Shared Lane

Destinations

- ⊗ Transit Stop
- ⊗ Food Asset
- ⊗ School
- ⊗ Large Employer
- Focus Area

Severity of Pedestrian Crashes (2010-2019)

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- Property Damage Only

Severity of Bicycle Crashes (2010-2019)

- ▲ Fatal
- ▲ Suspected Serious Injury
- ▲ Suspected Minor Injury
- ▲ Possible Injury
- ▲ Property Damage Only



07/21/2021

FIGURE C.13 – 4TH AVENUE NE/NORTHLAND DRIVE AREA OF FOCUS

RECOMMENDATIONS

- This plan reiterates the findings of the CSAH 75 Pedestrian Crossing Study to make a shared use path connection from the Lake Wobegon Trail to CSAH 75 east of the Northland Drive/4th Avenue NE intersection. With this connection, relocate the existing at grade crossing of CSAH 75 with the suggested design for crosswalks and pedestrian activated signals.
- Add bicycle lanes on Northland Drive to connect to Northland Park. The existing pavement appears to be sufficient for two five-foot wide bicycle lanes (one in each direction), two twelve-foot wide driving lanes, and one eight-foot wide parking lane. Painting both the parking lane and the bike lanes on the pavement should also help control any excess speeds on the corridor by visually tightening the drivable area.
- Build a grade separated crossing of CSAH 75 consistent with the recommendations of the CSAH 75 Pedestrian Crossing Study.

County Road 134 Focus Area

As shown in Figure C.14, the County Road 134 focus area extends from 16th Avenue NE to the east industrial park along Ridgewood Rd/CR 134. Included are businesses and the neighborhood area south of CSAH 75.

This area was chosen due to CSAH 75 and County Road 134 crossing safety concerns and the lack of facility connections to the Lake Wobegon Trail and to destinations that attract pedestrians and bicyclists.



Stearns County Road 134 Focus Area

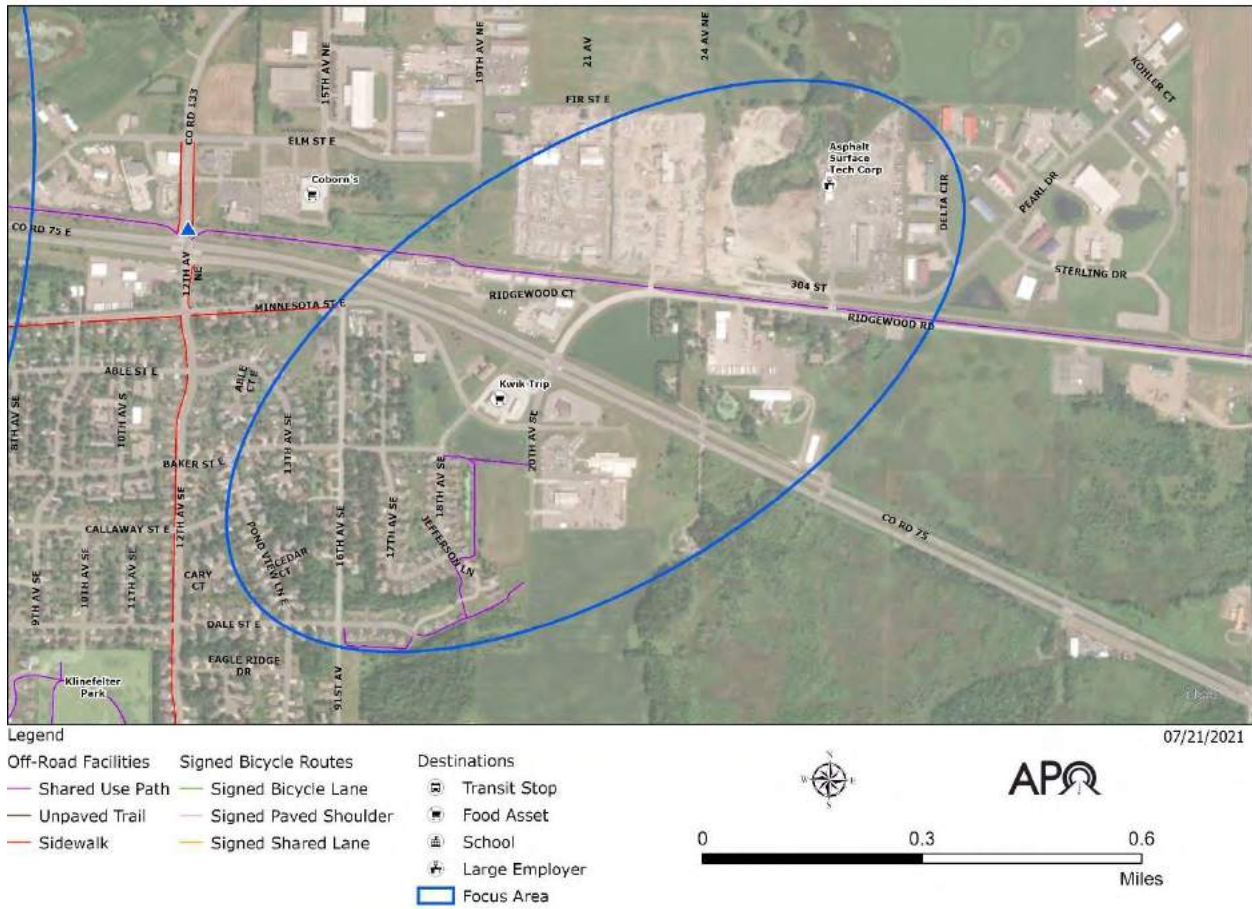


FIGURE C.14 – COUNTY ROAD 134 AREA OF FOCUS

NEEDS AND ISSUES

A portion of the Lake Wobegon Trail, the east industrial park, food destinations and homes south of CSAH 75 lack connections for bicycles and pedestrians. As shown, the existing sidewalk on Minnesota Street from the west stops at 16th Avenue. The city is building a new shared use path along 20th Avenue SE connecting south with the shared use path on Dale Street. This is an improvement, though still missing are connecting facilities to Minnesota Street and north and south of CSAH 75.

Projects that would complete facility gaps north and south of the intersection of CSAH 75 and County Road 134 would be consistent with the recommendations from the CSAH 75 Pedestrian Crossing Study. However, due to heavy truck usage on County Road 134, pedestrians and bicycles will be discouraged from crossing CSAH 75 at the County Road 134 intersection until such time as separated off-road facility connections are in place. This was also recommended in the 2017 planning study.



RECOMMENDATIONS

- Extend the sidewalk or add a shared use path from where the sidewalk ends on Minnesota Street east to 20th Avenue, then continue this facility north along County Road 134 to connect with the Lake Wobegon Trail.
- Only after adding the recommended separated facility connections, improve the intersection crossing of County Road 134 and CSAH 75 as recommended in the 2017 planning study.

Evaluating Needs for the Region

The second phase of the needs analysis is to identify improvements to the regional facility network within the city of Saint Joseph and the nearby planning area. These are projects that address goal 5 objectives for achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside of Saint Joseph and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended regional facilities to extend the existing system within Saint Joseph to provide an interconnected areawide network include shared use paths along County Road 133 north to Saint Cloud and Sartell, along College Avenue (County Road 2/County Road 121) and along Field Street east through the city.

SUMMARY OF SAINT JOSEPH RECOMMENDATIONS

For consideration in identifying local and regional priorities, the following is a summary of the suggested improvements from the ATP needs assessment to the active transportation network and an estimate of costs.

Figure C.15 is a map with a full list of programmed projects and recommendations.



Project	Description	Est. Cost??
1	Add sidewalk connections north of the Lake Wobegon Trail along County Road 2.	
2	Improve the County Road 2 crossing of the Lake Wobegon Trail.	
3	Add a leading pedestrian interval (LPI) at signalized intersections on CSAH 75, as determined.	
4	Add shared use path spur south from the Lake Wobegon Trail with at-grade safety improvements at the Northland Drive/4 th Avenue NE intersection.	
5	Paint in 5' wide bicycle lanes on each side of Northland Drive.	
6	Build a grade separated crossing of CSAH 75.	
7	Add sidewalk or shared use path connections on Minnesota Street and 20 th Avenue to the Lake Wobegon Trail.	
8	Safety improvements at the County Road 134 crossing of CSAH 75 with the addition of separated sidewalk or shared use path connections.	
9	Construct for the regional network a shared use path connection that will continue along County Road 133.	
10	Construct a regional shared use path to follow College Avenue (County Road 2/County Road 121).	
11	Construct a shared use path along Field Street extending east through the city to connect the regional network.	

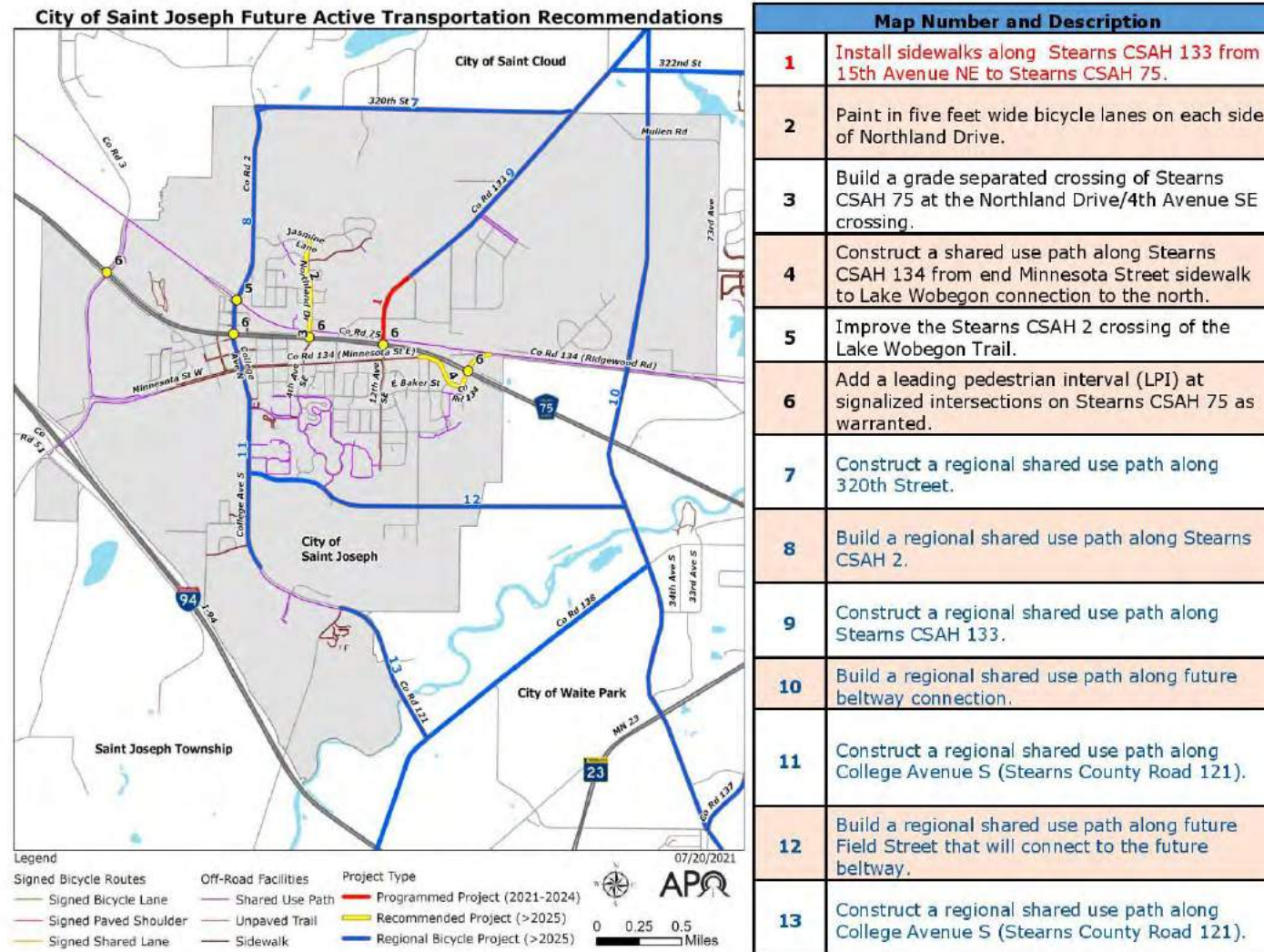


FIGURE C. 15 – PROGRAMMED AND RECOMMENDED PROJECTS



APPENDIX D: CITY PROFILE – WAITE PARK

The City of Waite Park has grown from its historic roots as a railroad hub to become a primary center for retail and commercial activity within the MPA. Today as the point at which Highways 23 and CSAH 75 come together, the significance of Waite Park to the region continue to grow along with the challenges that come with its position. While focused on responding to these demands, the “City with a Smile” yet retains its small-town values and strong neighborhood ties. The city strives to provide community facilities and services in support of a good quality of life to be enjoyed by all.

According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Waite Park has a population that has grown 13.8% since the year 2000.

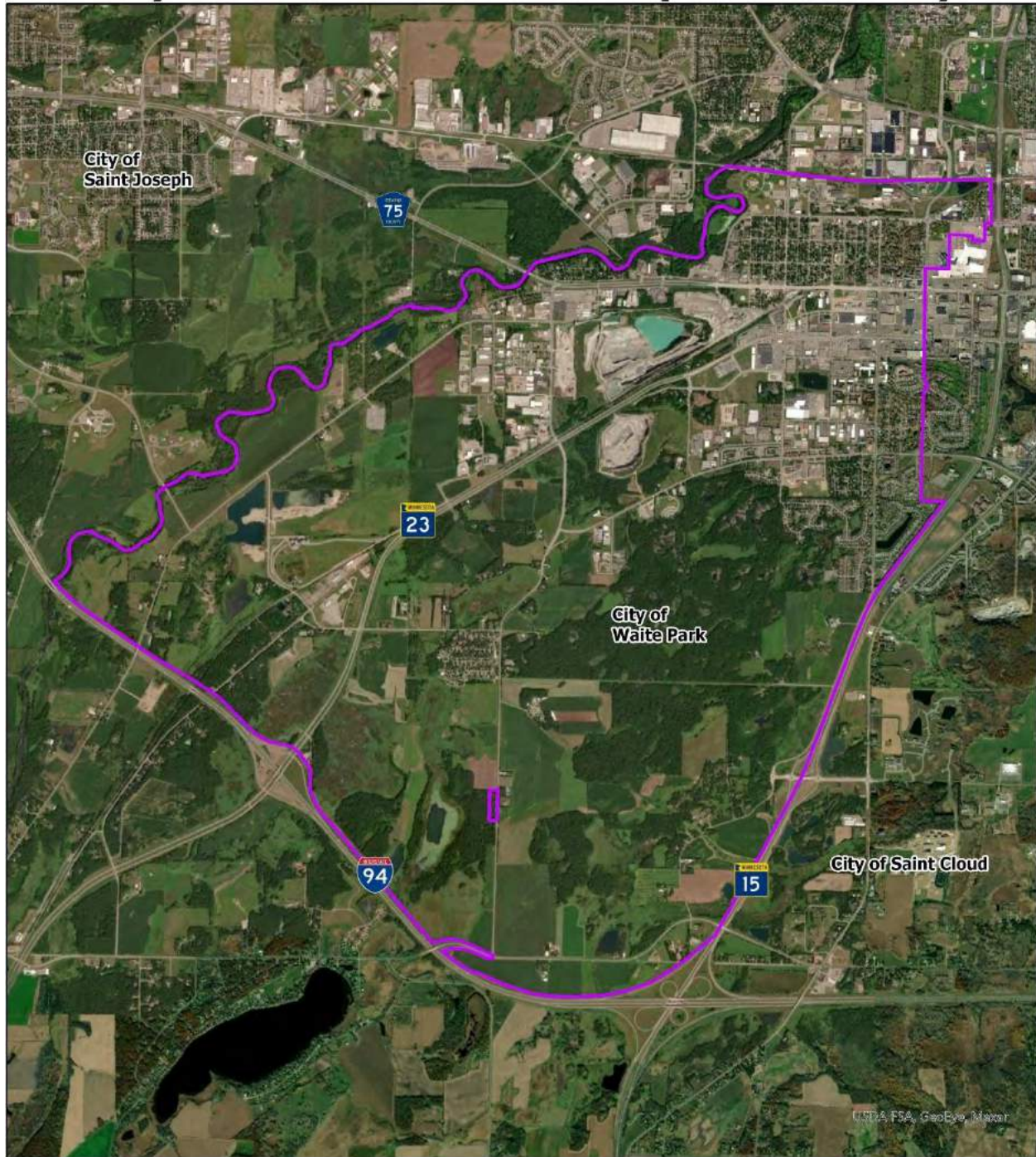
The City of Waite Park is mindful of the need to provide equitable service to all segments of the community in its transportation investments. At a regional level, the APO tracks specific population demographic subsets known as historically underrepresented populations. This includes the following:

- People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).
- Persons with low-income
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these particular demographics finds that within Waite Park many of these groups make up a large share of the city’s population, more so than other cities in the MPA. People-of-color comprise about a third of the city’s population. A large proportion of households (over 15%) are low income and about 8% of households are without access to a vehicle. About one in five of the city’s residents are under the age of 18. Many are aged 65 and over and a large percentage have a disability.

See Figure D.2 below for other details.

City of Waite Park Municipal Boundary



Legend

 City of Waite Park Municipal Boundary

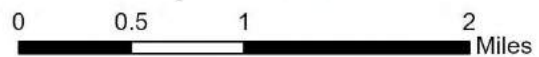


FIGURE D.1 – CITY OF WAITE PARK.

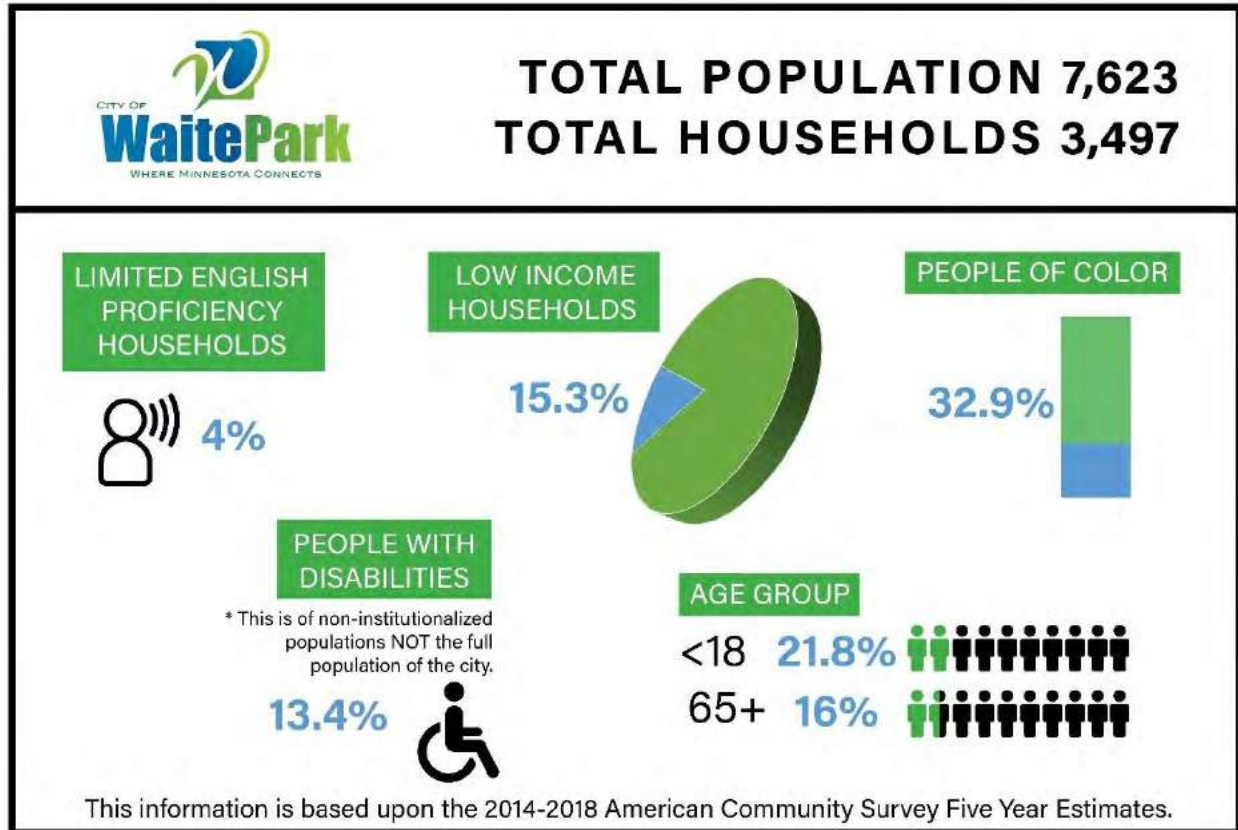


FIGURE D.2 – DEMOGRAPHIC PROFILE OF WAITE PARK

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial, etc.) impacts the transportation network and the modes of travel available or desirable to users. The linkage between existing land use and transportation often has an impact on communities and can play a role in developing a transportation system that is mode-friendly to both motorized and non-motorized users.

Based on the land use inventory that was developed with the City's 2005 Comprehensive Plan, updated to account for newly annexed areas, the city identified existing and proposed land uses as shown in Figure D.3.

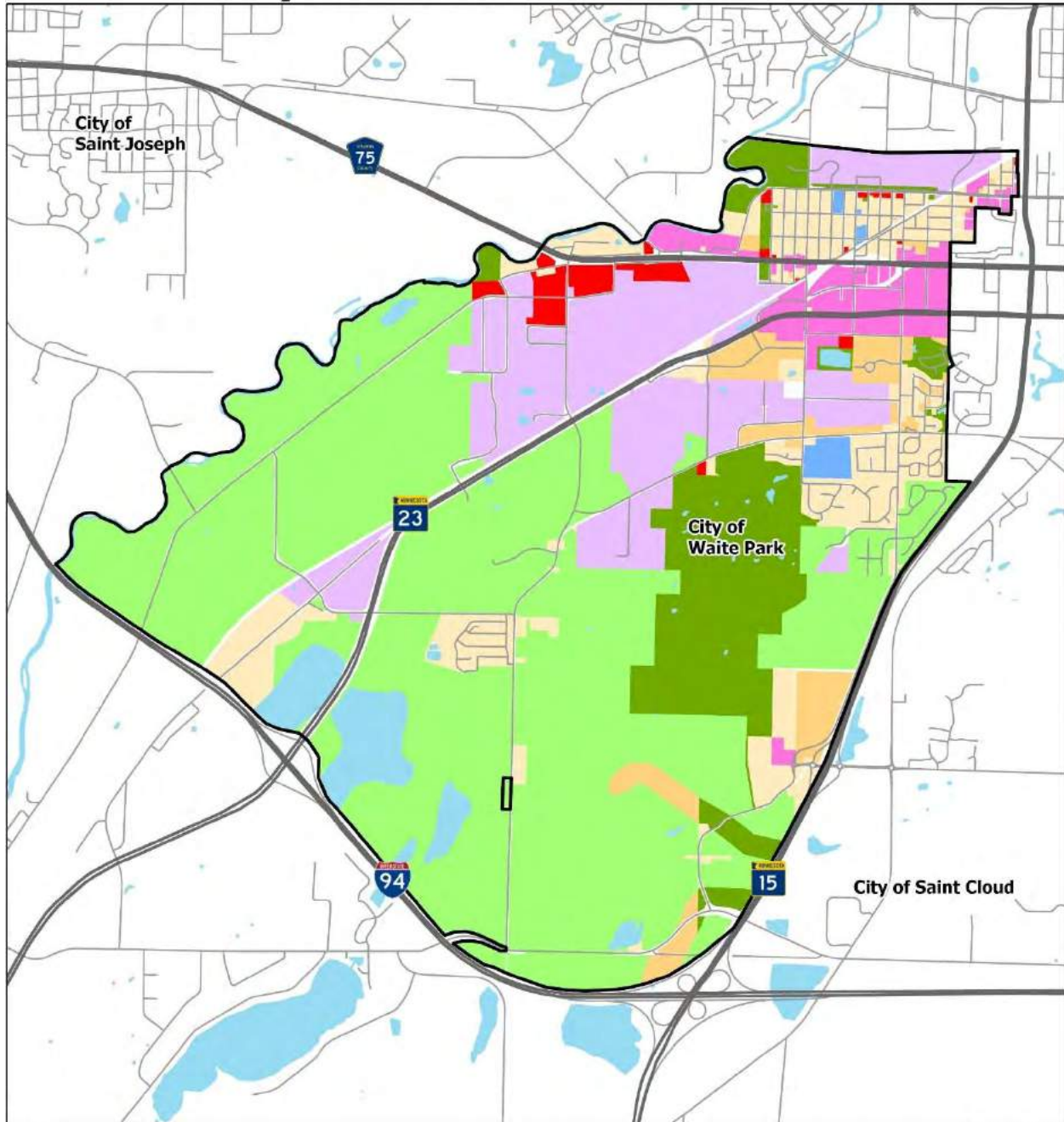
Characteristic of Waite Park is a high concentration of commercial and light industrial uses along MN 23 and CSAH 75. Much of the remaining developed areas of the city are a mix of single-family (shown as suburban residential) and multiple family residential uses. The city's larger recreational parks, the Stearns County Quarry Park, and the school locations are identified.

Areas shown on the land use map as agricultural are mostly undeveloped. The 2016 Land Use Study prepared by the SCSU School of Public Affairs Research Institute suggested that



newly annexed areas west to the Watab River and south to I-94 provide opportunities for future commercial and recreational development.

City of Waite Park Land Use



Legend

03/12/2021

Current Land Use

- | | |
|---|---|
| ■ Agricultural | ■ Light Industrial |
| ■ Suburban Residential | ■ School |
| ■ Multiple Family Residential | ■ Recreational |
| ■ Commercial | City of Waite Park |
| ■ General Business | Municipal Boundary |





FIGURE D.3 – WAITE PARK LAND USES

An understanding of the city's land use types and how areas are intended to develop in the future is helpful in reviewing how these uses are served by the transportation system. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Waite Park has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network such as bike lanes (on-road facilities). Others are separated from the roadway network such as sidewalks and shared use paths (off-road).

Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus.

Taken together, bicyclists and pedestrians can rely on both the on- and off-road network and the Metro Bus system to reach their destinations.

ON-ROAD FACILITIES

Within Waite Park there is one on-road facility to serve bicyclists, a signed bicycle lane of 1.8 miles on 2nd Avenue South. All the remaining facilities for bicyclists are off-road shared use paths.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 19.5 centerline miles of shared use paths within the city (See Figure D.4). This includes the Lake Wobegon Trail, a regionally significant facility with connections to Saint Joseph, Saint Cloud and cities west beyond the MPA. The Lake Wobegon Trail, which was completed from Saint Joseph to Waite Park in 2018 extends through the Rivers Edge Park to connect with the Healthy Living Trail. The Lake Wobegon Trail together with the Healthy Living Trail comprises 1.5 miles of the city's shared use paths.

Many southside areas of the city are served with shared use paths, particularly those along 7th Street South and 28th Avenue. Nearby paths provide many neighborhoods with access to the city's parks, recreational areas, and schools.

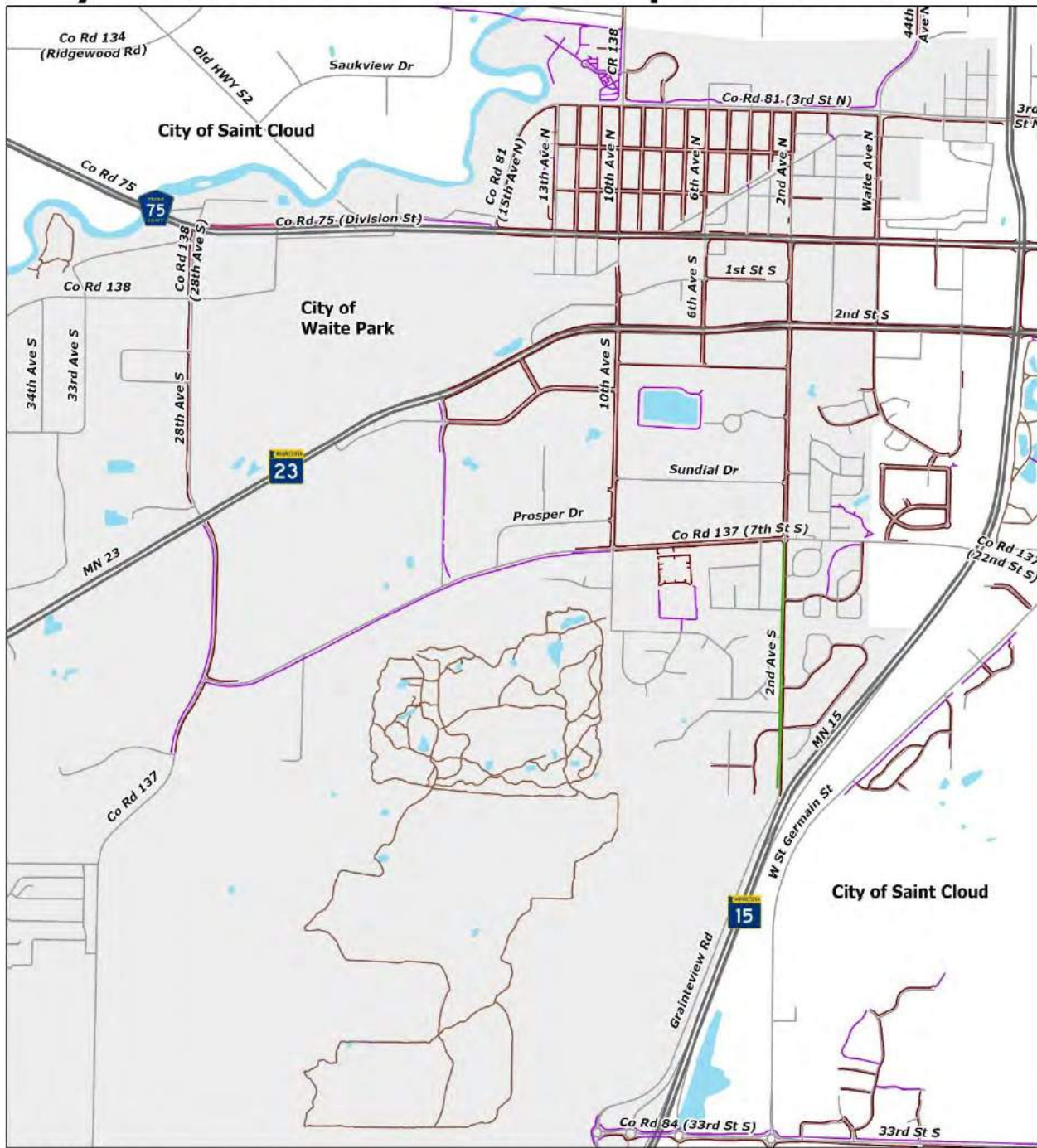
There are 0.7 miles of unpaved trails, mostly walking paths within Millstream Park.

Sidewalks

A large network of sidewalks, approximately 29.2 miles, are located throughout much of the developed core of Waite Park. A sidewalk grid between CSAH 75 and 3rd Street serves older neighborhood areas and the McKinley School. Much of the remaining city sidewalks are along southside collector routes.

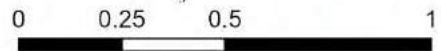


City of Waite Park Active Transportation Facilities



Legend

- | | | |
|-----------------------|---------------------|-----------------------------|
| Signed Bicycle Routes | Off-Road Facilities | City of Waite Park Boundary |
| Signed Bicycle Lane | Shared Use Path | |
| Signed Paved Shoulder | Unpaved Trail | |
| Signed Shared Lane | Sidewalk | |
| | | |



Miles

03/11/2021

FIGURE D.4 – OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN WAITE PARK BY TYPE AND LOCATION.

TRANSIT SERVICES AND INFRASTRUCTURE

The areawide transit network operated by Saint Cloud Metro Bus provides Fixed Route (FR) and Dial-a-Ride (DAR) systems available to much of Waite Park.

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids.

FIXED ROUTE SERVICE

Metro Bus provides fixed route transit service to the City of Waite Park seven days a week through routes 1, 2, 3 and 5. Crossroads Center in Saint Cloud is a primary transfer site to and from these and other Metro Bus routes.

Routes 1 and 2 provide service to roughly the same area of north Waite Park, however they operate from different directions. These are primarily east/west routes and include stops at McKinley School and River's Edge Park.

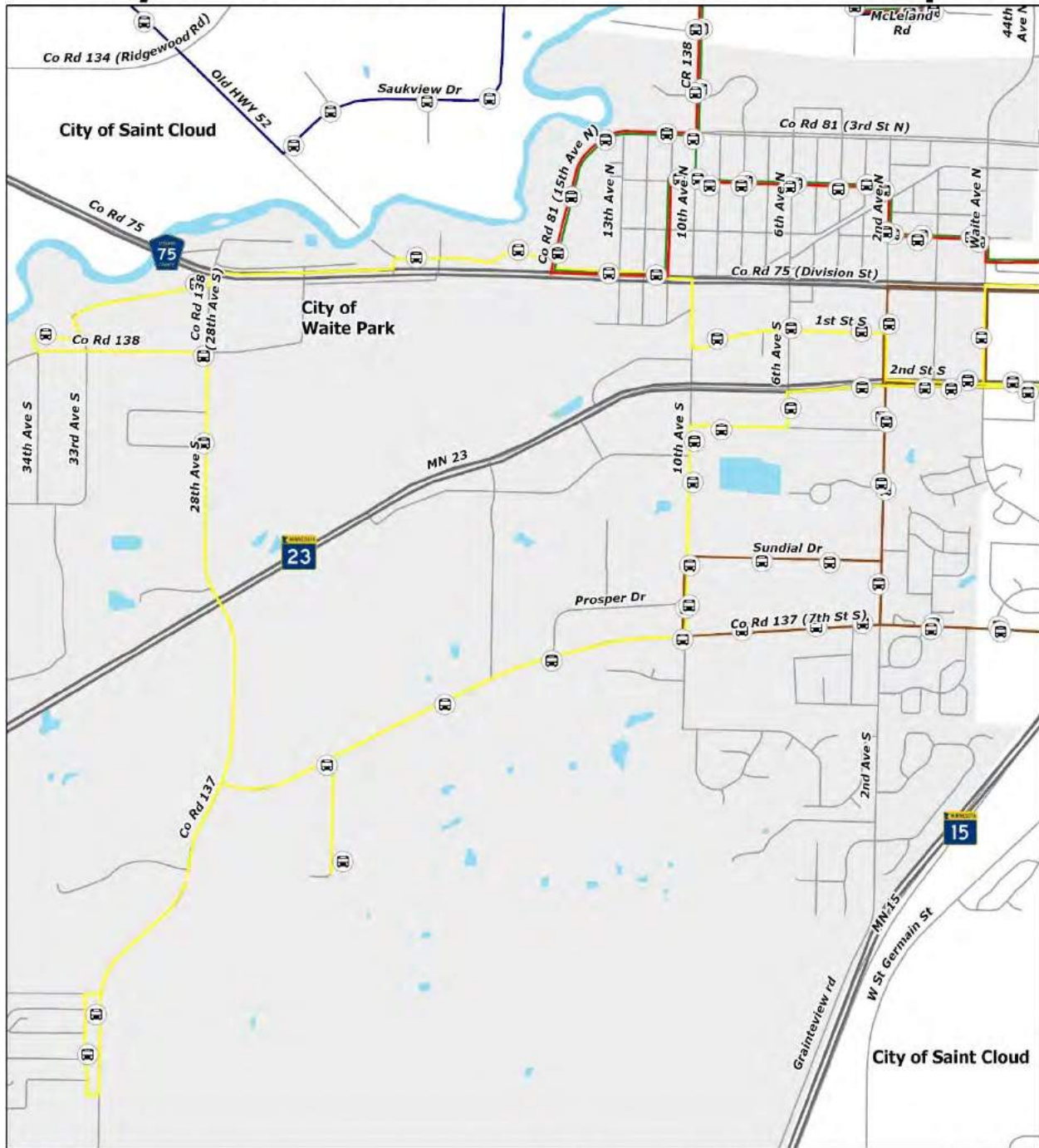
Route 3 is a loop that circulates through much of the developed area of Waite Park. Route 3 connects southside neighborhoods to Waite Park's commercial district with stops at TriCap and at the entrance to Quarry Park.

All fixed route transit stops on each of the Metro Bus routes are signed. Many of these stops, particularly on the east side of Waite Park, include benches and shelters.

Figure D.5 shows how the Metro Bus routes are laid out and connect. Figure D.6 shows the location of transit stops and how close they are to active transportation infrastructure. Note that while transit stops in Waite Park typically include sidewalk access, there are relatively few bicycle facilities to continue trips from the bus stop to homes and destinations.

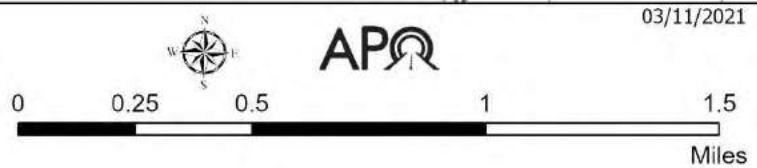


City of Waite Park Transit Routes and Stops



Legend

- Route 1
- Route 2
- Route 3
- Route 5
- Transit Stops
- City of Waite Park Boundary

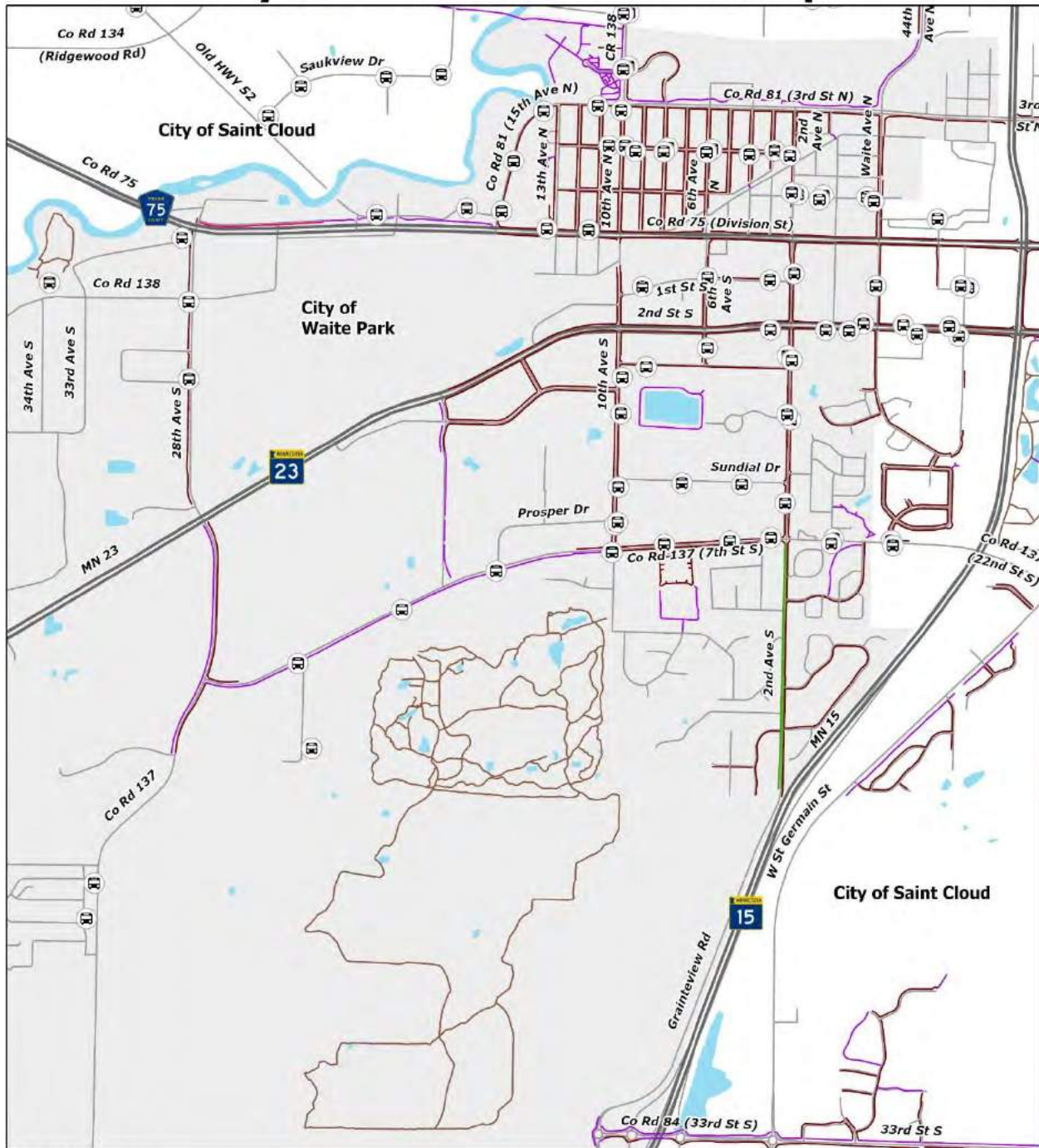


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FIGURE D.5. METRO BUS FIXED ROUTE SERVICE

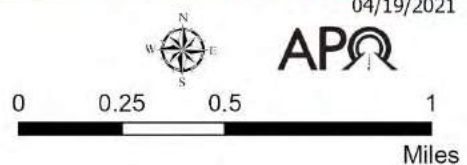


City of Waite Park Transit Stops



Legend

- | | | |
|-----------------------|---------------------|-----------------------------|
| Signed Bicycle Routes | Off-Road Facilities | City of Waite Park Boundary |
| Signed Bicycle Lane | Shared Use Path | |
| Signed Paved Shoulder | Unpaved Trail | |
| Signed Shared Lane | Sidewalk | |
| | | |



04/19/2021

FIGURE D.6. TRANSIT STOPS IN RELATION TO THE ACTIVE TRANSPORTATION SYSTEM

OTHER TRANSIT SERVICES

Metro Bus also offers additional transit service for Waite Park residents. Dial-a-Ride (DAR) is an operator-assisted paratransit service provided for those who are unable to use fixed routes.

Tri-Cap is another public transit service that provides dial-a-ride service from curb to curb to other parts of the MPA for qualified users with call ahead reservations.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the condition of existing infrastructure is poor or ill-equipped for the end user, it may be inconvenient or underutilized. For those who are using them, infrastructure that is rough or in disrepair could be unsafe and result in accidents and injuries. Keeping the system in good condition assures safe use by all users.

Data on the current pavement conditions for the off-road active transportation facilities within the City of Waite Park was collected from areawide surveys performed for the APO as discussed in Chapter 2 of the ATP.

OFF-ROAD FACILITIES

Condition of Off-road Shared Use Paths

The Parks & Trails Council of Minnesota completed a pavement condition assessment of almost all shared uses paths within the APO in 2020. Using a specially equipped electronic bicycle, a Parks & Trail Council staff member rode the shared-use paths throughout the metropolitan planning area – traveling in both directions – while instruments aboard the bicycle recorded the “bumpiness” of the pavement.

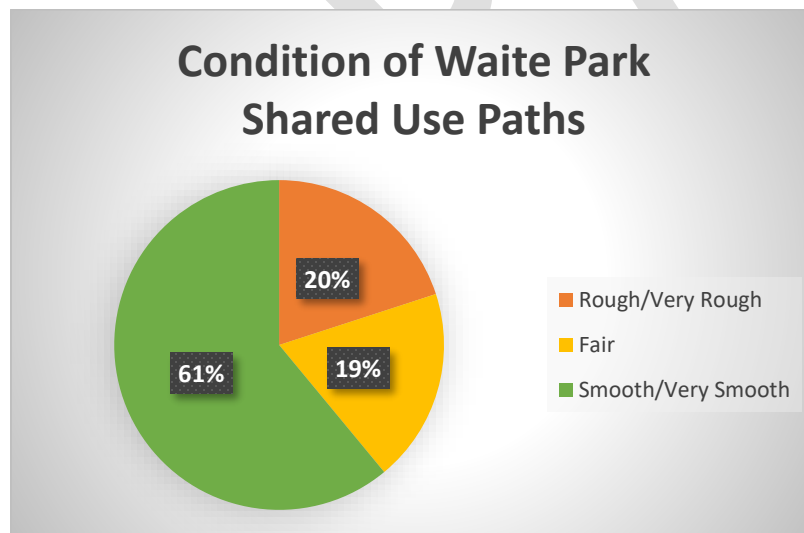


FIGURE D. 7. CONDITION OF SHARED USE PATHS IN WAITE PARK BY PERCENTAGE

Approximately 20% of all shared use paths in Waite Park were rated as being in “rough” or “very rough” condition. This includes the paths around Discovery School, those near several of the city’s parks and those within some neighborhood areas. About 19% of the pavement



on the city's shared use paths were rated as "fair." Locations and their condition ratings are shown in Figure D.8.

ON-ROAD FACILITIES

Pavement Condition and Striping

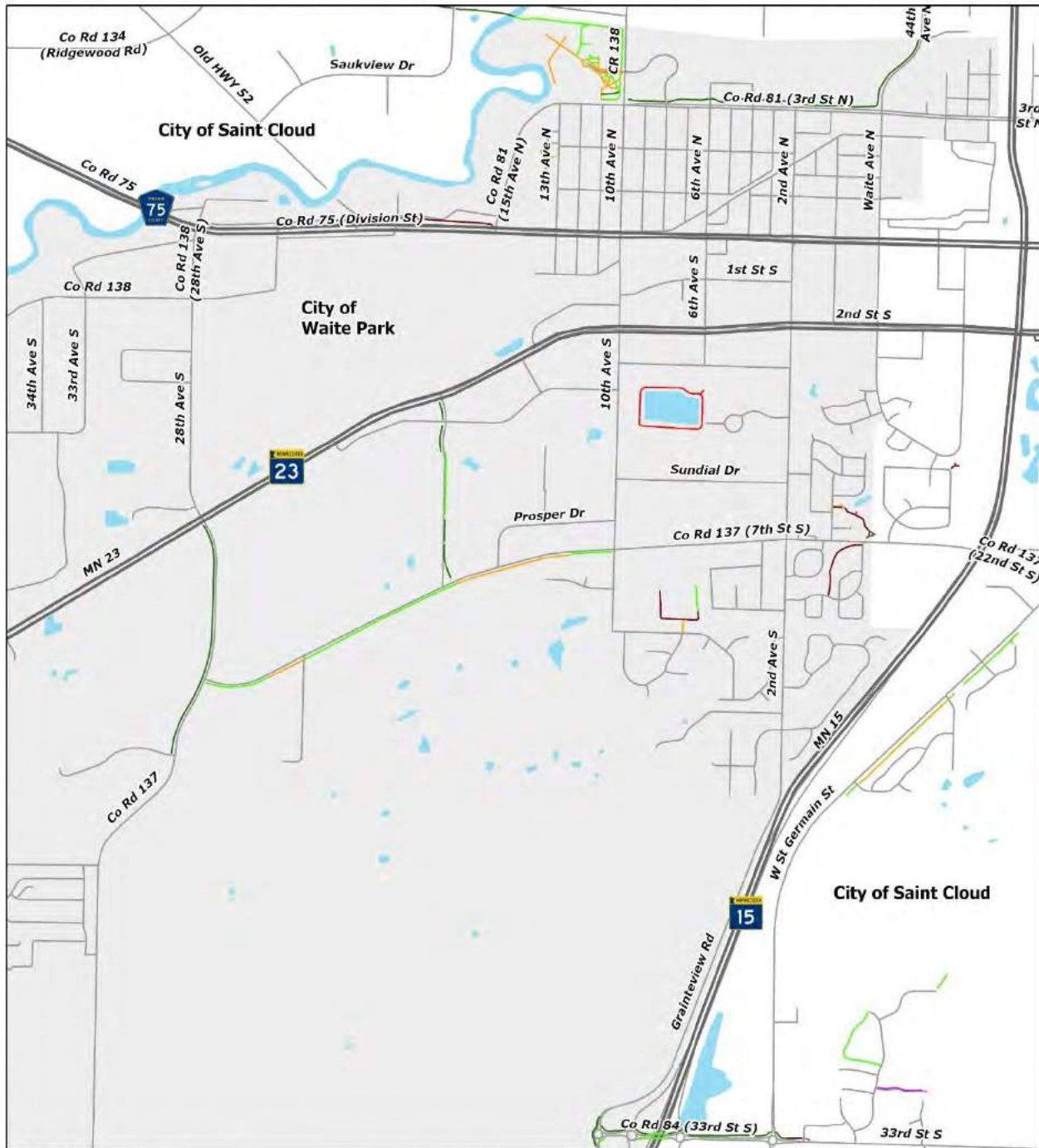
In 2019 GoodPointe Technology collected pavement and striping condition data for 2nd Avenue South, the one existing on-road bicycle route in Waite Park. Pavement and striping conditions along roadway segments were scored using a visual inspection methodology.

The pavement within the bike lanes of 2nd Street South was identified as being in "good" condition, though the striping condition on 2nd Street South was found to be in "fair" or "poor" condition. Details are found in Figures D.9 and D.10.

DRAFT



City of Waite Park Shared Use Path Pavement Condition



Legend

— Very Smooth	— Rough	City of Waite Park Boundary
— Smooth	— Very Rough	
— Fair	— Not rated	

0 0.25 0.5 1 Miles

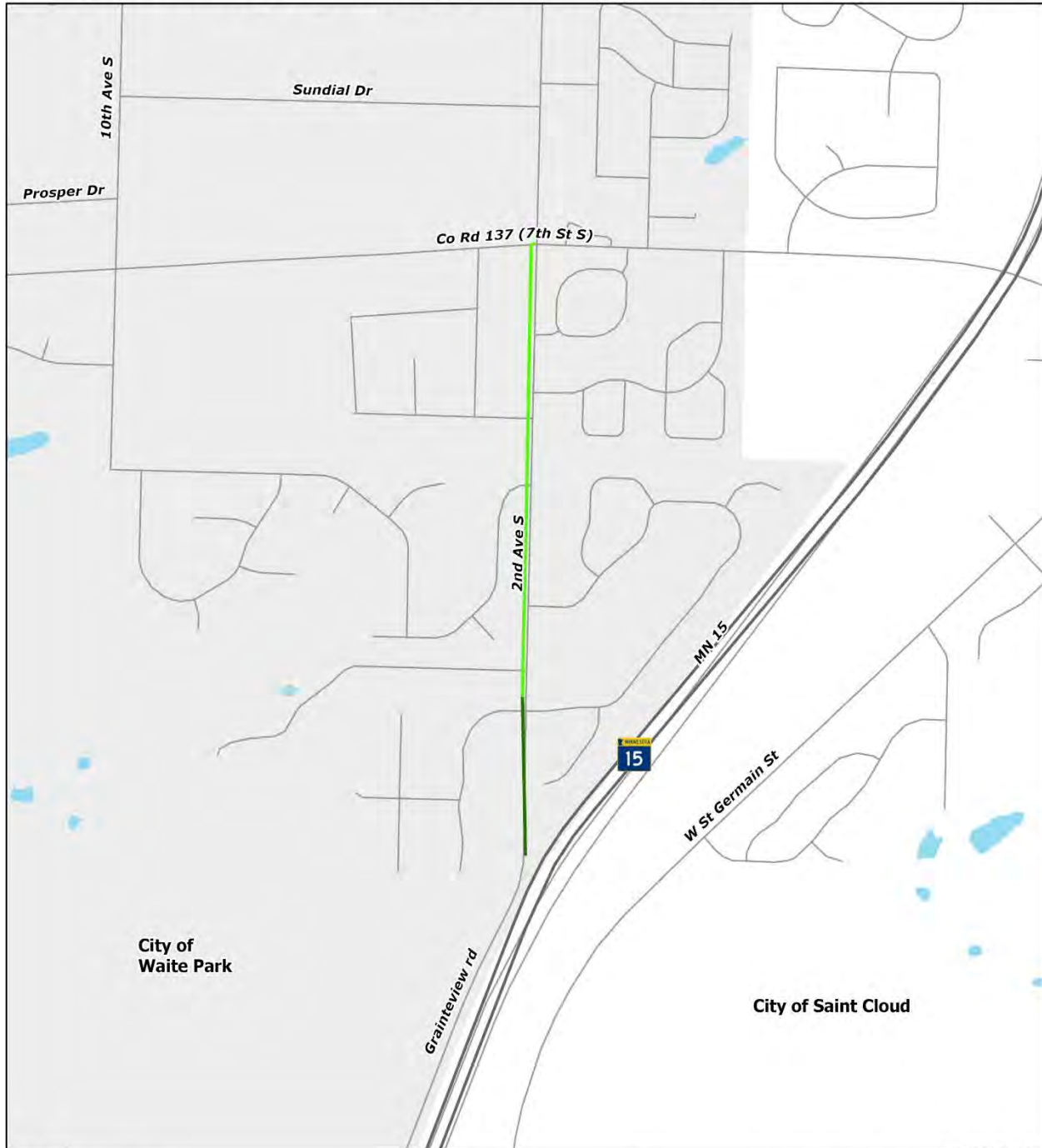
APQ

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FIGURE D.8 – SHARED USE PATH PAVEMENT CONDITION BY LOCATION (2019)



City of Waite Park Bicycle Route Pavement Condition

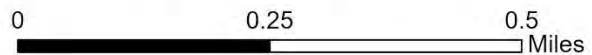


Legend

Signed Bicycle Route
Pavement Condition

- Very Good
- Good
- Fair
- Poor

City of Waite Park
Boundary

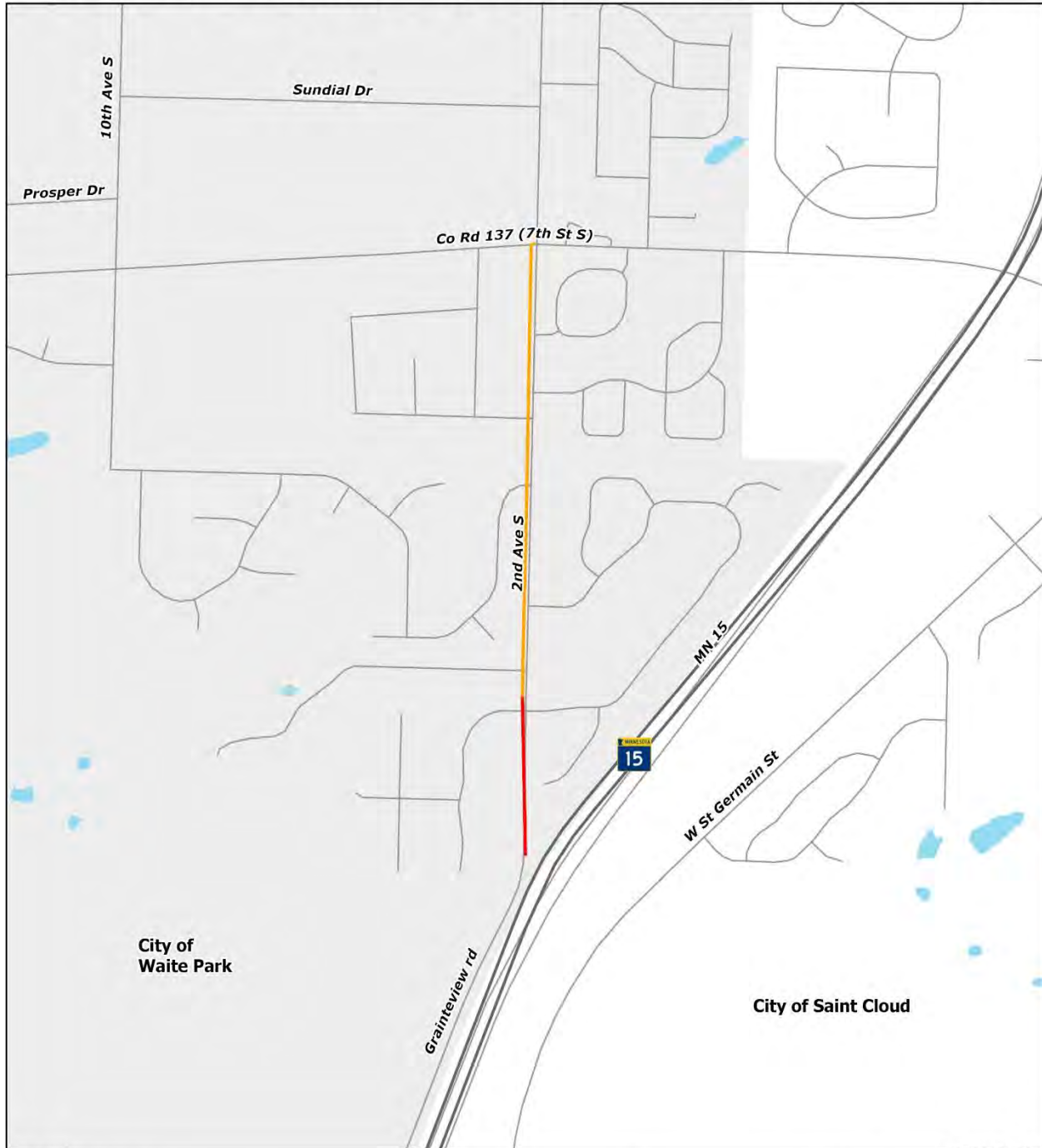


03/11/2021

FIGURE D.9 – CONDITION OF BICYCLE LANE PAVEMENTS (2019)



City of Waite Park Bicycle Route Striping Condition



Legend

Signed Bicycle Route
Striping Condition

- Good
- Poor
- Fair
- None

City of Waite Park
Boundary



0 0.25 0.5 Miles

03/11/2021

FIGURE D. 10 – STRIPING CONDITION OF SIGNED BICYCLE ROUTES



WAITE PARK PLANS FOR ACTIVE TRANSPORTATION

The 2005 Comprehensive Plan and the 2007 Transportation Plan for the City of Waite Park provide the current planning framework for transportation. Each of these plans stresses the importance of a usable and growing transportation network for the city that will include trails and sidewalks.

Both plans emphasize the importance of sustaining a transportation system that appropriately balances both access and mobility needs. In Waite Park, Division and 2nd Street South are heavily travelled commuting routes serving essential area mobility needs while also providing access to Waite Park businesses and area residents. Ensuring pedestrian safety at busy intersection crossings from high volumes of vehicular traffic along these corridors is identified as a primary concern.

2005 COMPREHENSIVE PLAN

The 2005 Comprehensive Plan represents the community's goals and strategies for land use and orderly development. Implementation of the city's goals is a joint responsibility of members of the public, the City Council, its staff and advisory boards, and prospective developers. The Comprehensive Plan states that the APO, Stearns County, and MnDOT also have a role in the development and redevelopment of Waite Park.

Active Transportation Needs as Identified in Comprehensive Plan

While the Comprehensive Plan recognizes that Division Street (CSAH 75) serves a vital mobility need, steps are needed to minimize its impact as a fragmenting barrier within the community. Traffic congestion levels on Division, 10th Avenue, 2nd Street and elsewhere within Waite Park are identified as pedestrian crossing safety issues.

Among the many goals for transportation from the Comprehensive Plan is to develop nonmotorized alternatives to vehicle usage that diminish congestion.

The plan states parks, trails, and other public facilities will be improved to favorably impact the quality of life for all residents. The development of trails and pathways will overcome highway barriers and connect neighborhoods, parks, commercial areas and residential areas throughout the city. Facilities used by bicycles and pedestrians are to be integrated into a system network that is usable and attractive.

Among the 2005 plan's recommendations are greater system connectivity and a future grade separated pedestrian crossing of CSAH 75. Given limited financial resources and other areas of need, a separated crossing is not at present considered a high priority by the city.

2007 TRANSPORTATION PLAN

Waite Park's 2007 Transportation Plan was prepared in response to the city's desire to further identify future transportation alternatives to best serve Waite Park and other area needs. The significance of MN 23 and CSAH 75 as high mobility corridors with growing impacts is noted, though the focus is on a plan for developing the future roadway network, not on a plan to better serve active transportation needs. This plan was not intended nor does it present precise solutions that may alleviate traffic congestion or improve safety on existing arterials and collectors.



2007 STEARNS COUNTY RAILS WITH TRAILS FEASIBILITY STUDY

This study prepared for the Stearns County Parks Department in 2007 examined the feasibility of alignments through Waite Park and other communities that would complete shared use path connections for the Lake Wobegon Trail and the ROCORI Trail. This study recommended the 2018 connection of the Lake Wobegon Trail from Saint Joseph to Waite Park. The study examined alternatives for connecting the ROCORI Trail through the City of Waite Park, recommending an alignment that would follow County Road 138, 28th Avenue, and a crossing of CSAH 75 to connect with the Lake Wobegon Trail at the River's Edge Park. While the findings of the 2007 study are relevant, further analysis may be needed to determine if this alignment and crossing location remains the best alternative for a regional connection.

CITY ORDINANCES

Along with various citywide planning efforts, [Waite Park City Code](https://bit.ly/3d9FWYH) (https://bit.ly/3d9FWYH) has established several ordinances pertaining to the active transportation system and its users.

City Ordinance 58 outlines provisions for active transportation with new street construction or reconstruction. With the construction of streets, the subdivision code calls for a minimum of six-foot sidewalks designed to city standards. The City Council takes its recommendations for platting and improvements to the transportation network from the Planning Commission (City Code 58.6). Typically, the city has asked for sidewalks or shared use paths on at least one side of collector and arterial routes in developing areas.

The occupants or owners of any building or lot have responsibility for maintaining abutting sidewalks. Sidewalks shall be kept clear of snow and ice, to be removed daily by 12 noon. Failure to comply with snow and ice removal is considered a misdemeanor. (City Code 31).

The city's ordinance requires pedestrians to cross streets at signalized intersections where they are available. Vehicles are to yield to pedestrians at crosswalks, otherwise pedestrians shall yield the right-of-way to vehicles. (City Code 60.10).

By Minnesota law (Sec 169.222), bicyclists have the same rights and responsibilities as the drivers of motor vehicles, and therefore have the right to use any public roadway, but must also obey all traffic laws.

SYSTEM USAGE

An understanding of bicycling and walking behavior complements information on the available active transportation network within the City of Waite Park. It is important to know how many people are using the system, where they need and/or desire to go, and how well current facilities are addressing those needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations throughout the MPA. This includes several locations in the city of Waite Park.



The MnDOT counter actually uses two different type of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes that are placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can not only record that cyclist, but also determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure the body heat of people who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting out the bicyclists from the total count.

With these portable counters, APO staff monitors usage of shared use paths for seven-day intervals at specified locations including three counting locations within the city of Waite Park:

1. The Lake Wobegon Trailhead at the Sauk River in the River's Edge Park
2. Healthy Living Trail north of 3rd Street near 6th Avenue North
3. County Road 137 at 28th Avenue South

All three of these locations are ideally counted each summer.



City of Waite Park Active Transportation Count Locations

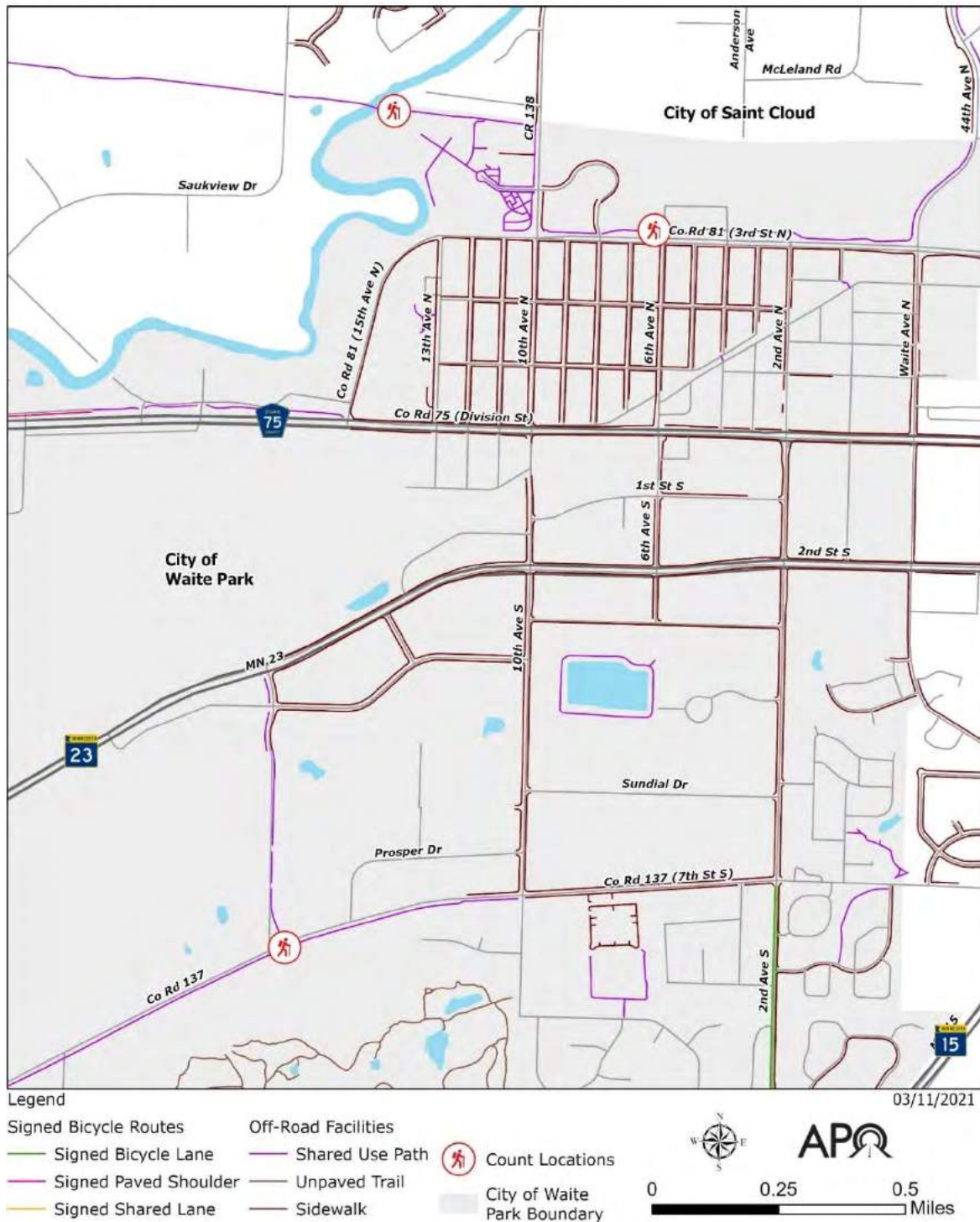


FIGURE D. 11 – LOCATION WHERE THE APO REGULARLY DEPLOYS AUTOMATIC BICYCLE/PEDESTRIAN COUNTERS



Location	Dates Counted (2019)	Weekday Average Bike	Weekday Average Pedestrian	Weekend Average Bike	Weekend Average Pedestrian
Lake Wobegon Trail Head	05/13 – 05/19	2	149	2	14
Healthy Living Trail	05/20 – 05/26	5	41	3	87
County Road 137	06/17 – 06/23	2	57	1	33

FIGURE D.12 – 2019 BICYCLE AND PEDESTRIAN COUNTS FROM THE THREE WAITE PARK LOCATIONS.

The APO's counts indicate that shared use paths receive much usage, particularly from pedestrians. The counter on the Lake Wobegon Trail records the highest number of users, averaging over 110 pedestrians per day in the summer months. The counts at other locations during comparable weekday and weekend periods indicate the variation in usage. The low numbers recorded for bicycle usage may be deceptive. Automatic counters more accurately identify pedestrian usage than bicycles.

The APO's counts indicate that the Healthy Living Trail receives significant usage, particularly on the weekends. Figure D.13 provides a comparison of summer pedestrian usage in 2019 and 2020. During weekdays, the average count of pedestrians was 41 in 2019, with a much higher average of 119 in 2020.

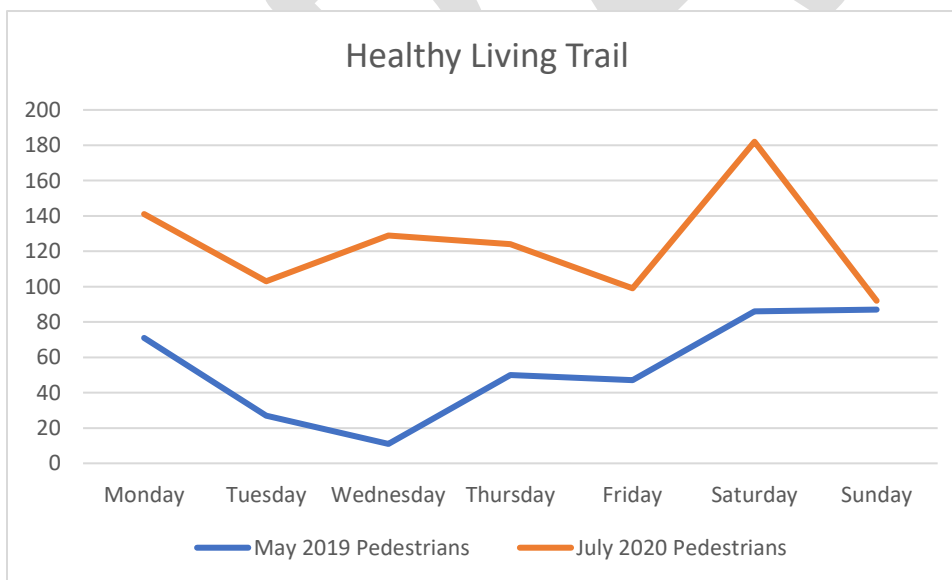


FIGURE D.13 – 2019 AND 2020 PEDESTRIAN COUNTS AT THE HEALTHY LIVING TRAIL LOCATION

Figure D.14 shows the most recent one-week winter seasonal counts on the Lake Wobegon Trail for both pedestrians and bicycles. As the graph shows, the number of people using this facility in the winter can be correlated to outside temperatures.

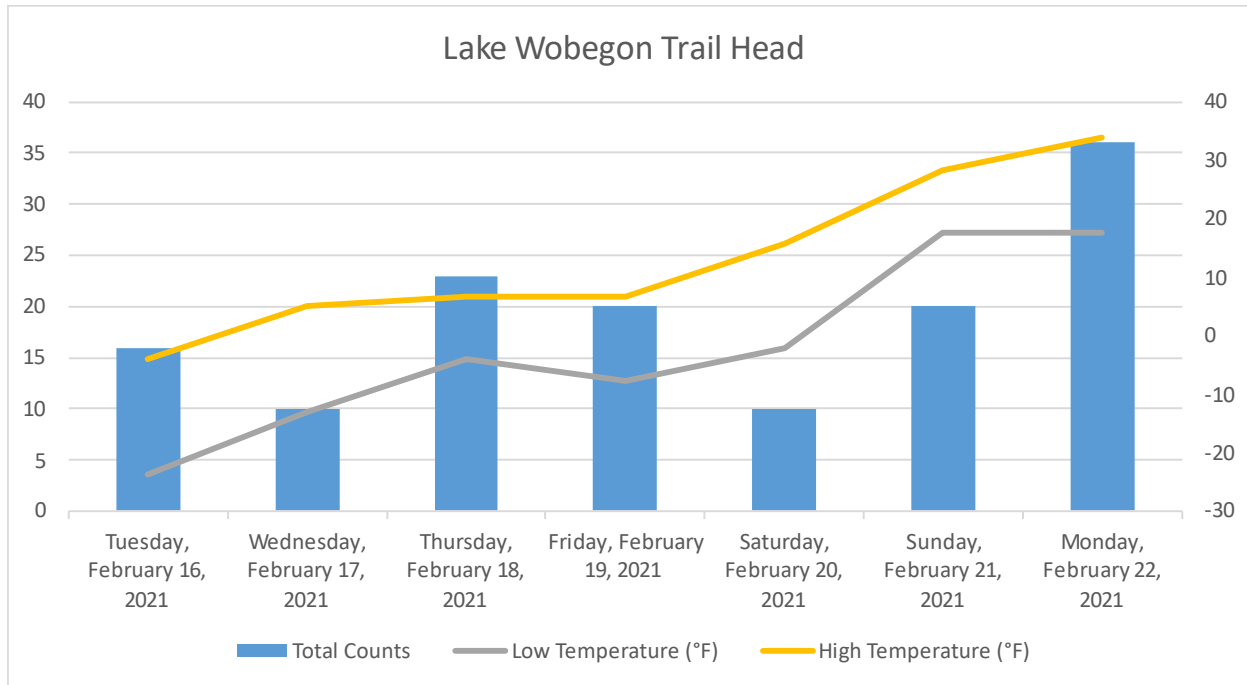


FIGURE D.14 – 2021 WINTER COUNTS AT THE LAKE WOBEGON TRAIL IN COMPARISON TO DAILY HIGH AND LOW TEMPERATURES

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks.

For the purposes of this plan, APO staff are primarily looking at public schools. Food assets are defined as grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed are those that have 100 or more full- and/or part-time employees.

Figure D.10 shows the many locations of these destinations within the City of Waite Park. The city's schools, food assets, and large employers are referenced by type in a color-coded list with the map.



City of Waite Park Active Transportation Destinations

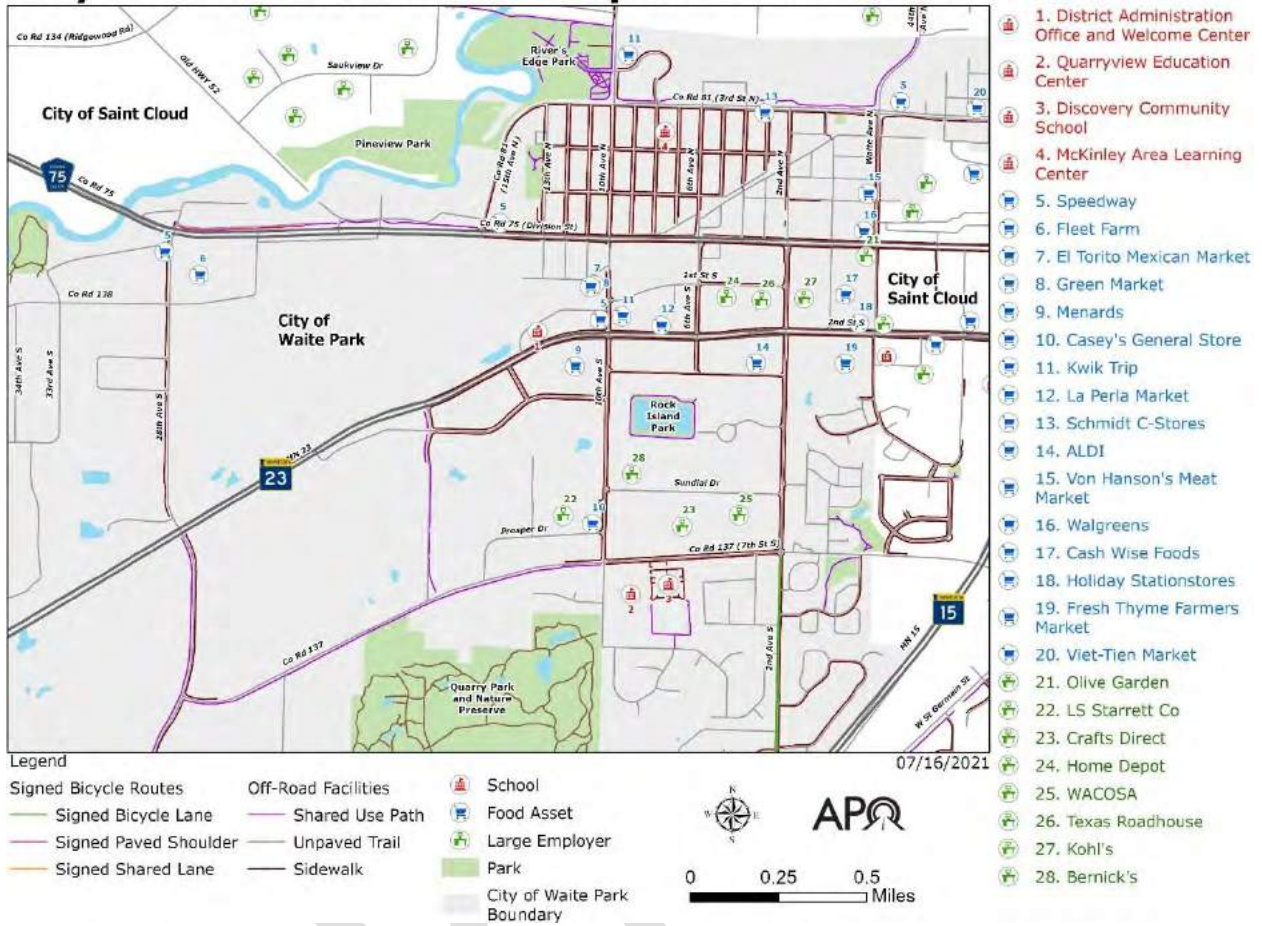


FIGURE D. 15 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS

Schools

Included among Waite Park’s largest employers, the St. Cloud Area School District 742 operates three public school facilities. The Discovery School and Quarryview Education Center are on the same site. Also within the Waite Park city limits is the main district office.

Name	Address	Grades Served	Approximate Number of Students Served
Discovery School	700 Seventh St. S	PK-5	524
Quarryview Education Center	800 Seventh St. S	Early Childhood/ Community Education	2,900
McKinley Alternative Learning Center	216 Eighth Ave N	9-12	1,250

FIGURE D. 16 – PUBLIC SCHOOLS LOCATED WITHIN THE CITY OF WAI TE PARK.



According to city staff, residents of Waite Park have cited safety concerns with street crossings and traffic speeds in the 7th Street South area of Discovery School and the 3rd Street North area of McKinley. And while a mix of sidewalks and shared use paths have expanded over time to improve access and safety for students who bike or walk to each of the schools, gaps still remain in some of these areas.

Food Assets

As shown in Figure D.14, grocery stores and other food providers which are common destinations for active transportation users are very prevalent through much of the CSAH 75 and MN 23 commercial district. Among these food assets are large market centers such as Cash Wise and ALDI's as well as many specialty markets and convenience stores.

Waite Park's food assets are often along some sort of active transportation facility, typically a sidewalk, though walkers and cyclists often need to cross roadways with many fast-moving cars to get to these destinations.

Large Employers

Among the city's largest employers are the public schools and larger food stores such as Cashwise. Large employment centers include many retail outlets along the 2nd Street South corridor such as Kohl's, Home Depot, and Menards. Several large employers (Crafts Direct, the LS Starett Co, and WACOSA) are in the commercial use area around Sundial Drive.

Most of the city's large employers are located on or near Metro Bus fixed routes with access to nearby sidewalks or shared use paths.

Parks

The City of Waite has approximately 767 acres of parkland within the city limits. This includes parks that attract regionally such as the Stearns County Quarry Park and Nature Preserve containing 683 acres and the city maintained River's Edge Park (42 acres). Spread throughout the city are various small parks that primarily serve neighborhood areas.

The larger parks within Waite Park generally have access to nearby sidewalks or shared use paths. Quarry Park receives much usage from pedestrians and bicyclists with its large network of natural surface trails. As a result, residential areas near these larger parks are more likely to have active transportation facilities.

The city's smaller neighborhood parks have varying degree of sidewalk access.

SAFETY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are on the rise within the Saint Cloud MPA.

Specifically, within the City of Waite Park, DPS crash data has indicated 34 crashes involving active transportation users and vehicles have occurred in the 10-year period between 2010 and 2019. See Figure D.16 for locations and severity.



City of Waite Park Active Transportation Crash Locations

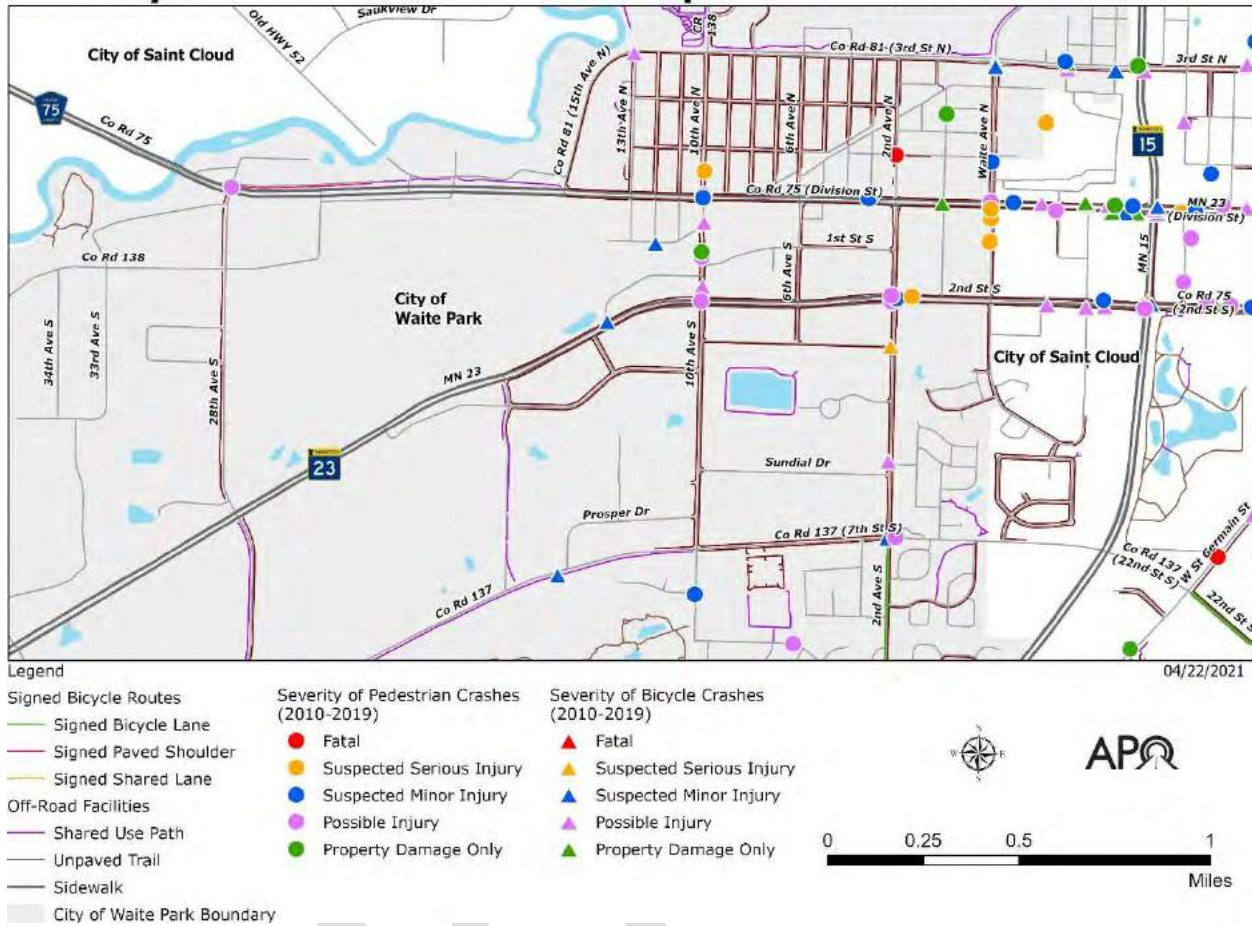


FIGURE D. 17 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS (2010-2019)

High concentrations of crashes are found along Division and 2nd Street S, also along the connecting collector routes, 10th Avenue South and Waite Avenue. While most resulted in minor injuries, it is important to note that during this time frame, there was a pedestrian fatality on 2nd Avenue North and three crashes with serious injuries to pedestrians on Waite Avenue South between Division and 2nd Street South.

Crash history was reviewed to determine if there are particular locations where crashes appear to be more likely to occur and whether there may be an engineering solution or partial solution to help mitigate the crashes.

Crash reports indicate that in many cases the pedestrian or cyclist was not seen by the driver of the vehicle. In many of these crashes, the active transportation user was not using a crosswalk. It is unclear from the DPS crash reports whether physical conditions at the crash locations were a contributing factor or if physical changes to the facilities may help mitigate future crashes.

PROGRAMMED AND PLANNED IMPROVEMENTS

The City of Waite Park maintains a Capital Improvement Program (CIP) which identifies short term projects and long-range concepts designed to improve active transportation facilities. The CIP also indicates anticipated future revenues that may be available to implement such projects. Projects from the CIP may be eligible for available Federal funding and inclusion in the APO Transportation Improvement Program (TIP).

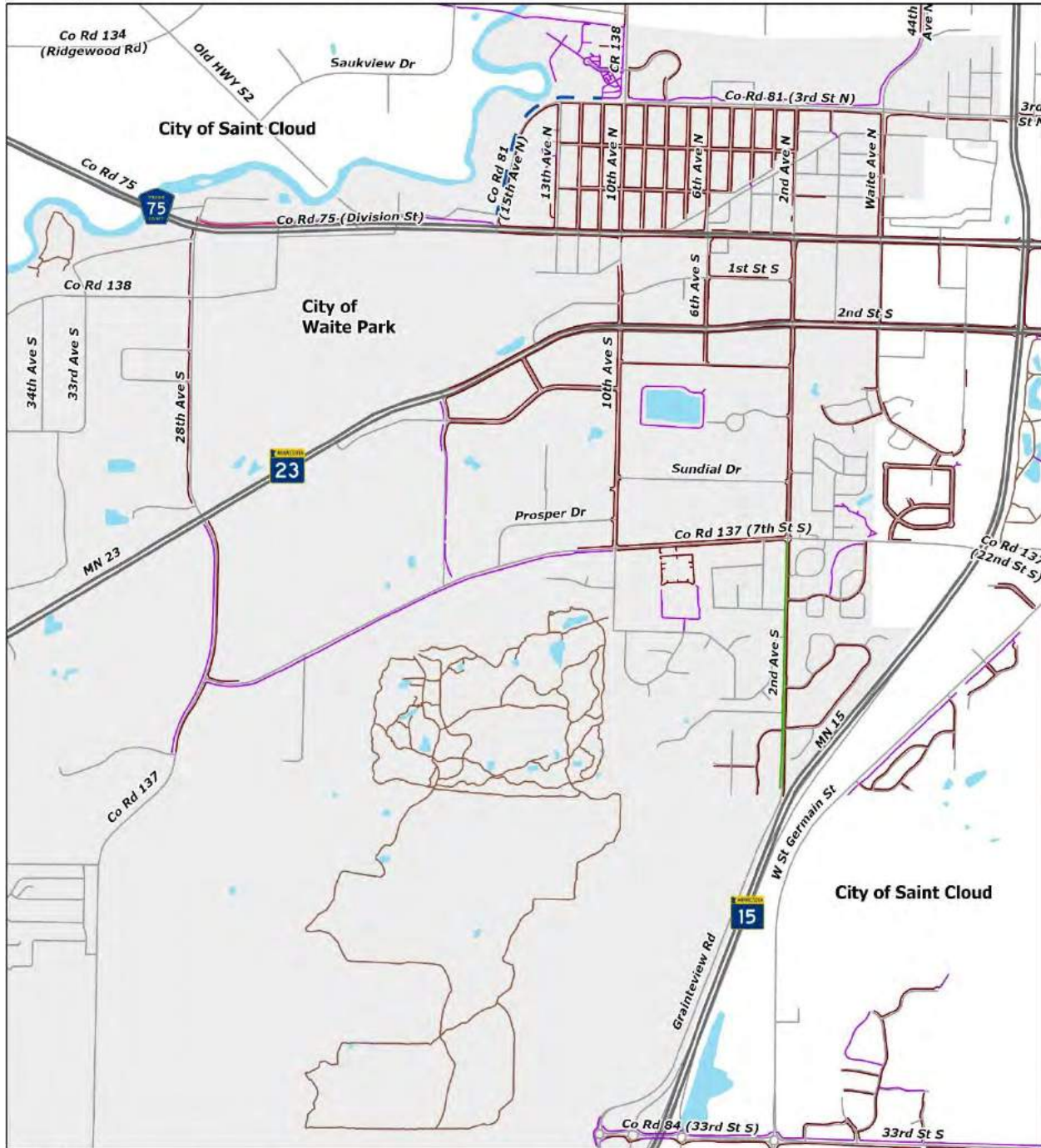
One such project identified in the CIP is the 2022 construction of a shared use path that extends west from the Rivers Edge Park to the frontage road on Division Street.

Among long term planning considerations for the city's active transportation network is a connection to the ROCORI Trail with a crossing of CSAH 75. Such a crossing was the recommendation of a study prepared for the APO. While the city and the county have not yet identified a preferred alignment, the shared use path west from Rivers Edge Park in the city's CIP may be part of this envisioned regional facility.

DRAFT



City of Waite Park Programmed and Planned Facilities



Legend

- | | | |
|---------------------|-----------------------|---------------------------------------|
| Off-Road Facilities | Signed Bicycle Routes | Future Active Transportation Projects |
| Shared Use Path | Signed Bicycle Lane | Programmed Project |
| Unpaved Trail | Signed Paved Shoulder | Planned Project |
| Sidewalk | Signed Shared Lane | City of Waite Park Boundary |

04/19/2021

0 0.25 0.5 Miles

FIGURE D. 18 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES



ACTIVE TRANSPORTATION NEEDS ASSESSMENT

To supplement and inform current city planning efforts, APO staff performed a citywide analysis of facility and other needs for active transportation users. The intent of this assessment, performed in coordination with city staff and representatives, was to identify active transportation needs within the city and assist in prioritizing those needs in the event funding becomes available.

Waite Park			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			0.6
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			48.6%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	100.0%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	88.9%
		1-310 ft (One block or less)	80.0%
		311-930 ft (Two to three blocks)	15.0%
		> 931 ft (Four or more blocks)	5.0%
	Large Employers	0 Ft (Asset Served by AT Facility)	62.5%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	25.0%
		> 931 ft (Four or more blocks)	12.5%
	Parks	0 Ft (Asset Served by AT Facility)	60.0%
		1-310 ft (One block or less)	0.0%
		311-930 ft (Two to three blocks)	0.0%
		> 931 ft (Four or more blocks)	40.0%
	Transit Stops	0 Ft (Asset Served by AT Facility)	69.7%
		1-310 ft (One block or less)	12.1%
		311-930 ft (Two to three blocks)	10.6%
		> 931 ft (Four or more blocks)	7.6%
Percent of street crossings that do not meet full ADA standards			86.7
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			5.2:8.5
Percent mileage of Regional Priority bicycle facilities that do NOT exist			73.3%
Percent of on-road bicycle facilities with poor pavement			0.0%
Percent of SUP with rough/very rough pavement			19.4%

FIGURE D.19 – WAITE PARK PERFORMANCE REPORT CARD (2019)

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The areawide goals and objectives for active transportation as adopted by the APO provide a starting point for the Waite Park needs assessment. The goals, objectives, and the factors



used to evaluate services and needs relative to each objective are detailed in Chapter 4. The evaluation factors were equally applied for the assessments of needs within each city and across the MPA.

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework (see Chapter 4), APO staff, in coordination with Waite Park city staff and community volunteers, developed the following methodology to address critical gaps in the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on addressing gaps utilizing existing data as it relates to the region's active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken down into three phases. This process began with an in-depth analysis of the Waite Park transportation network, identifying issues and needs within the city from the review of data and factors. The findings from this cursory review led to a more detailed analyses of active transportation needs within specific focus areas in Waite Park.

In the second phase, APO staff coordinated with Waite Park and other APO member cities (Saint Cloud, Saint Joseph, Sartell, and Sauk Rapids) to begin a discussion on exploring connections between each of the cities and areas outside of the APO's planning area.

In the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Evaluating Needs for the City of Waite Park

The initial phase of the analysis, to identify service gaps within the City of Waite Park, followed a two-step process.

The first step was to review needs and gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data which detailed the existing active transportation conditions for the city. Utilizing the goals, objectives, and applying factors, staff began to dive into the existing conditions data to look for network gaps or areas of concern (i.e., high crash locations, locations of under designed on-road/off-road facilities). Considered along with the factors were the comments from the APO's initial public input along with comments from city staff.

Figure D.20 provides a summary of the findings for the City of Waite Park.

Analysis of Areas of Need - Waite Park

	Safety & Comfort Factors										Connectivity Concern		Facility Condition		Equity Factors		Issues	Potential Treatments
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit Needs	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance							
10th Ave S/CR 138 (Division to 2nd St S)		X			X		X						X		High volume minor arterial corridor, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.		
Waite Ave (3rd St N to 2nd St S)		X			X		X						X		High usage, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.		
Division/CSAH 75 (Waite Ave to 10th Ave)		X			X		X						X	X	High volume arterial, concentration of crashes, crossing safety concerns, multiple destinations, vulnerable populations, ADA intersection standards.	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards.		
2nd St S/MN 23 (Waite Ave to 10th Ave)		X			X		X					X	X		Area with concentration of crashes, destinations (employers, food assets), crossing concerns, multifamily housing, vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, improved access to large employers, multifamily development.		
3rd St N/CR 81 (East limits to Waite Ave N)		X			X		X						X		High concentration of crashes, crossing safety concerns, destinations (school, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, added facilities, traffic calming.		
7th St S/CR 137 (2nd Ave S to 10th Ave S)					X		X					X			Speeds, crossing safety, destinations (school, employers, park), shared use path pavement conditions.	Pedestrian and bicycle crossing improvements, facility design, improved access to schools, large employers.		
2nd Ave S (2nd St N to 7th St S)		X			X		X						X		Area with concentration of crashes, destinations (employers, food assets), crossing safety, multifamily housing, vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, improved access to homes and destinations.		

FIGURE D.20 – WAI TE PARK NEEDS ANALYSIS



Areas of Focus

From the process described for the review of needs and gaps for the City of Waite Park, the following areas have been identified as being priority areas for improvements to the active transportation system.

- 10th Avenue South area.
- Waite Avenue area.
- 2nd Avenue South area.

Within these areas, multiple needs for active transportation users were identified from the analysis of factors, as described below. These focus areas have similar characteristics in common. All are high volume minor arterials or collectors which active transportation users often cross to reach their destinations. The multiple needs found from the incidence of crashes, crossing safety concerns, access to destinations and other factors shown for the Division/CSAH 75 and 2nd Street S/MN-23 corridors are incorporated in the analysis for these three focus areas.

Being able to assure that pedestrians and bicyclists can safely cross CSAH 75, MN 23 and other heavily used routes in Waite Park has been identified in the city's plans and regional transportation studies as an ongoing challenge. Given the growing vehicle traffic in Waite Park, these safety issues have increased in significance. The history of crashes with the potential for more dangerous conflicts between vehicle traffic and active transportation users, coupled with the need to improve access, led to the identification of these focus areas.

As noted, large segments of households within Waite Park are low income, without a vehicle, or otherwise disadvantaged, populations often underserved that may be dependent upon active transportation modes and facilities to reach their destinations safely.

These areas have many destinations of the type that active transportation users seek. While there is often a connecting facility network within these areas to get to these destinations, their ability to safely cross heavily used roads is the prevailing concern.

The city's ordinance calls for shared use paths and sidewalks as identified by the City Council with a minimum of six-foot sidewalks to serve development according to city requirements and standards. In Waite Park, pedestrians are required by ordinance to cross streets at signal-controlled intersections or marked crosswalks where available. However, along these corridors, opportunities to cross at a signalized intersection or crosswalk are few.

To better inform this needs assessment, APO staff requested a short MnDOT study to review issues found within the 10th Avenue, Waite Avenue and 2nd Avenue South focus areas relative to bicycle and pedestrian safety. Based on current facilities and conditions, the speeds and volume of vehicle traffic, destinations served, and other factors, MnDOT staff and consultants offered their analysis relative to FHWA and MnDOT guidelines.

Needs and issues within each the three focus areas are briefly cited and recommendations that would address these issues, many suggested by the MnDOT Report, are provided for consideration.



For each of the focus areas, APO staff, working in conjunction with the city, began identifying possible solutions to address network gaps.

10th Avenue South Area

This focus area as shown in Figure D.19 is along 10th Avenue South from Division to 7th Street South (CR 137). Also within this area of focus is the adjacent land use and the connecting street network. This includes the intersection locations at Division Street, 2nd Street South, Sundial Drive, and 7th Street South.

This area was chosen due to a high level of activity from all transportation modes, the history of crashes that have occurred, crossing safety concerns, and the number of destinations often sought by bicyclists and pedestrians.

NEEDS AND ISSUES

Within this area are many food markets, convenience stores, the Menards store and the Bernick's plant, all potential destinations for active transportation users. The high volume of traffic in this area and the safety of active transportation users who travel along or cross 10th Avenue to reach these destinations is the main concern.

Traffic on 10th Avenue South averages 14,000 vehicles per day along the segment between Division and 2nd Street South. The average daily volume drops to 5,700 vehicles south of 2nd Street. The posted speed on 10th Avenue north of 2nd Street is 30 mph which increases to 40 mph south of 2nd Street. Roadway traffic along Division and 2nd Street South in this area is currently at about 10,000 vehicles per day with high turning movements at the 10th Avenue intersections.

Within the few blocks that separate Division and 2nd Street South there have been seven crashes involving pedestrians and bicyclists within a ten-year period. A review of the crash reports for accidents within the focus area indicates that vehicle drivers often do not see pedestrians. Whether accidents are due to inattention or a facility flaw is difficult to determine, though the number of crashes suggests improvements are needed.

Crossing safety along this corridor is a concern. There are a limited number of crosswalks along the 10th Avenue corridor. The only crossings with pedestrian activated signals are at the Division and 2nd Street South intersections. Between 2nd Street South and 7th Street South there are many Metro Bus transit stops. Those that get on or off the bus at these locations will often be crossing 10th Street in an area where there may be heavy vehicle traffic with no crosswalks.

While sidewalks are in place along most of 10th Avenue on both sides, they are not designed or intended for use by bicyclists. There are gaps in the sidewalks north of the railroad tracks.

In response to these issues, it is suggested that investments be directed to improvements along this corridor as follows.

RECOMMENDATIONS

- In the near term, consider reconfiguring the 4-lanes on 10th Avenue along the segment south of 2nd Street South to 3 lanes and add bicycle lanes with restriping. This could be incorporated with a mill and overlay or safety project. Bicycle lanes act as a buffer and improve comfort for pedestrians walking adjacent to higher speed traffic.



10th Avenue South Focus Area

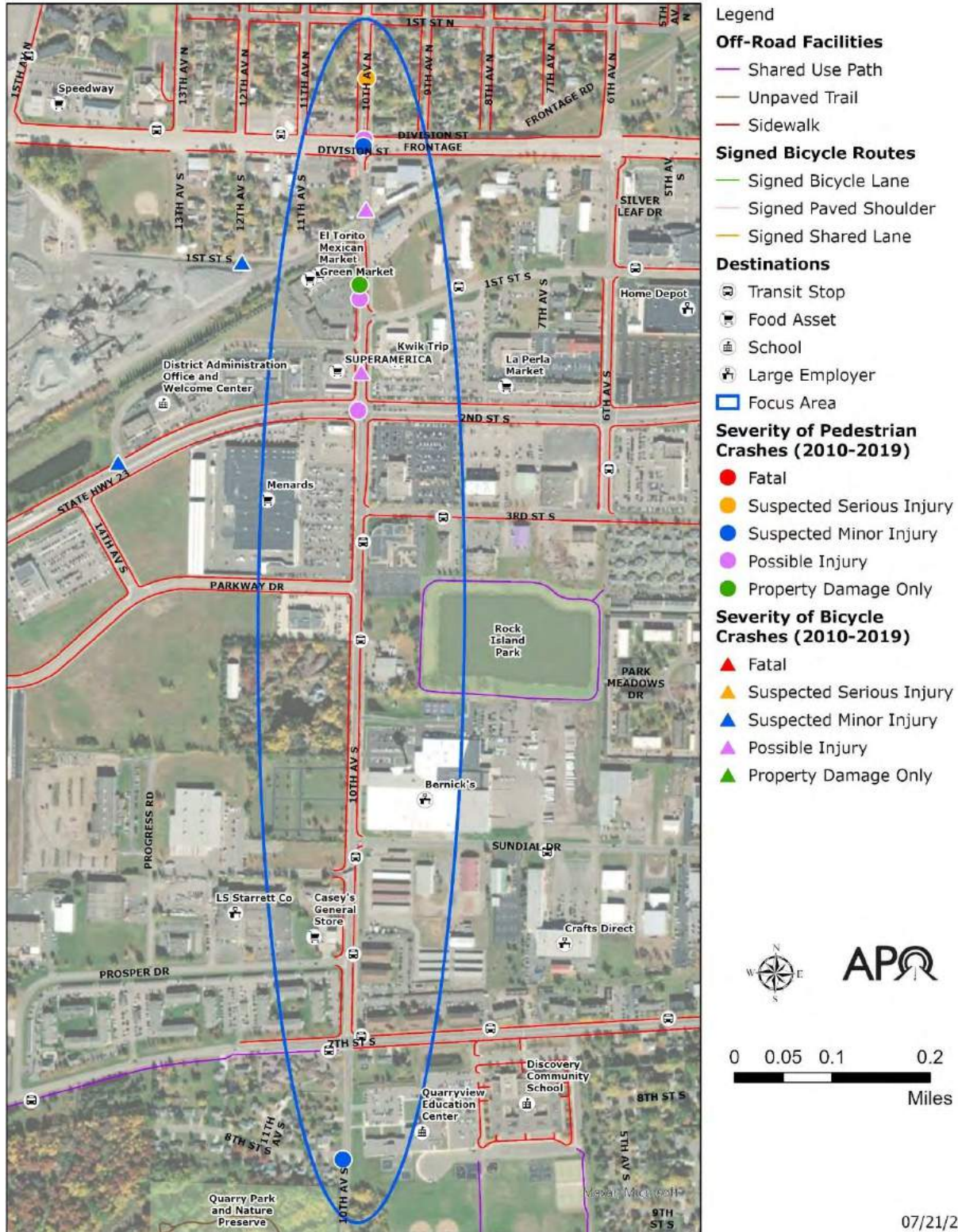


FIGURE D.21 – 10TH AVENUE SOUTH AREA OF FOCUS



- Consider filling the sidewalk gaps on 10th Avenue North between Division and 2nd Street South. Jog the sidewalk so the new crossing is perpendicular to the railroad tracks.
- With street reconstruction, consider a 3-lane section with a 10-foot shared use path and buffer area with plantings, street lighting, or signage. With the 3-lane section, consider adding crosswalks with median pedestrian refuge islands at T-intersections.
- If the configuration on 10th Avenue is to remain a 4-lane, implement crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.

Waite Avenue Area

The area of focus along Waite Avenue extends south from 3rd Street North to 2nd Street South and further to include vehicle access for commercial and office uses. The connecting roadway network encompasses the intersections with Waite Avenue at 3rd Street, Division, and 2nd Street South. The entrances and exits to Crossroads Center, Cashwise, and the Marketplace Shopping Center and other popular retail and employment sites as shown in Figure D.22 are included within this area.

This area was chosen due to the high level of vehicle traffic, the history of crashes that have occurred, crossing safety concerns for pedestrians and bicyclists, and the large number of destinations.

NEEDS AND ISSUES

The high volume of traffic and the safety of those who need to cross Waite Avenue and other roadways within this area to reach their destinations is the primary issue. The average daily traffic on Waite Avenue ranges from 7,700 to 8,400 vehicles. Vehicle traffic volumes approaching Waite Avenue from the east on Division and 2nd Street South average 14,000-15,000 per day. The volume of vehicle turning movements at each of these intersections is also very high.

Within ten years, there have been nine crashes along Waite Avenue involving pedestrians and bicyclists. Three of these crashes occurring between Division and 2nd Street South resulted in serious injuries to pedestrians.

There are sidewalks in place along at least one side of Waite Avenue, but they are not designed to be shared with bicycles. Only a limited number of locations provide crosswalks for active transportation users. The only signal-controlled intersections are at 3rd Street North, Division, and 2nd Street South.

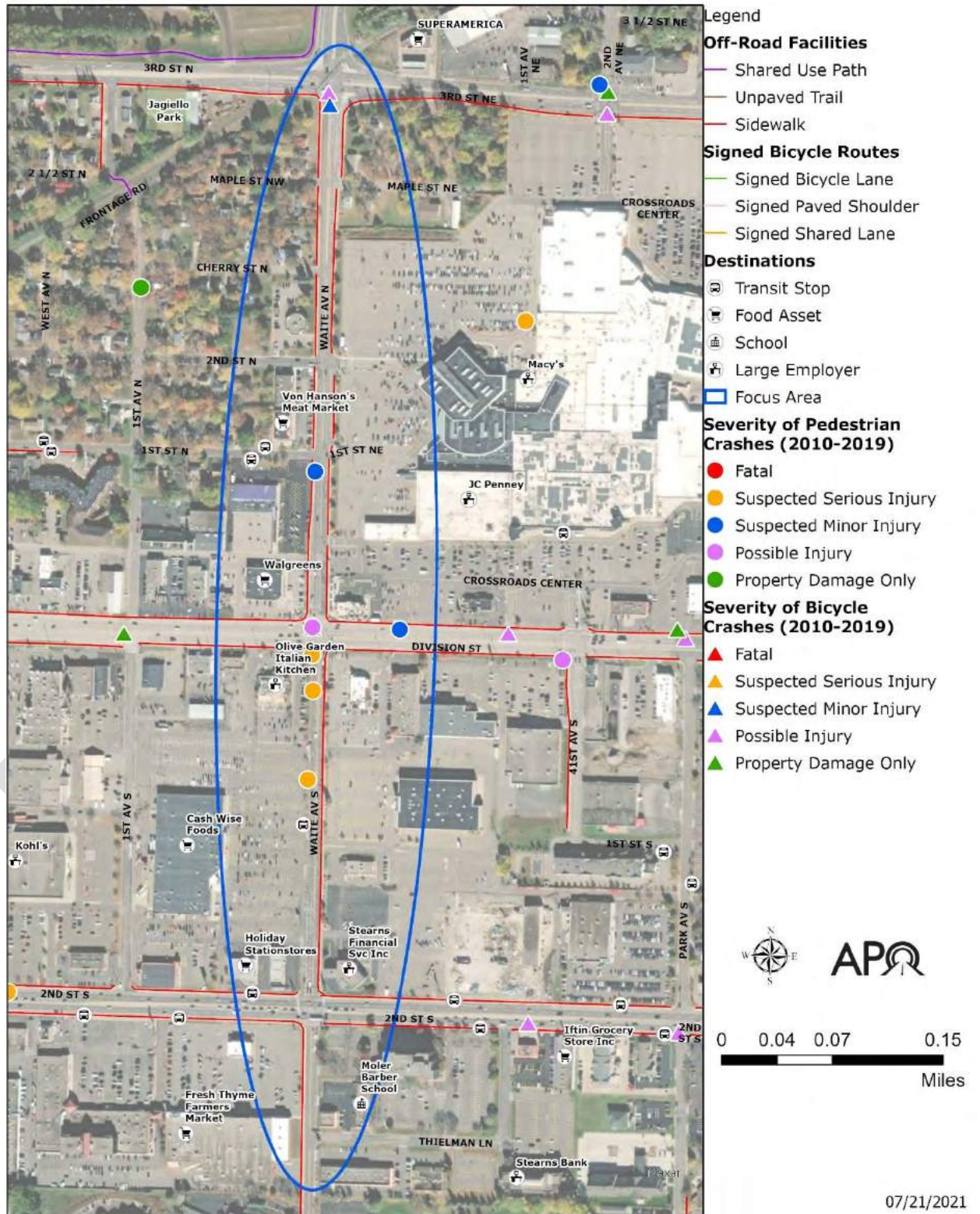
In response to these issues, it is suggested that investments be directed to improvements along this corridor as follows.

RECOMMENDATIONS

- On the north end of Waite Avenue, pedestrian safety would be improved with an additional crosswalk. We recommend a crosswalk at either 1st Street North or 2nd Street North. Preliminarily, the 2nd Street intersection seems to be more advantageous. There is already an existing traffic signal at the intersection and ADA compliant curb cuts for the sidewalks. However, there are Metro Bus transit stops on

1st Street North just west of Waite Avenue.

Waite Avenue Focus Area



07/21/2021

FIGURE D.22 – WAITE AVENUE AREA OF FOCUS



- Consider reconfiguring the 4-lanes on Waite Avenue south of 2nd Street South to 3 lanes and add bicycle lanes with restriping. This could be incorporated with a mill and overlay or safety project. Bicycle lanes act as a buffer and improve comfort for pedestrians walking adjacent to higher speed traffic.
- Consider completing sidewalks on both sides of Waite Avenue.
- With street reconstruction, consider a 3-lane section with a 10-foot shared use path and buffer area with plantings, street lighting, or signage.
- If the configuration is to remain a 4-lane, implement crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At the signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.

2nd Avenue South Area

This area of focus as shown includes that portion of 2nd Avenue South from 2nd Street South to 7th Street South. Vehicle access to retail parking north of the 2nd Avenue South intersection are included as are the street connections from 3rd Street South, Park Meadows Drive, and Sundial Drive.

Several factors led to the identification of this area along 2nd Avenue South as a focus area. There is concern for pedestrian and bicycle safety given the crash history and the volume of traffic on 2nd Avenue South. This area was also chosen due to the housing in the area and the many large employment centers and other destinations on 2nd Street South and Sundial Drive.

NEEDS AND ISSUES

The concern is with providing access and safety for active transportation users from their homes to shopping areas and significant places of employment. Roadway traffic volumes along 2nd Avenue South are highest near the intersection with 2nd Street South, averaging 9,500 vehicles per day. Vehicle traffic volumes diminish further south along 2nd Avenue, though still averaging 6,400 vehicles per day. High southbound vehicle turning movements at this intersection for those accessing ALDI's and other retail stores create conflicts with pedestrians.

There is a need to provide safe access for residents of the Park Meadows apartment complex, many of whom live on limited income, that walk or bike to reach destinations on 2nd Street South and elsewhere. Concerns have also been raised about crossing safety for these residents.

Continued safety risks are suggested from the history of accidents that have occurred along this corridor. Several crashes involved pedestrians. Three with injuries occurred at the 2nd Street South intersection. A fatality with a cyclist occurring at 3rd Street South intersection.

There are several Metro Bus transit stops along and near 2nd Avenue South. Many that get on or off the bus at these locations are lacking facilities and safe crossings to reach their homes or other destinations. There are signed bicycle lanes south of 7th Street South but only sidewalks to the north of 7th Street. With the exception of 3rd Street South, there are no active transportation facilities from connecting streets along 2nd Avenue. There are a limited number of locations with crosswalks. Only the intersection with 2nd Street South provides a signal-controlled crossing.

2nd Avenue South Focus Area

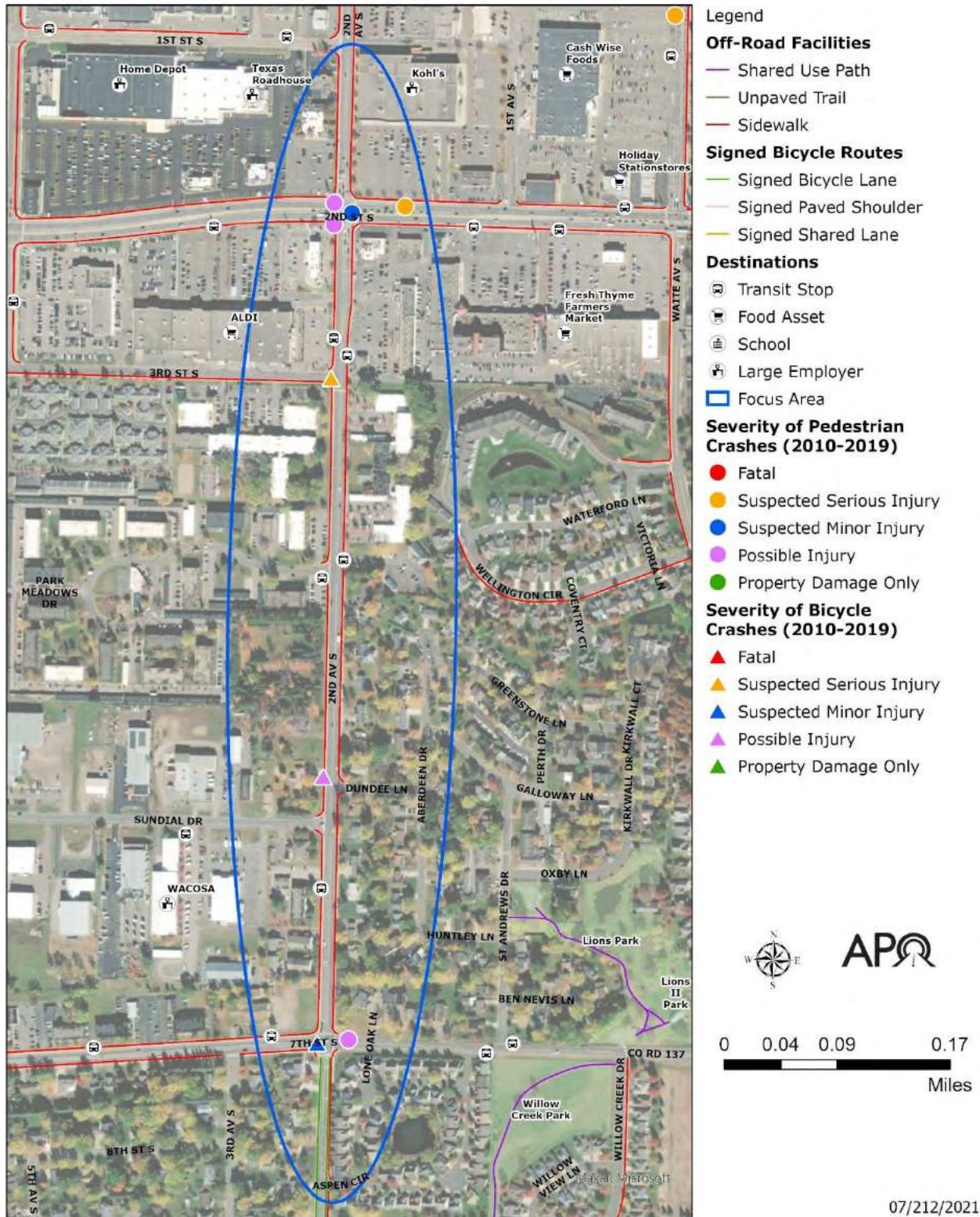


FIGURE D.23 – 2ND AVENUE SOUTH AREA OF FOCUS



RECOMMENDATIONS

- Adding a sidewalk connection on the south side of Sundial Drive from 10th Avenue to 2nd Avenue would serve transit stops and provide needed pedestrian access to large employers and other businesses.
- Consider reconfiguring the 4-lanes on 2nd Avenue to 3 lanes and add bicycle lanes with restriping. This could be incorporated with a mill and overlay or safety project. Bicycle lanes act as a buffer and improve comfort for pedestrians walking adjacent to higher speed traffic.
- With street reconstruction, consider a 3-lane section with a 10-foot shared use path and buffer area with plantings, street lighting, or signage.
- If the configuration is to remain a 4-lane, implement crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At the signalized intersections on 2nd Street South, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.

Evaluating Needs for the Region

The second phase of the needs analysis is to identify improvements to the regional facility network within the city of Waite Park and the nearby planning area. These are projects that address goal 5 objectives for achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside of Waite Park and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended regional facilities to extend the existing system within Waite Park to provide an interconnected areawide network include a future shared use path connection to the ROCORI and Glacier Lakes Trail that aligns with 7th Street South (County Road 137). This path is proposed to continue north along 10th Avenue to connect with the Lake Wobegon Trail with the reconstruction and widening of 10th Avenue. The future regional bikeway network would also include the proposed alignment for the Southwest Beltway.

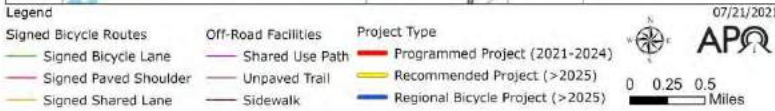
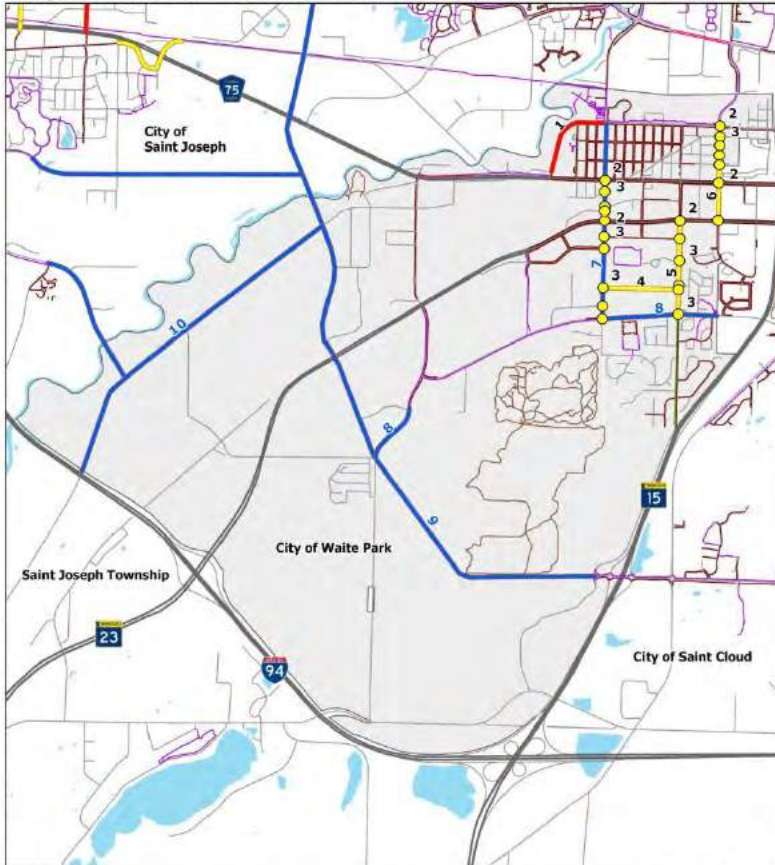
SUMMARY OF WAITE PARK RECOMMENDATIONS

For consideration in identifying local and regional priorities, the following is a summary of the suggested improvements to the active transportation network from the ATP needs assessment and an estimate of costs.

Figure D.24 is a map with a full list of programmed projects and recommendations.

Project	Description	Est. Cost??
1	Fill sidewalk gaps on 10 th Avenue North.	
2	Add marked crosswalk at location as determined on the north end of Waite Avenue South.	
3	Construct a sidewalk on the south side of Sundial Drive from 10 th Avenue South to 2 nd Avenue South.	
4	Complete sidewalk gaps along Waite Avenue.	
5	With current lane configurations install Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).	
6	Add a leading pedestrian interval (LPI) at signalized intersections.	
7	Reconfigure 4-lane sections to 3-lane sections with bicycle lanes through restriping.	
8	With street reconstruction, reconfigure 4-lane sections to 3-lane sections, adding a shared use path and a buffer area.	
9	With 3-lane reconstruction, add crosswalks with median pedestrian refuge islands at T-intersections.	
10	Extend for the regional network the shared use path on 7 th Street South (County Road 137).	
11	Construct as a component of the regional network a shared use path along 10 th Avenue.	
12	Construct for the regional network a shared use path that follows the proposed Southwest Beltway.	

City of Waite Park Future Active Transportation Recommendations



Map Number and Project Description	
1	Construct a shared use path along 15th Avenue N (Stearns CSAH 81).
2	At signalized intersections along 10th Avenue South, 2nd Street South, and Waite Avenue consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time when appropriate.
3	Install Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) along 10th Avenue South, 2nd Avenue South, and Waite Avenue where appropriate.
4	Add sidewalks along Sundial Drive.
5	Construct a shared use path or bicycle lanes along 2nd Avenue South.
6	Build a shared use path or bicycle lanes along Waite Avenue.
7	Construct a regional shared use path along 10th Avenue.
8	Add a regional shared use path along 7th Street S (Stearns CSAH 137).
9	Construct a regional shared use path along future beltline.
10	Build a regional shared use path along Stearns CSAH 138.

FIGURE D.24 – PROGRAMMED AND RECOMMENDED PROJECTS

APPENDIX E: CITY PROFILE – SAINT CLOUD

With portions of the city within Benton, Sherburne, and Stearns Counties, the City of Saint Cloud is bounded by Sartell, Sauk Rapids and Waite Park.

Known as “The Granite City,” Saint Cloud’s early growth and development was influenced by its location on a national rail line and the advantage of its position on the Mississippi River. Saint Cloud has since become a significant regional retail and employment hub for central Minnesota. Saint Cloud is a major transportation hub as well. Highways I-94, US 10, MN 23 and MN 15 provide transportation access into Saint Cloud from around the state. Bicycle routes of national and regional significance meet in Saint Cloud, such as the Lake Wobegon Trail and the Beaver Island Trail which is a component of the Mississippi River Trail. The city continues to grow and is challenged to expand the transportation and service network to keep pace with the demands of a regional economic center.

DEMOGRAPHICS

According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Saint Cloud has a population that has grown 12.5% since the year 2000.

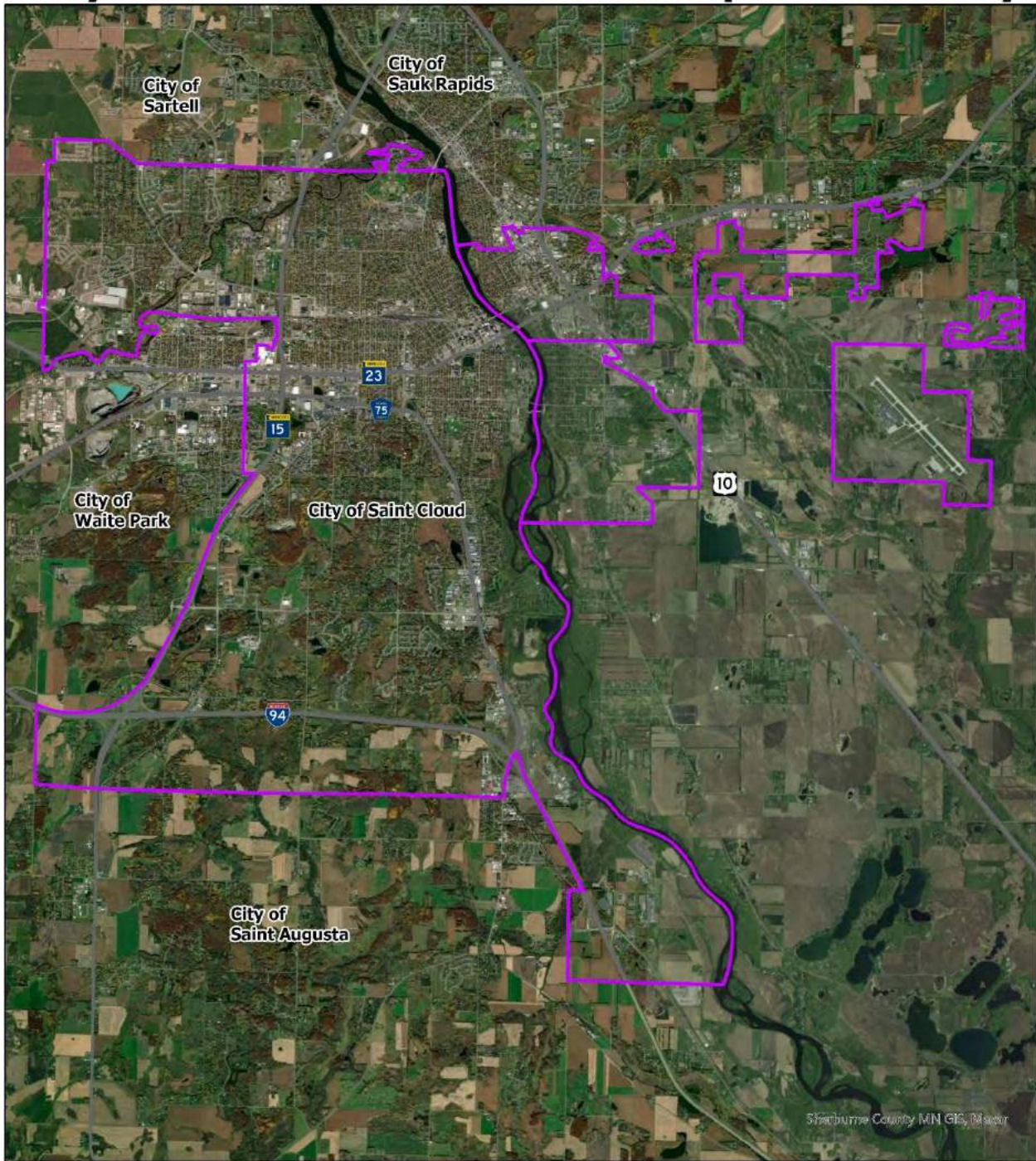
The City of Saint Cloud is mindful of the need to provide equitable service to all segments of the community in its transportation planning investments. At a regional level, the APO tracks specific population demographic subsets known as historically underrepresented populations. This includes the following:

People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).

- Persons with low-income
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

The city has attracted a large immigrant population and become more ethnically diverse over time. A look at the demographic makeup in Saint Cloud finds that people-of-color currently comprise nearly one-quarter of the city’s population. Though incomes generally are rising, almost one in five households are considered low-income. The city has a comparatively young population with nearly 20 percent of its residents under the age of 18. See Figure E.2 below for other details.

City of Saint Cloud Park Municipal Boundary



Legend
City of Saint Cloud Municipal Boundary



FIGURE E.1 – CITY OF SAINT CLOUD

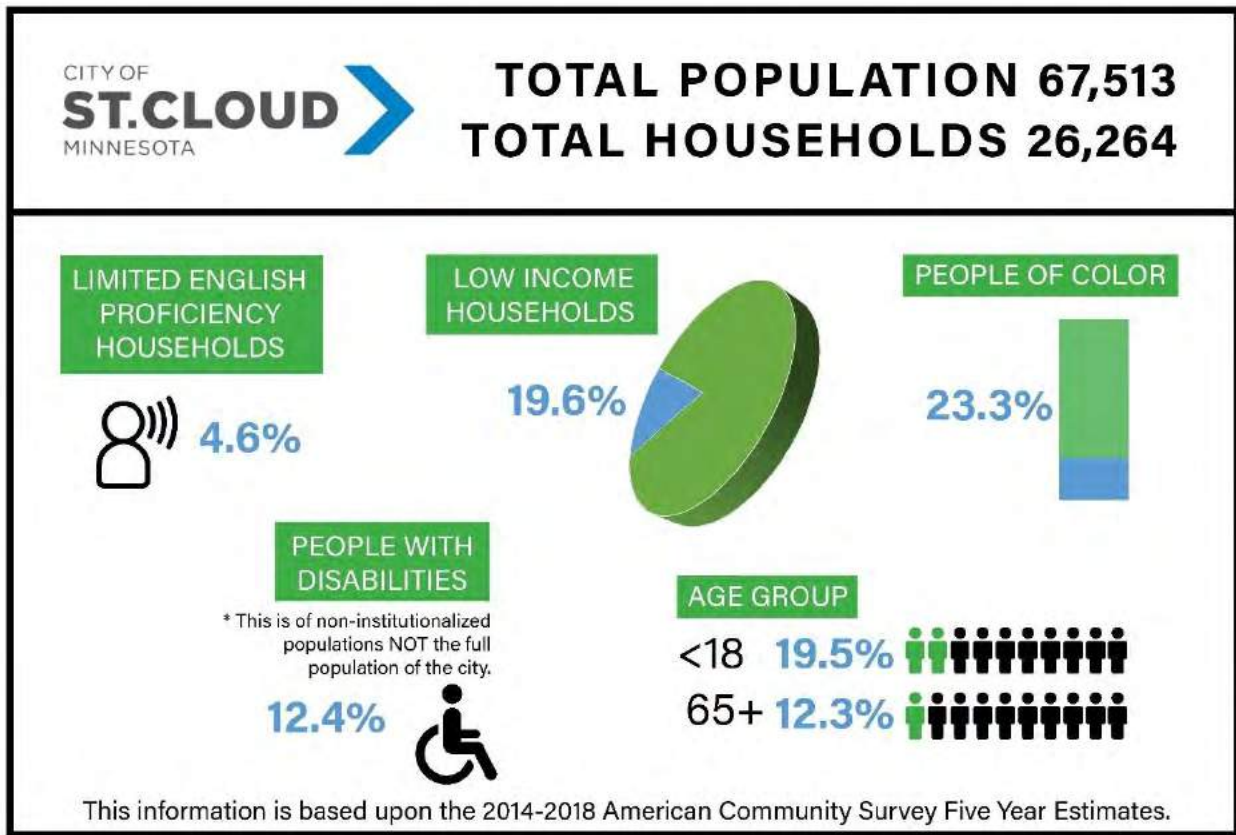


FIGURE E.2 – DEMOGRAPHIC PROFILE OF SAINT CLOUD

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial) impacts the transportation network and the modes of travel available or desirable to users. The linkage between existing land use and transportation often has an impact on communities and can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users. An understanding of the city’s land use types and how areas are intended to develop in the future is helpful in reviewing how these uses are served by the transportation system.

As part of developing the City’s 2015 Comprehensive Plan, the city conducted a land use inventory. The current pattern of land use within the city is shown in Figures E.3 – E.5.

Each part of the City of Saint Cloud has distinctive characteristics and a widely varying range of land use and development. As noted in the Comprehensive Plan, the city is somewhat divided relative to natural features such as the Mississippi and the Sauk Rivers, and transportation features such as its principal highways and rail alignments.

In giving a general overview of land uses and facilities for such a large city, the following discussion will review characteristics for the north, south and east portions of Saint Cloud.

City of Saint Cloud North Land Use

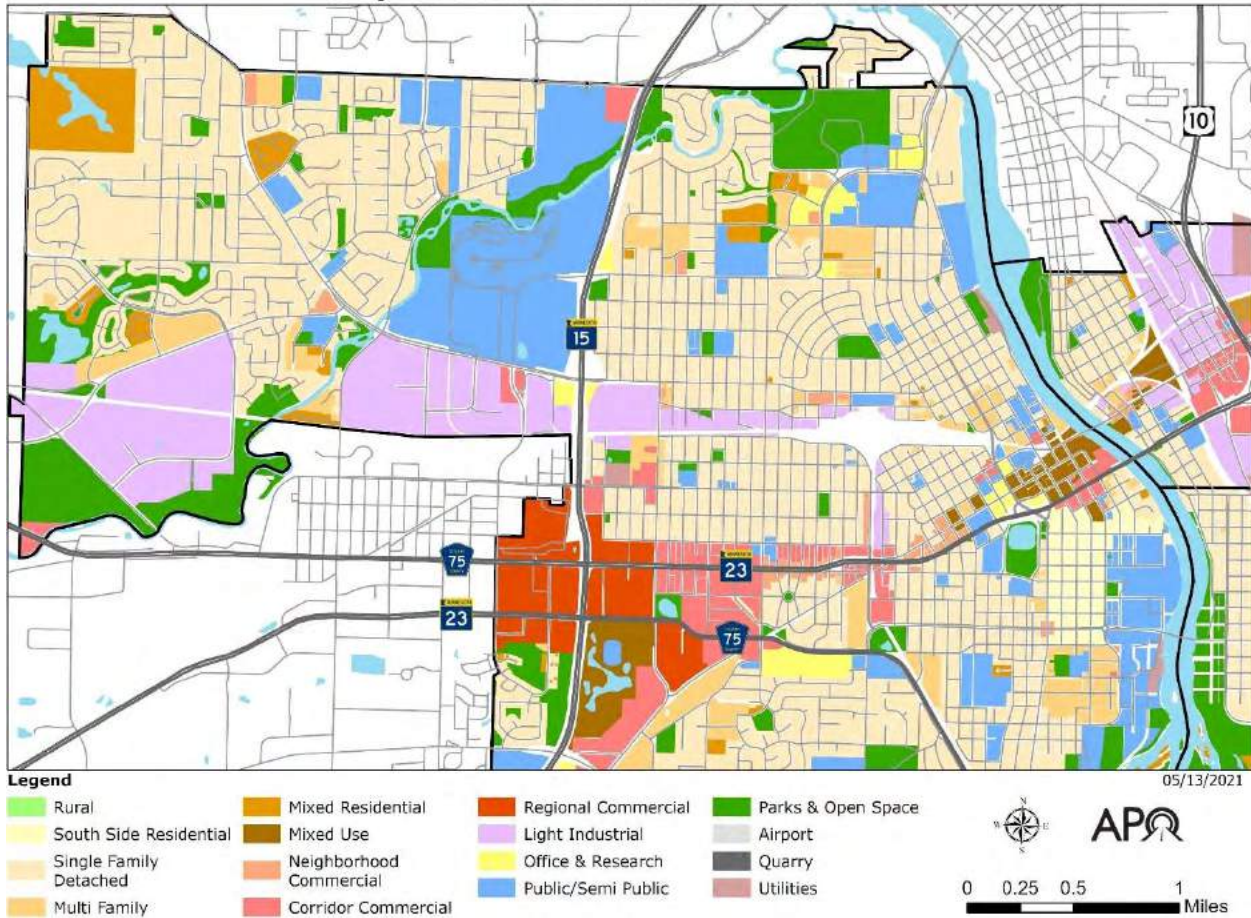


FIGURE E.3 – NORTH SAINT CLOUD LAND USES

For this profile analysis, north Saint Cloud generally refers to that area of the city north of 22nd Street South and west of the Mississippi River.

North Saint Cloud includes areas of significant commercial use. This includes the Crossroads Center, market squares and shopping complexes along Division and 2nd Street South, and many retail and entertainment amenities focused in the downtown area.

Much of north Saint Cloud is developed for residential use, with the many schools and parks available to northside residents. This area is the focus of the region’s health care network. Along the western shore of the Mississippi River is the campus of Saint Cloud State University (SCSU) and the Saint Cloud Hospital. In the area of the BNSF railroad are the north side’s primary industrial parks.

Much of the long-established areas of the city are in north Saint Cloud, with more recent growth occurring in the northwest area.

The city’s general goal from the land use plan is to provide infill and redevelopment on the north side. The city seeks to address service needs for neighborhoods and other current uses.

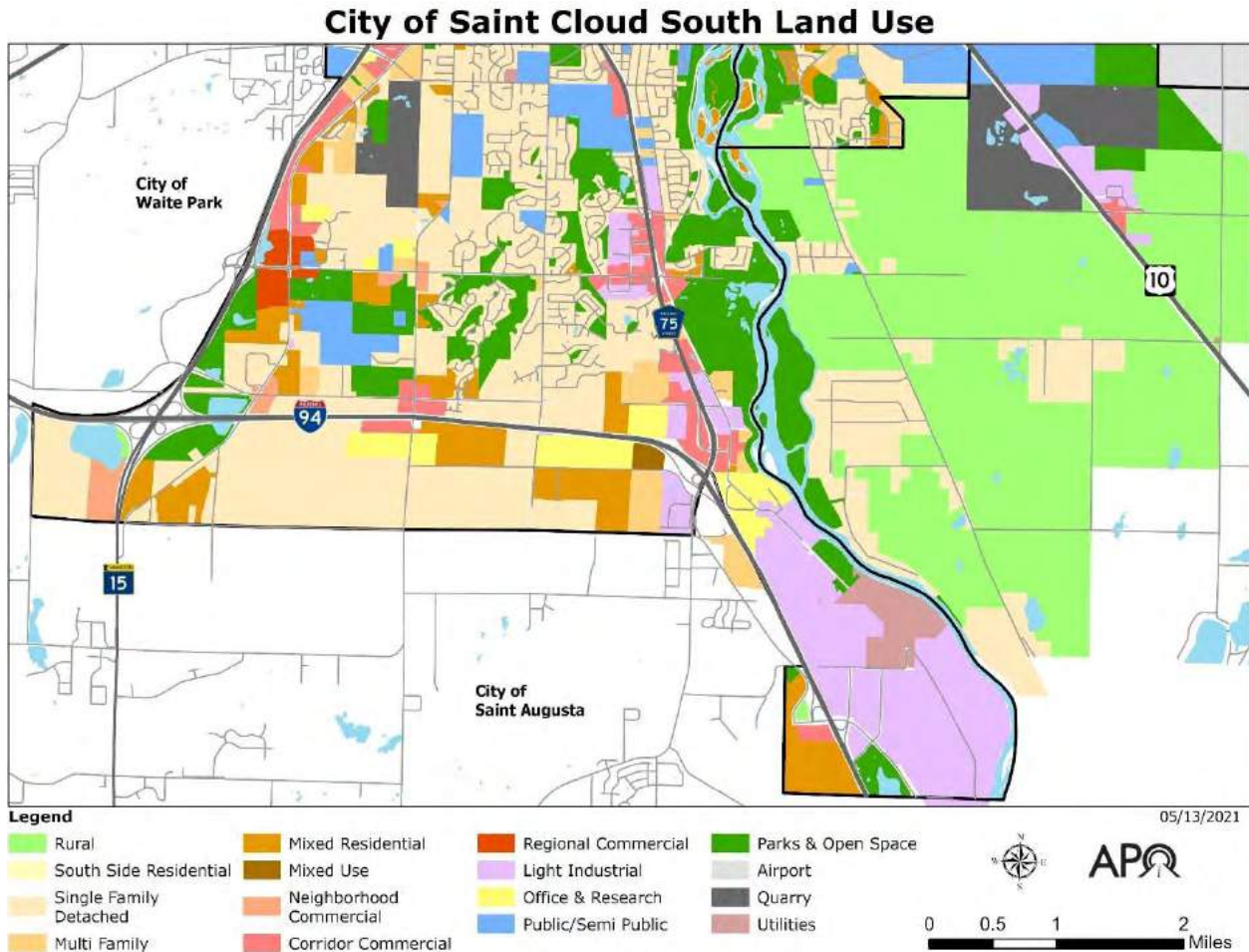


FIGURE E.4 – SOUTH SAINT CLOUD LAND USES

South Saint Cloud refers to that part of the city south of 22nd Street South and west of the Mississippi River as shown in Figure E.4.

Characteristic of south Saint Cloud are areas of mixed use and single family residential development and the parks and schools that serve them. Areas of commercial and industrial development follow south Roosevelt Road and I-94. A mix of residential and commercial uses characterize the Oak Grove Road corridor.

South Saint Cloud is regarded by the city as its primary growth area. The city is promoting development opportunities that are available south of 33rd Street and north of I-94. The city also sees growth potential along West St Germain, Oak Grove Road and 40th Street S.

The city’s goal is to complement services to the existing neighborhood and commercial areas of south Saint Cloud and expand services in support of future southside growth and development.

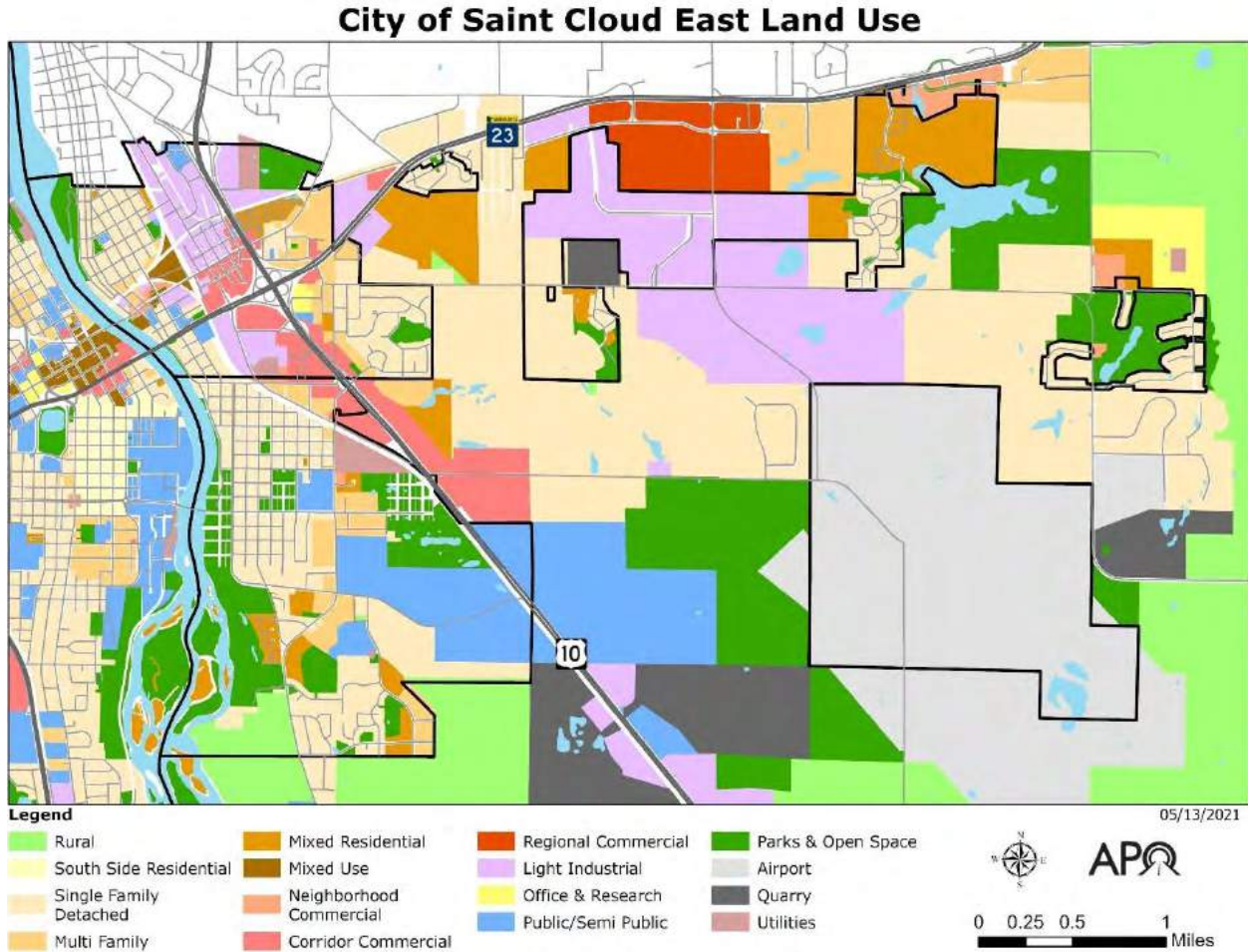


FIGURE E. 5 – EAST SAINT CLOUD LAND USES

East Saint Cloud will generally refer to that part of the city east of the Mississippi River.

To the east of the Mississippi River are many established residential neighborhoods and public parks. Along and near Highway 10 and Lincoln Avenue is a mix of residential uses along with light industrial and commercial activity. Further east of Highway 10 and south of Highway 23 is an area of new residential and industrial development. Also within this area is the Saint Cloud Regional Airport.

As identified in the Comprehensive Plan, the city’s planning focus is on infilling the vacant areas within established areas of east Saint Cloud and encouraging new development to the east, particular areas beyond US 10 toward the regional airport.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Saint Cloud has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network such as bike lanes (on-road facilities).

Others are separated from the roadway network such as sidewalks and shared use paths (off-road).

For better description, the active transportation network for Saint Cloud has been identified within six areas of the city, shown in Figures E6 – E11. North Saint Cloud is further subdivided to show the network in the core CBD and SCSU university area, the west central area, the north central area, and the northwest area.

Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus.

Taken together, bicyclists and pedestrians can rely on both the on- and off-road network and the Metro Bus system to reach their destinations.

ON-ROAD FACILITIES

To serve bicyclists, the City of Saint Cloud has 46.2 lane miles of on-road bicycle facilities, including signed bicycle lanes, signed paved shoulders and signed shared lanes. Much of these on-road miles are part of the nationally recognized Mississippi River Trail (MRT).

The city has 14.9 miles of dedicated bicycle lanes, primarily south of SCSU (including University Bridge) and along Cooper Avenue.

The Beaver Island Trail (MRT Route)

The MRT, a planned network of bicycle facilities encompassing the length of the Mississippi River, follows the west shore of the river through the City of Saint Cloud as the Beaver Island Trail. As a nationally recognized bicycle route this on-road facility is regionally significant to the city.

In addition, the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its interjurisdictional nature – spanning from northern Minnesota to Louisiana – and high potential of connecting to other regional active transportation facilities.

The Beaver Island Trail follows the Mississippi River from north Saint Cloud, through the downtown area and SCSU, then continuing south through the city.

In addition to being a nationally recognized bicycle route, the Beaver Island Trail as part of the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its interjurisdictional nature and high potential for connecting other regional active transportation facilities.

The Lake Wobegon Trail

The Lake Wobegon Trail is another regionally significant bicycle facility of which nearly six miles are within the city of Saint Cloud. Attracting bicycle usage both within the metropolitan planning area and from other regions, the Lake Wobegon Trail runs from Saint Cloud to Osakis – a distance of more than 57 miles - where it connects to another regional bicycle facility, the Central Lakes Trail. The Lake Wobegon Trail is programmed to become signed bicycle lanes through north Saint Cloud, converted from shared lanes, that will link to Hester Park and the Beaver Island Trail.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 46.9 miles of shared use paths that provide neighborhoods with access to many of the city’s parks, recreational areas, and schools. This includes 9.5 miles of unpaved trails, much of which are within the city’s many parks.

Sidewalks

Approximately 236 miles of sidewalks are located within Saint Cloud. A highly integrated network of sidewalks that follow a grid system is found within the city’s core area of development. The presence of sidewalks in different parts of the city varies depending upon when the subdivision was built.

Figures E.6 – E.11 show the location of on and off-road active transportation facilities within the six subareas.

City of Saint Cloud CBD and University Area Active Transportation Facilities



FIGURE E.6 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE SAINT CLOUD CBD AND UNIVERSITY AREA BY TYPE AND LOCATION.

The downtown area and much of the community to the west of Saint Cloud CBD and SCSU are served by a grid system of sidewalks that primarily follows the existing street pattern.

South of SCSU, the Beaver Island Trail follows the Mississippi River as a shared use path. There are many more shared use paths within the area as well, such as those are along Cooper Avenue and in the Lake George area.

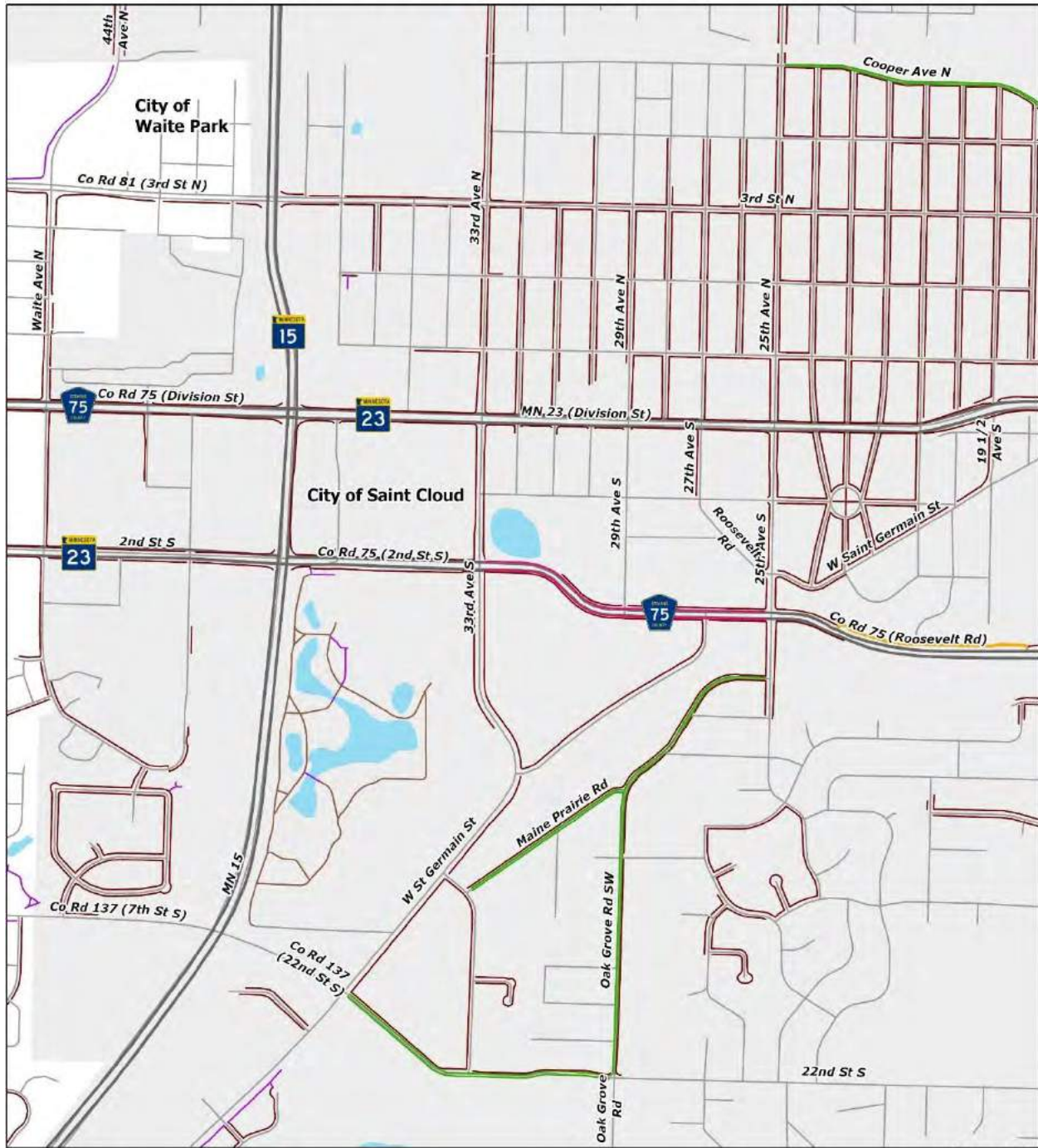
This area includes many on-road bicycle facilities. Fifth Avenue and other streets as shown have signed shared lanes - bicycles sharing the road with vehicle traffic. Signed bicycle lanes such as those along Clearwater Road and adjacent to SCSU are striped with a lane intended just for bicycles.

Many of the on-road bicycle facilities in this area of the city are below the MnDOT design guidelines for the posted vehicle speeds and traffic volume.

ADD PHOTO TO FILL WHITE SPACE

DRAFT

City of Saint Cloud West Central Active Transportation Facilities



Legend

- | | |
|-------------------------|---------------------|
| Signed Bicycle Routes | Off-Road Facilities |
| — Signed Bicycle Lane | — Shared Use Path |
| — Signed Paved Shoulder | — Unpaved Trail |
| — Signed Shared Lane | — Sidewalk |

City of Saint Cloud Boundary



0 0.13 0.25 0.5 Miles

04/27/2021

FIGURE E. 7 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE WEST CENTRAL AREA BY TYPE AND LOCATION.

Many residential areas of west central Saint Cloud have access to nearby sidewalks, though there are gaps. A system of unpaved walking trails loops through Heritage Park around shallow ponds.

Within this area of Saint Cloud, dedicated bicycle lanes are found on 22nd Street South, Maine Prairie Road and Oak Grove Road. Second Street South has signed paved shoulders for bicycle use, though much of 2nd Street is under-designed relative to MnDOT guidance.

High levels of vehicle traffic on State Highway 23, Highway 15, and CSAH 75 has been identified in plans and studies as a crossing barrier.

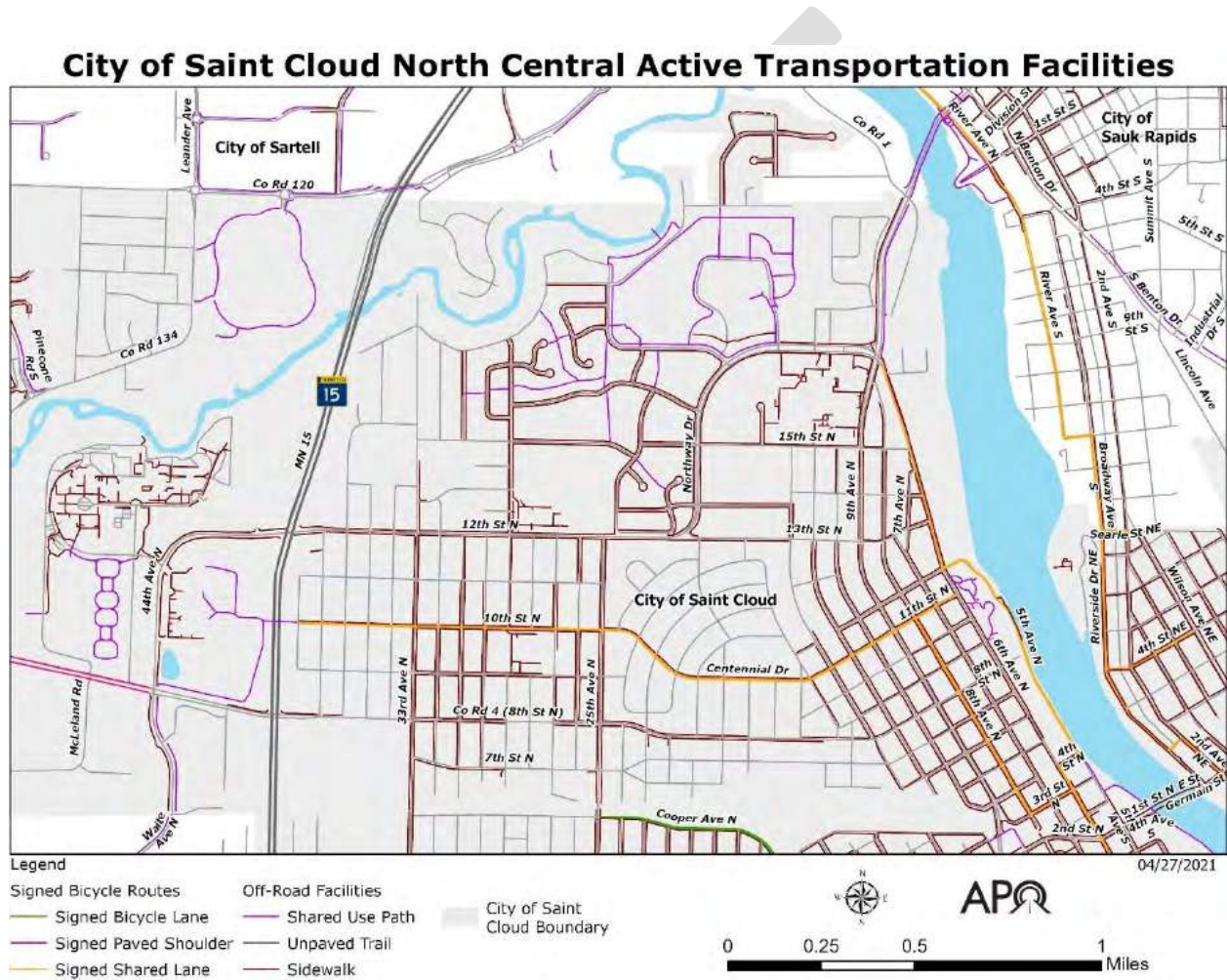


FIGURE E.8 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE NORTH CENTRAL AREA BY TYPE AND LOCATION.

A mix of on and off-road facilities is found in north central Saint Cloud. A network of sidewalks and shared use paths serves the area around Whitney Park. A shared use path from Apollo High School and a bridge over Highway 15 currently connect to signed shared lanes for bicycles along 10th Street North/Centennial Drive. Among other bicycle routes are signed shared lanes along 5th Avenue and 8th Avenue which lead to the downtown area.

A shared use path along 9th Avenue leads to areas north of Saint Cloud. As shown, there is a network of paved paths within Hester Park. A loop of shared use paths follows the access into the CentraCare medical care complex west of Highway 15.

City of Saint Cloud Northwest Active Transportation Facilities

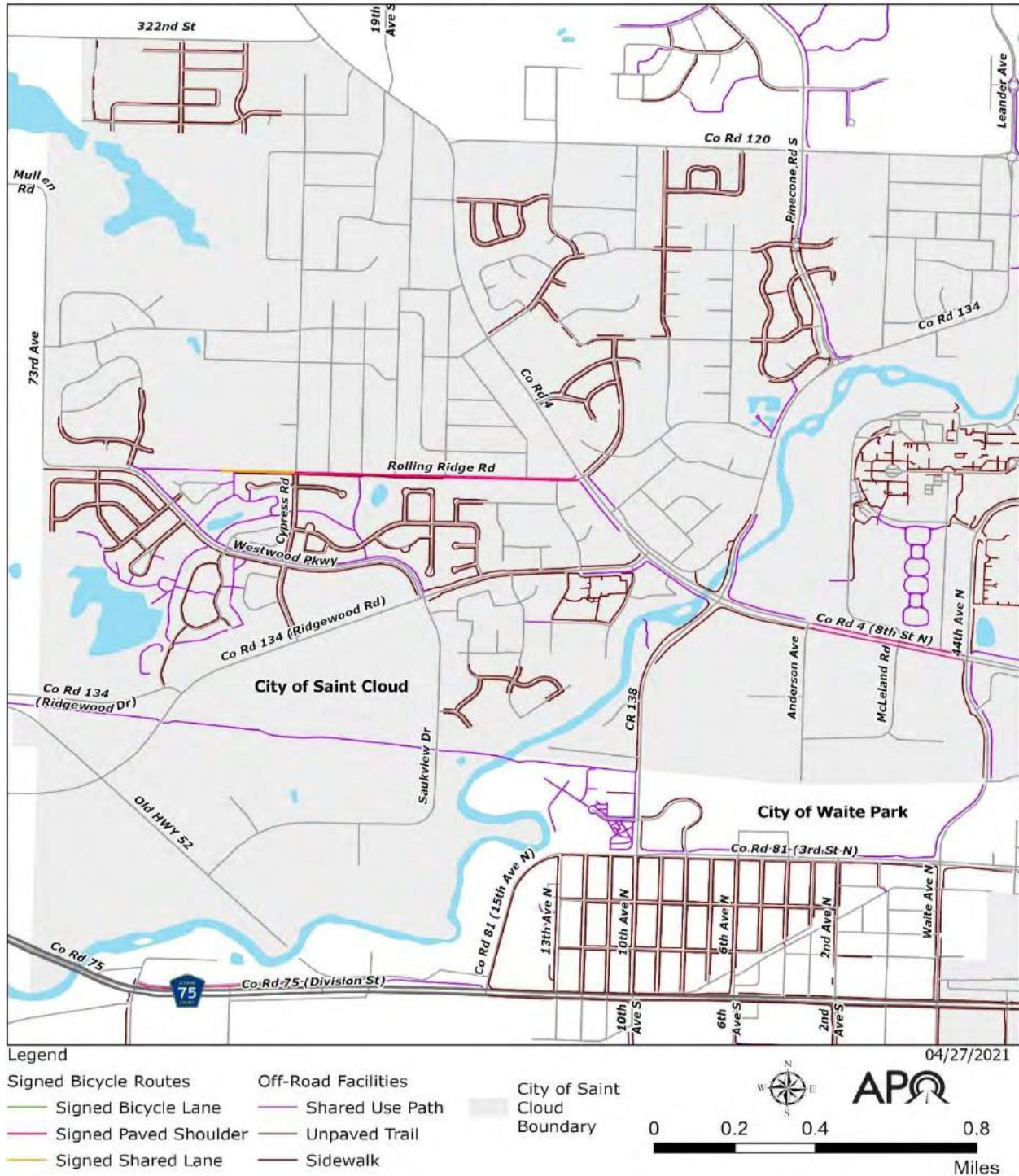


FIGURE E.9 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE NORTHWEST AREA BY TYPE AND LOCATION.

Current active transportation facilities in the northwest area include shared use paths and signed paved shoulders along Veterans Drive, though there remain some gaps. There are existing gaps in the facilities along County Road 134.

As shown, there is a developed network of shared use paths and sidewalks in the Westwood area. There are sidewalks for much of the remaining residentially developed area on the northwest side, though there are gaps.

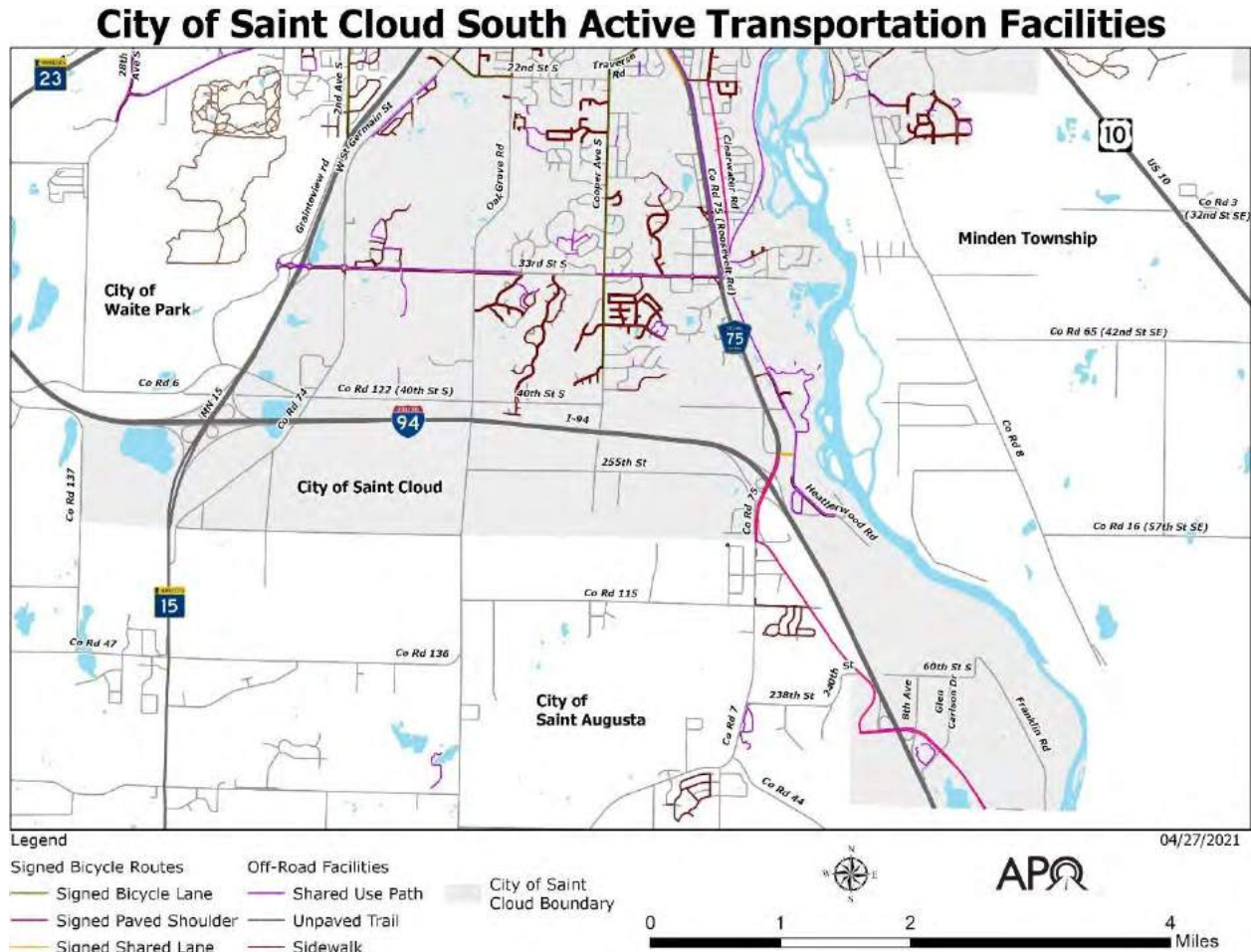


FIGURE E. 10 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE SOUTH SAINT CLOUD BY TYPE AND LOCATION.

On the south part of Saint Cloud, the main connecting routes to the downtown and areas north are Roosevelt Road with an adjacent off-road shared use path, and Cooper Avenue which has signed bicycle lanes. In south Saint Cloud, the Beaver Island Trail extends south along the Mississippi as a separated path. The MRT route then continues along CSAH 75 as signed paved shoulders. Shared use paths along 33rd Street South have been expanded as part of a roadway reconstruction project in 2019 - 2021.

As shown, some southside areas are well served with sidewalks and shared use paths, though many residential areas are lacking these facilities.

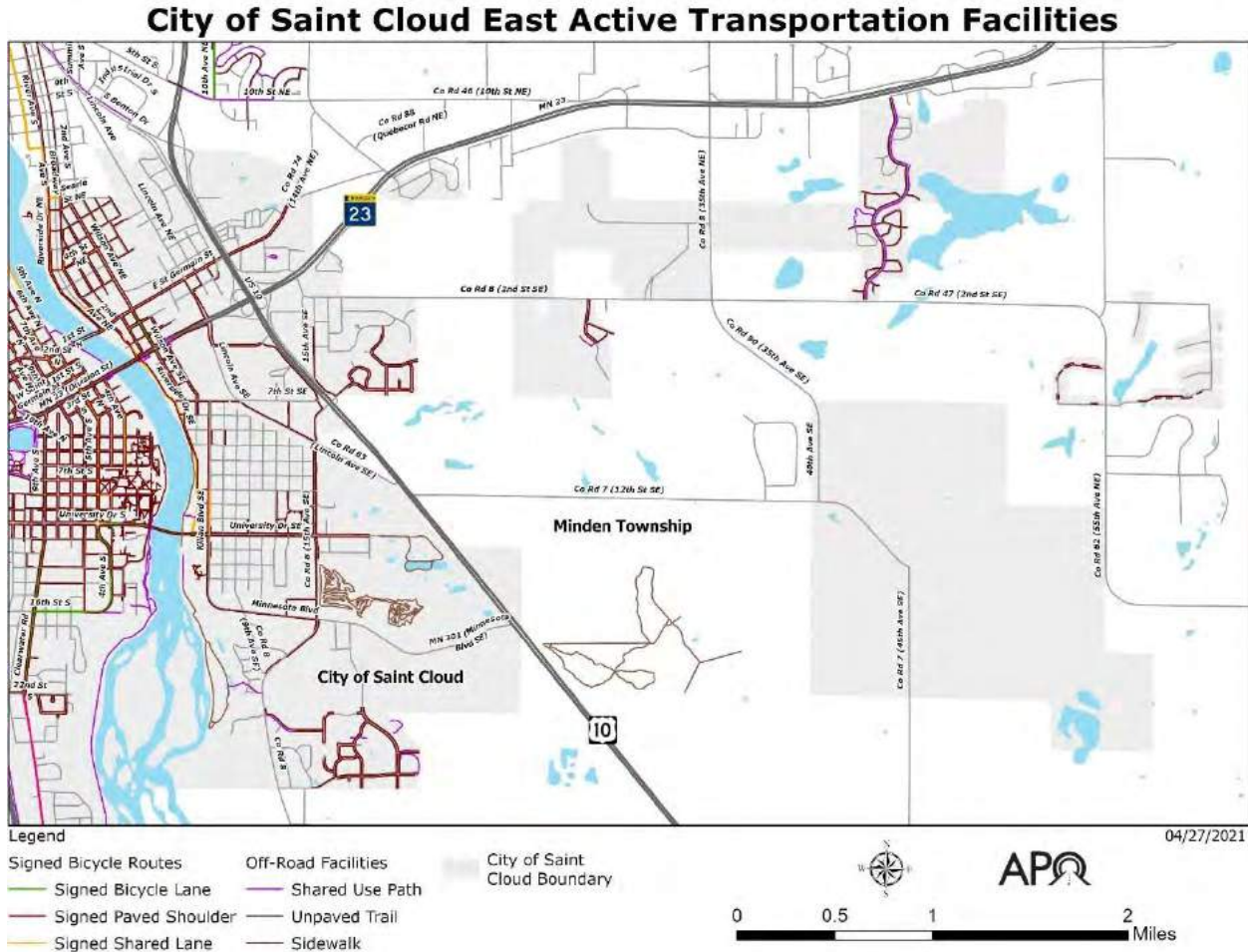


FIGURE E. 11 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN EAST SAINT CLOUD BY TYPE AND LOCATION.

Key routes to the east side of Saint Cloud are those that cross the Mississippi River at East Saint Germain, Division Street and University Drive. All provide access for pedestrians to and from the downtown and the SCSU campus. Only University Drive provides on-road shared bicycle lanes. Riverside Drive has both signed shared bicycle lanes and a shared use path extending south through river area greenways.

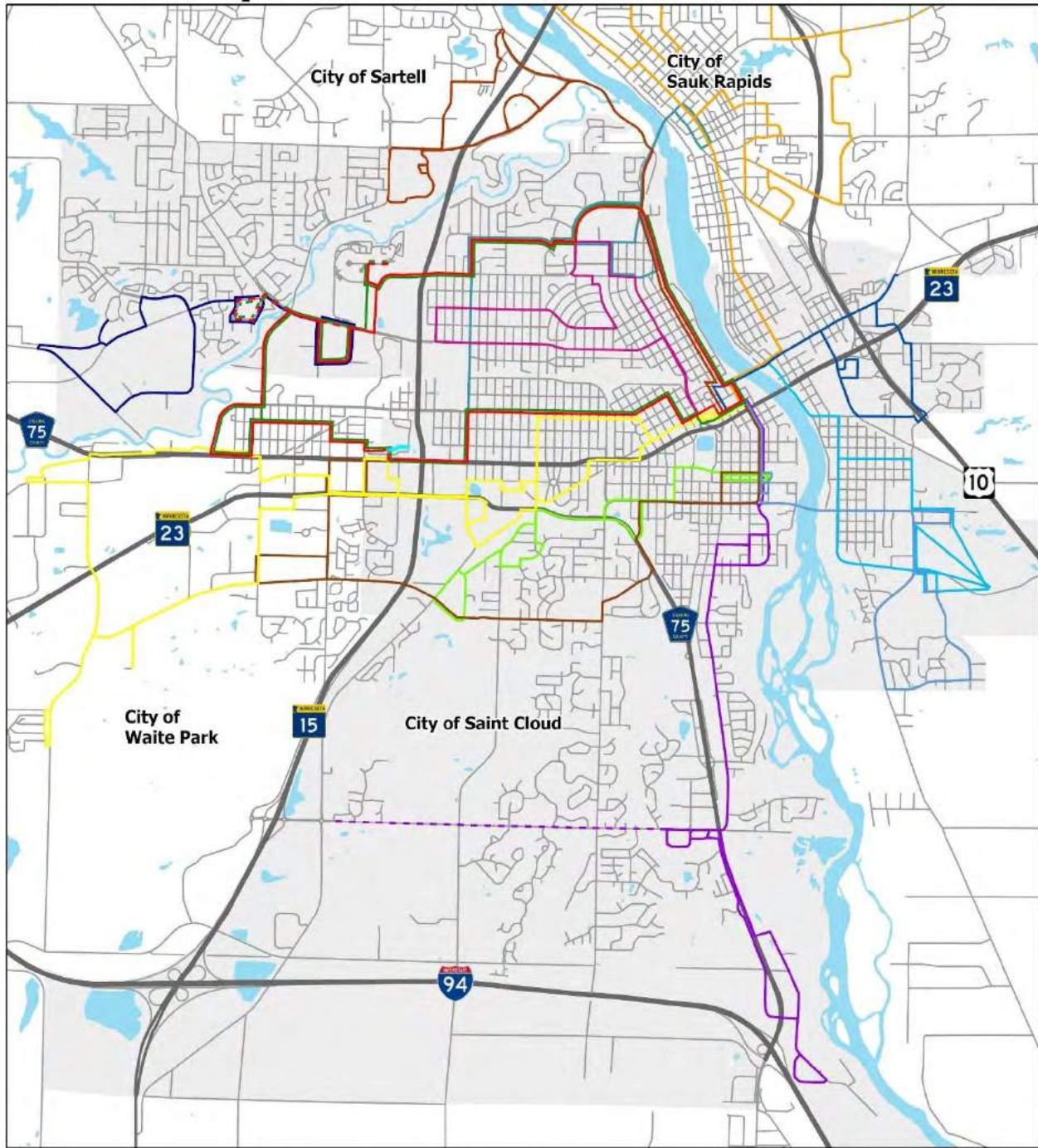
Sidewalks generally follow collector roadways and are along some streets, especially close to the river and in some newer neighborhoods. Riverside Park, Friedrich Park and the Rail Trail on state-owned land have unpaved walking paths for recreational use. As shown, many residential areas on the east side are lacking sidewalks.

TRANSIT SERVICES AND INFRASTRUCTURE

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids. Fixed Route Service

Metro Bus provides fixed route transit service to the City of Saint Cloud seven days a week with eleven routes.

City of Saint Cloud Transit Routes



05/13/2021

Legend

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 10
- Route 11
- Route 12
- Route 21
- Route 22
- Route 31
- Route 33

City of Saint Cloud Boundary

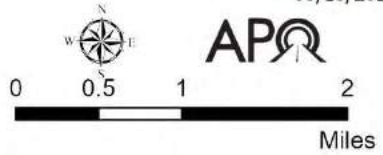


FIGURE E. 12 – METRO BUS FIXED ROUTE SERVICE

Most Metro Bus fixed routes start or end at the downtown transit center or Crossroads Center. The Miller Learning Resource Center at SCSU is another transfer point.

All fixed route transit stops are signed. Many of the stops within Saint Cloud include benches and shelters.

Figure E.13 shows location of transit stops in north Saint Cloud and how close they are to active transportation infrastructure.

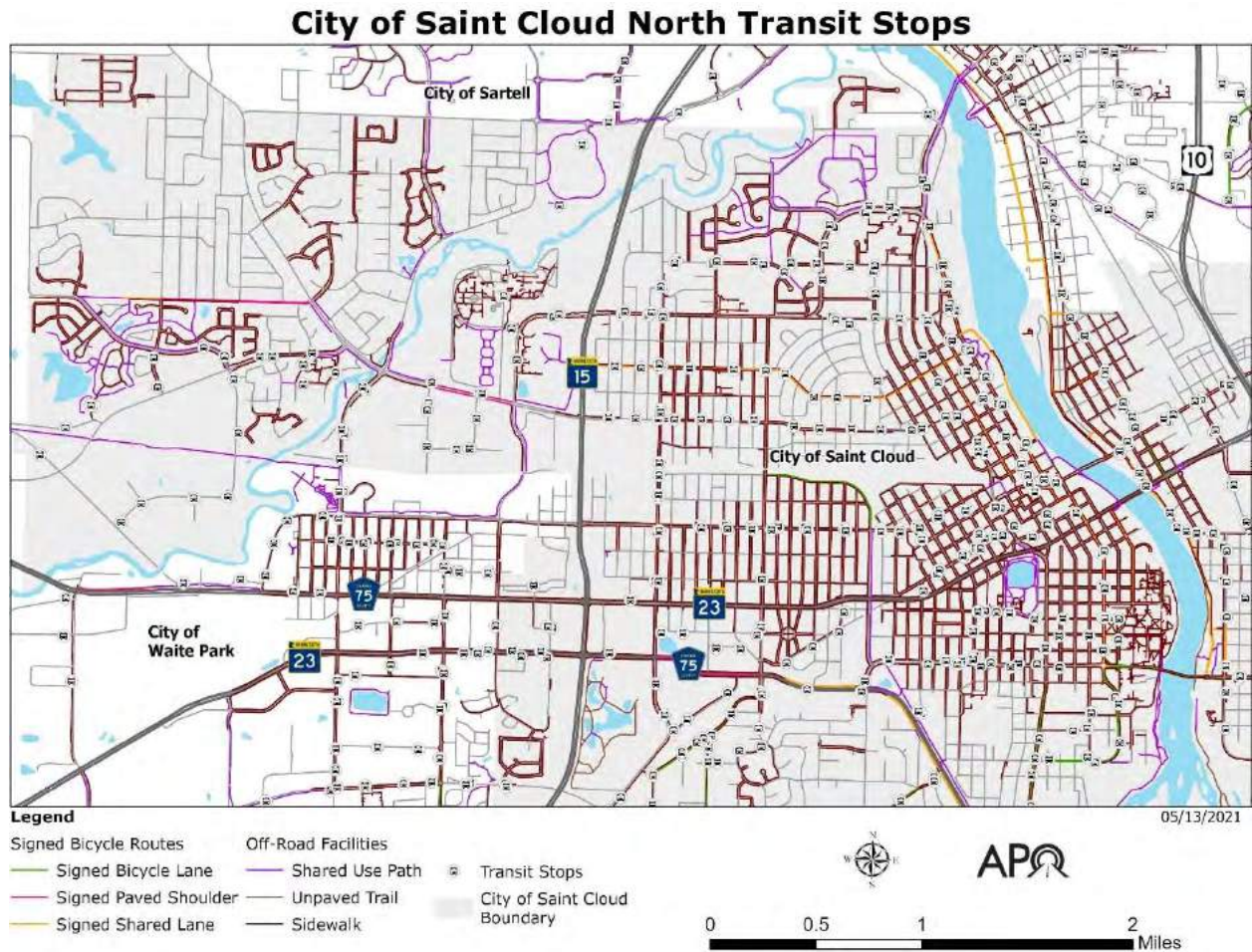


FIGURE E.13 – TRANSIT STOPS RELATIVE TO THE ACTIVE TRANSPORTATION SYSTEM IN NORTH SAINT CLOUD

Much of north Saint Cloud is served by the fixed route network, though routes do not currently extend to parts of the northwest area, as shown in Figure E.12. Transit routes and stops in north Saint Cloud generally follow collector and arterial streets.

For northside residents and those who use services in north Saint Cloud, there is generally some degree of access from sidewalks or shared use paths to transit stops. Transit stops for destinations in the downtown area typically include sidewalk access. Some Metro Bus stops, such as those in the industrial area west of the Sauk River, are lacking sidewalks.

City of Saint Cloud South Transit Stops



FIGURE E. 14 – TRANSIT STOPS RELATIVE TO THE ACTIVE TRANSPORTATION SYSTEM IN SOUTH SAINT CLOUD

The fixed route transit network in the south area of Saint Cloud includes many stops along 22nd Street, Clearwater Road and the business park near the I-94 interchange. Transit stops were added to serve commercial areas and the new high school along 33rd Street.

The presence of on and off-road facilities to provide access for bicyclists and pedestrians to transit stops varies somewhat, as shown.

City of Saint Cloud East Transit Stops

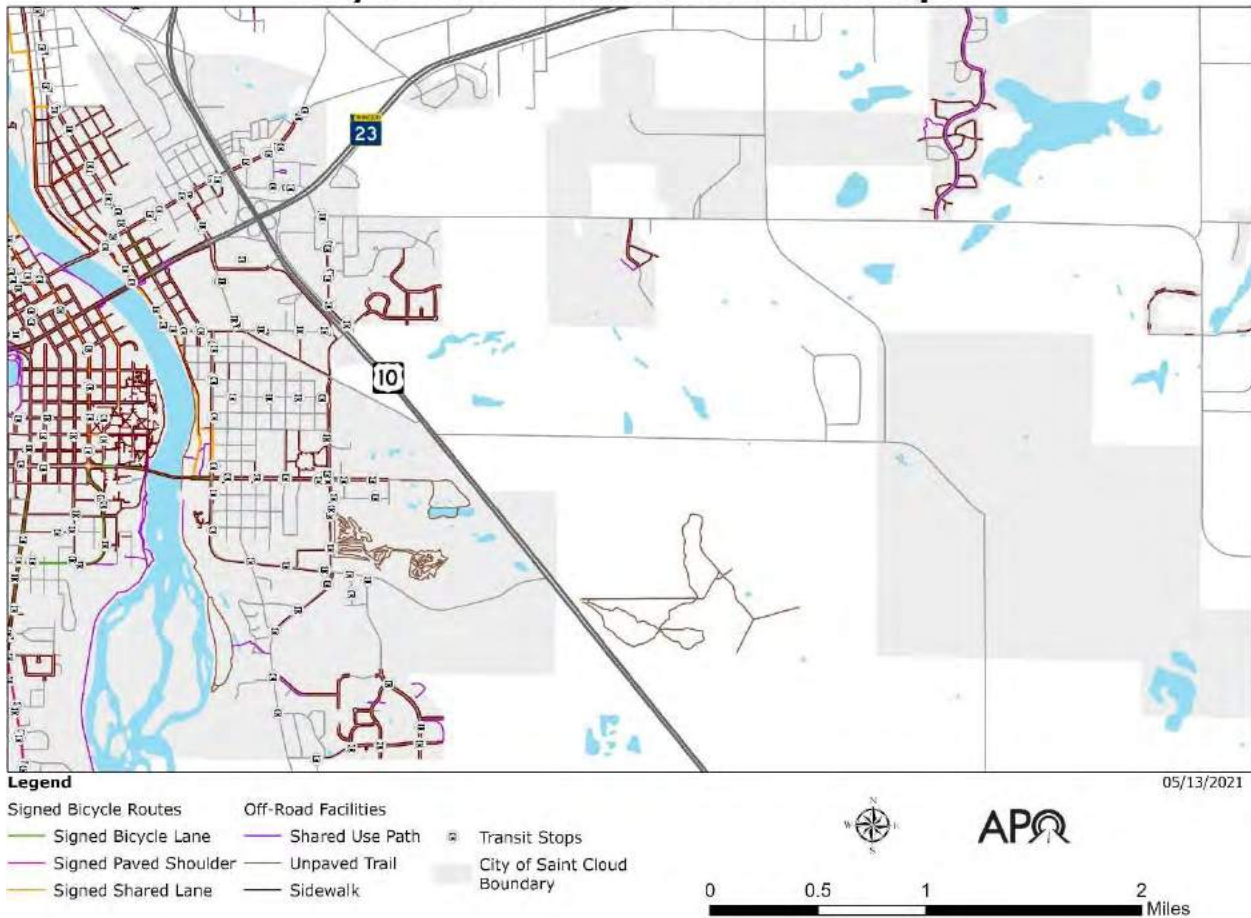


FIGURE E. 15 – TRANSIT STOPS IN RELATION TO THE ACTIVE TRANSPORTATION SYSTEM IN EAST SAINT CLOUD

Residents of east Saint Cloud generally have nearby access to the fixed route network, though active transportation facilities to get them there are sometimes lacking. Metro Bus stops are located along east side collector and arterial streets and on some local streets such as 7th Street SE and 11th Street SE.

OTHER TRANSIT SERVICES

Metro Bus also offers additional transit services for Saint Cloud residents. Dial-a-Ride (DAR) is an operator-assisted paratransit service provided for those who are unable to use fixed routes. Tri-Cap is another public transit service that provides dial-a-ride service from curb to curb to other parts of the MPA for qualified users with call ahead reservations.

Jefferson Lines has a stop at the Metro Bus Transit Center, providing bus service to areas outside the region. A commuter bus link from Saint Cloud provides access to the Northstar Commuter Rail Line in Big Lake which connects to the Twin Cities. The Amtrak Rail Station in east Saint Cloud is on the Empire Builder system with stops across the nation.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the condition of existing infrastructure is poor or ill-equipped for the end user, it may be inconvenient or underutilized. For those who are using them, infrastructure that is rough or in disrepair could be unsafe and result in accidents and injuries. Keeping the system in good condition assures safe use by all users.

Data on the current pavement conditions for on-road and off-road active transportation facilities within the City of Saint Cloud was collected from areawide surveys performed for the APO as discussed in Chapter 2 of this document.

ON-ROAD FACILITIES

Pavement Condition and Striping

In 2019 GoodPointe Technology collected pavement and striping condition data on the existing on-road bicycle routes in Saint Cloud.

Pavement conditions along roadway segments were scored using a visual inspection methodology. As shown in Figure 7, of the 20.9 total centerline miles signed as shared bicycle facilities, 2.2 centerline miles are in “fair” or “poor” condition. The remaining mileage was rated “good” or “satisfactory.”

Striping conditions were also rated from a visual inspection. In the City of Saint Cloud, 20.2 lane miles are striped and of these, 11.5 miles are rated “fair” or “poor.”

City of Saint Cloud North Bicycle Route Pavement Condition

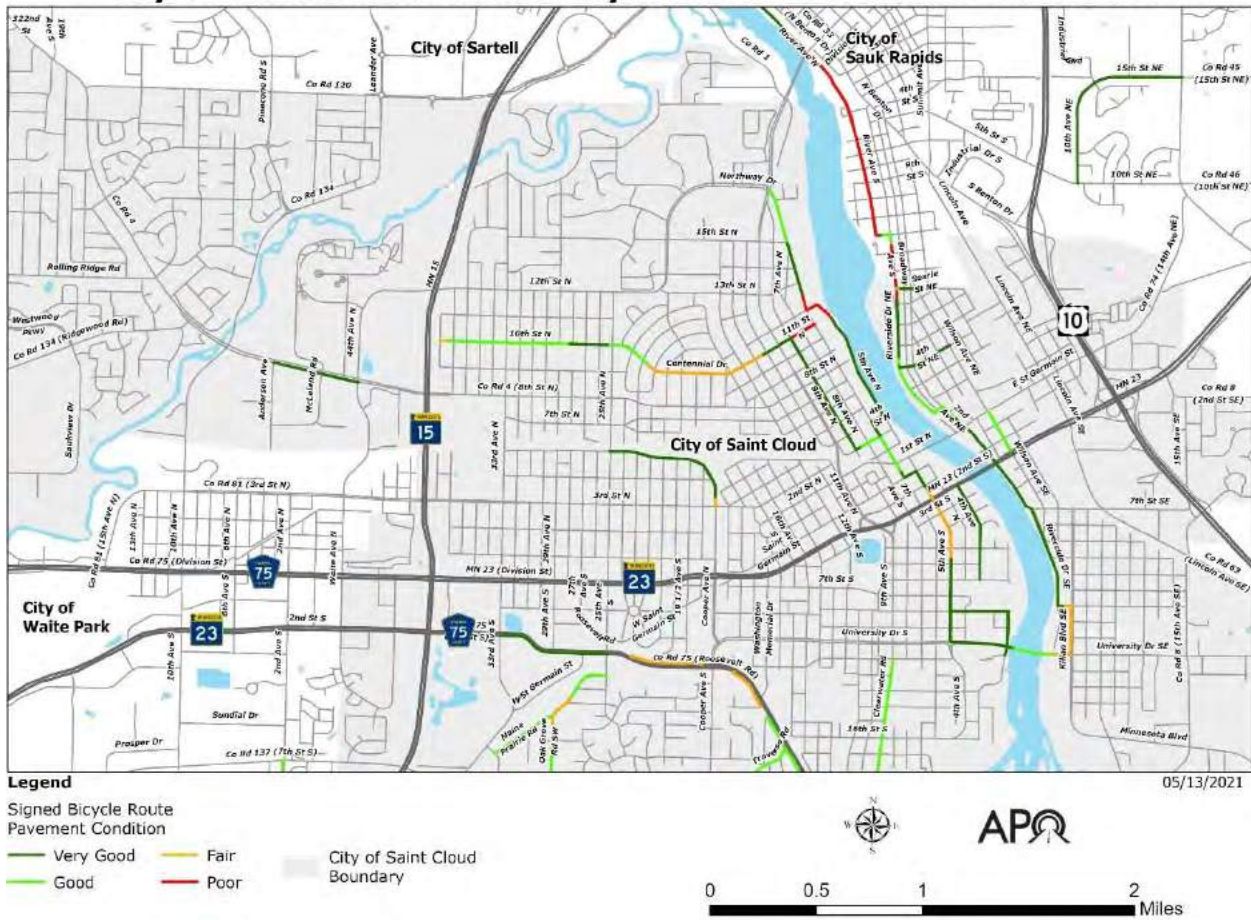


FIGURE E. 16 – CONDITION OF PAVEMENTS SIGNED AS BICYCLE ROUTES IN NORTH SAINT CLOUD

While most of the on-road facilities in north Saint Cloud are rated as good or very good, portions of 5th Avenue and 11th Street have poor pavement and other streets, as shown, are in fair condition.

City of Saint Cloud North Bicycle Route Striping Condition

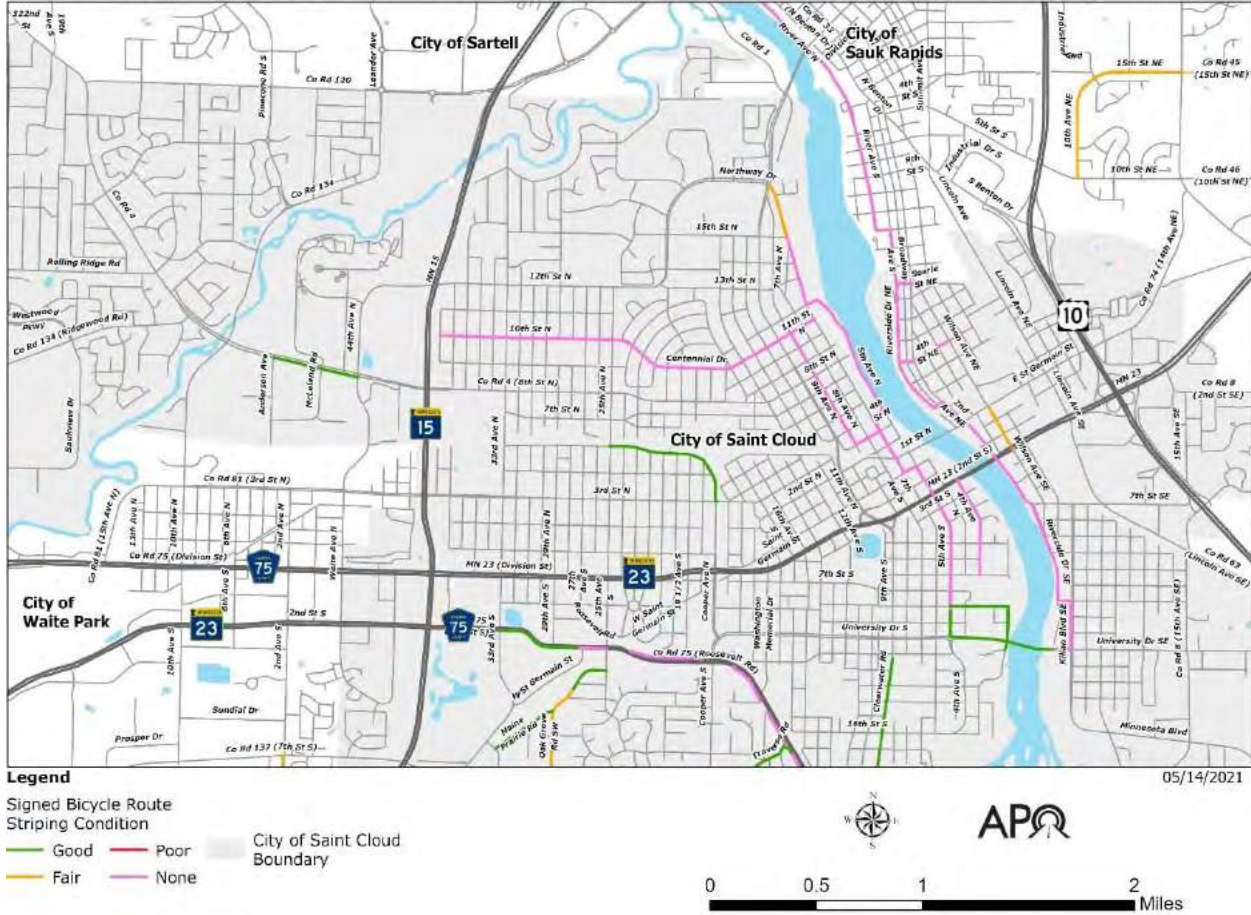


FIGURE E. 17 - STRIPING CONDITION OF SIGNED SHARED USE BICYCLE ROUTES IN NORTH SAINT CLOUD

Of those on-road bicycle routes in north Saint Cloud that are striped, most are in good condition. Portions of the routes along 6th Avenue North and Oak Grove Road Southwest are in fair condition.

City of Saint Cloud South Bicycle Route Pavement Condition

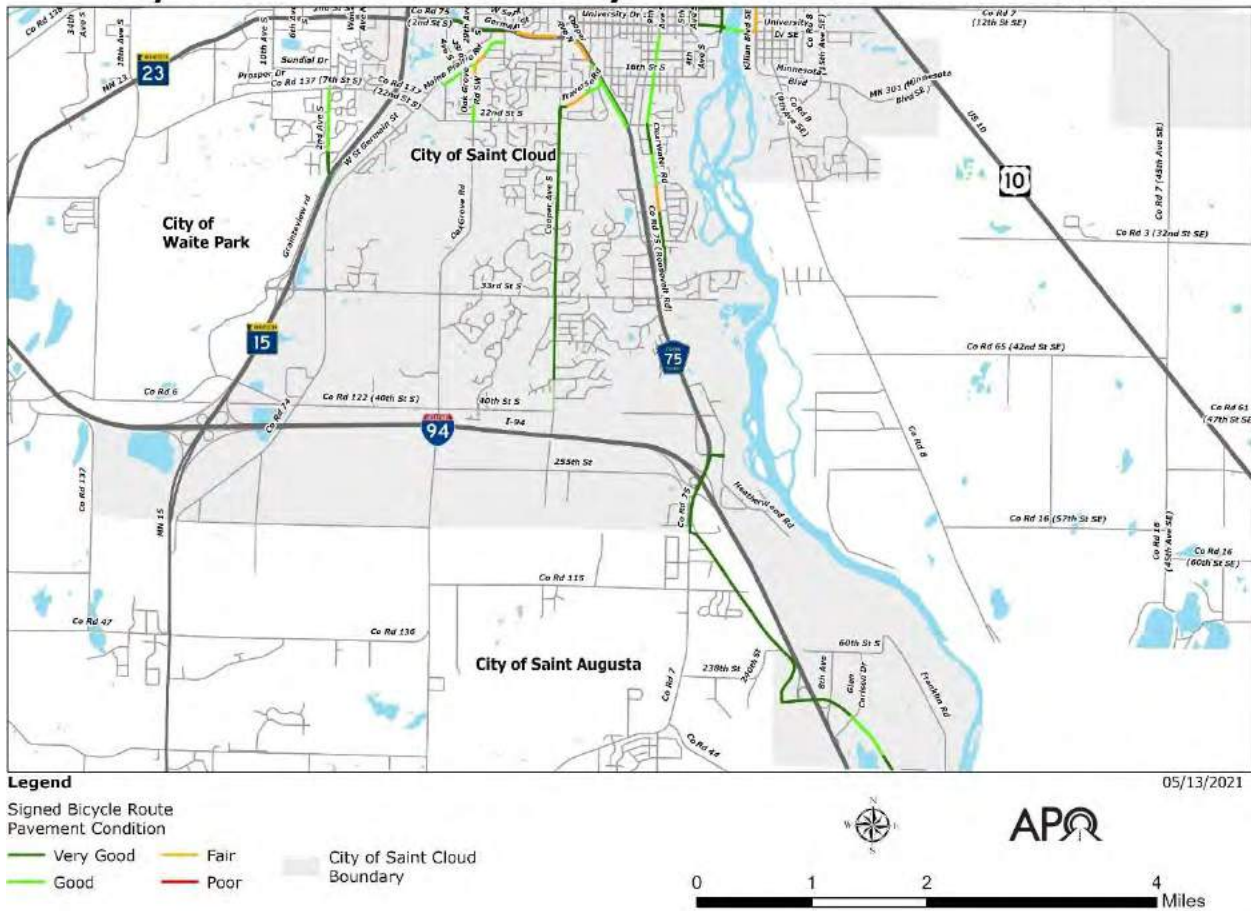


FIGURE E. 18 – CONDITION OF SIGNED SHARED BICYCLE ROUTES IN SOUTH SAINT CLOUD

Pavement conditions for on-road bicycle facilities in south Saint Cloud are generally rated as good or very good. Some segments of pavement are in fair condition, as shown.

City of Saint Cloud South Bicycle Route Striping Condition



FIGURE E. 19 - STRIPING CONDITION OF SIGNED SHARED USE BICYCLE ROUTES IN SOUTH SAINT CLOUD

Of those bicycle routes in south Saint Cloud that are striped, most are in good condition. Portions of the striping along south CR 75 and Clearwater Road are in fair or poor condition, as indicated.

OFF-ROAD FACILITIES

Condition of Off-road Shared Use Paths

The Parks & Trails Council of Minnesota completed a pavement condition assessment of almost all shared uses paths within the APO in 2020. Using a specially equipped electronic bicycle, a Parks & Trail Council staff member rode the shared-use paths throughout the metropolitan planning area – traveling in both directions – while instruments aboard the bicycle recorded the “bumpiness” of the pavement.

The study concluded that while much of the city’s facilities are in good or “smooth” condition, some areas in parks or neighborhoods need improvement. Approximately 28% of all shared use paths in Saint Cloud were identified as being in “rough” or “very rough” condition. About 18% of the city’s paths were rated as “fair.”

City of Saint Cloud North Shared Use Path Pavement Condition

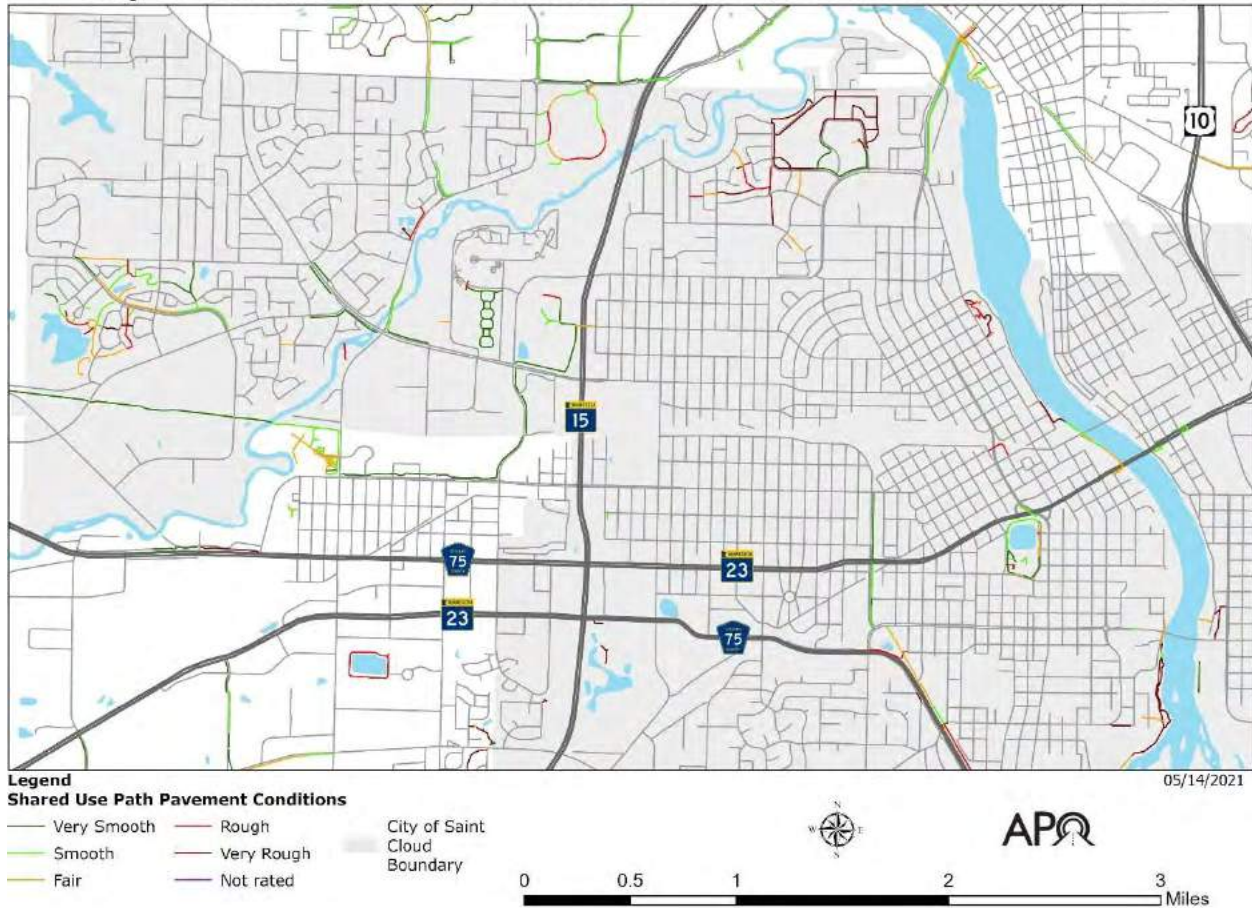


FIGURE E.20 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN NORTH SAINT CLOUD

In north Saint Cloud, many of the shared use paths in areas within and near Whitney Park are in rough or very rough condition. Hester Park, the CentraCare clinic, and the Westwood area have sections of shared use paths in fair or rough condition. The Lake Wobegon Trail and other paths, as shown, are generally in good condition.

City of Saint Cloud South Shared Use Path Pavement Condition

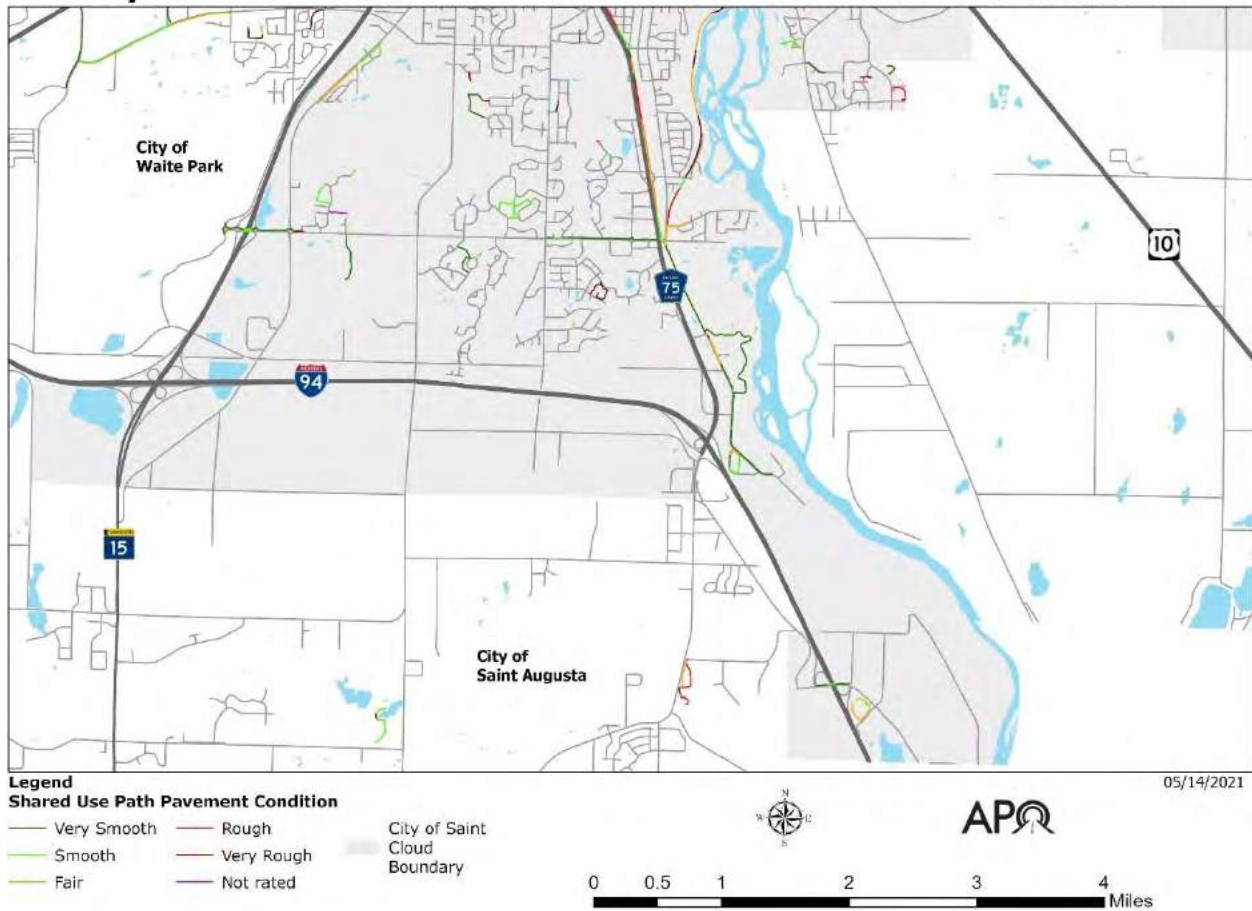


FIGURE E.21 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN SOUTH SAINT CLOUD

In south Saint Cloud, as identified, some sections of the Beaver Island Trail, the shared use paths along Roosevelt Road, and the paths in some neighborhoods are currently in poor or fair condition.

City of Saint Cloud East Shared Use Path Pavement Condition

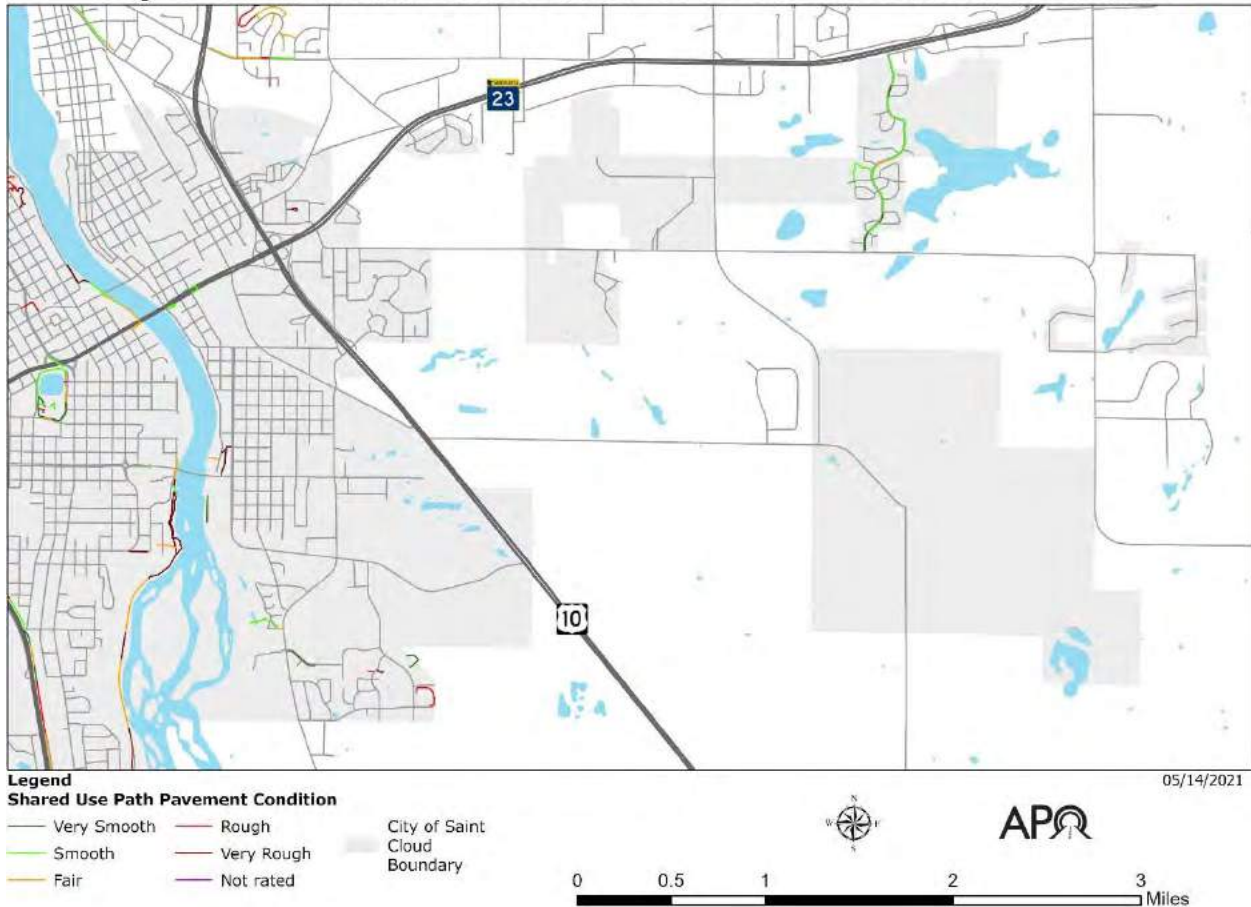


FIGURE E.21 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN EAST SAINT CLOUD

In east Saint Cloud, most of the existing shared use paths are in smooth or very smooth condition. Pavements on the shared use paths that serve Clemens Garden are among those currently rated as poor.

SAINT CLOUD PLANS FOR ACTIVE TRANSPORTATION

The [2015 Comprehensive Plan](https://bit.ly/3h6dIR1) (https://bit.ly/3h6dIR1) adopted in 2016 and the supplementary End Vision Small Area Plan approved in 2019 provide the current planning framework for transportation in Saint Cloud.

As a guide to transportation and other investments, the City of Saint Cloud maintains a [Capital Improvement Program \(CIP\)](https://bit.ly/33nh1LB) . (https://bit.ly/33nh1LB). The CIP includes projected long-term 20-year needs along with short term projects, identified based upon anticipated future revenues.

2015 COMPREHENSIVE PLAN

As stated in the 2015 Comprehensive Plan, Saint Cloud seeks to create a highly connected transportation network that facilitates access and mobility, accommodating all users, regardless of age and ability. Saint Cloud’s plan includes strategies to recognize and address

barriers to bicycle and pedestrian usage with investment in projects that improve connections. The city will improve and expand its transportation network with designs that are bicycle and pedestrian friendly.

Active Transportation Needs as Identified in the Comprehensive Plan

In addressing the comprehensive plan's commitment to improve facility connections and address barriers to safe usage, the city seeks an improved response to meeting the transportation access needs of underserved areas. Priority will be given to providing active transportation infrastructure in areas around schools and destinations often used by youth and senior citizens. The plan prioritizes improved connections between core neighborhoods and other districts. The plan also emphasizes that care should be given in the placement and design of facilities and crossings along major roadway corridors that will safely get users to their destinations.

A primary objective from the 2015 Comprehensive Plan is to provide safe, non-motorized access to local and regional park facilities. Among the city's objectives are to ensure its residents are provided active and passive recreational opportunities, to maintain and improve existing parks and to expand its park system and the on and off-road facilities to serve them as needed. The city seeks to improve usage and access to the Mississippi River.

Saint Cloud's 2019 East End Vision Plan outlines goals and strategies for redeveloping east Saint Cloud. This includes constructing features associated with transit-oriented development (TOD) around the BNSF train station. The city's Vision Plan objective is to create an urban walkable environment with streetscape designs that address access and safety needs for active transportation users. The plan also calls for expansion of the bicycle network and additions to bus routes. The East End Vision Plan promotes streetscapes and roadway designs that create safer spaces for pedestrians and bicyclists and serve to slow traffic.

2011 COMPLETE STREETS

In 2011, the City of Saint Cloud became the first community in the region to adopt a [Complete Streets Policy](#). In implementing this policy, the city seeks to achieve equity for its transportation system, balancing the needs of all ages and abilities. With its commitment to Complete Streets, the city seeks to ensure safe travel for pedestrians, bicyclists, transit users, and others. The city considers the access needs for all users as it improves roadway networks to serve new development. Road designs will close gaps and address deficiencies consistent with the land use context. As it develops projects, the city will anticipate and respond to future demand for walking, bicycling, and transit usage.

2017 BICYCLE FRIENDLY COMMUNITY

Saint Cloud received its designation as a Bronze level Bicycle Friendly Community in 2017. The League of American Bicyclists assigns this status in recognition of the city's efforts to accommodate and encourage safe and convenient bicycling within the community. The city described its progress in responding the needs of the bicyclists both regionally and locally in its application for redesignation of this status in 2021.

TRANSPORTATION STUDIES

Among recent studies of relevance in defining transportation issues and planning solutions for the City of Saint Cloud are the 2020 TH 15 Corridor Study, the 2016 US-10 Pedestrian Crossing Report, and the 2007 TH 23 and CSAH 75 Corridor Study. Each of these planning studies analyzed current and future traffic and facility conditions for critical corridors with reference to bicycle and pedestrian access needs.

CITY ORDINANCES

Along with various citywide planning efforts, [Saint Cloud City Code](https://bit.ly/2Rx6cUu) (https://bit.ly/2Rx6cUu) has established several ordinances pertaining to the active transportation system and its users. The city also follows [Minnesota Statutes](https://bit.ly/2QNegkf) (https://bit.ly/2QNegkf) with regard to enforcing the operation of bicycles within the city.

Article 19 of the Land Development Code outlines provisions for active transportation with new street construction or reconstruction. With building or rebuilding urban collector and arterial streets, city ordinance calls for the addition of five-foot sidewalks on both sides of the street. Any missing segments shall be brought into compliance with current codes. At the time of reconstruction, sidewalks shall be built on at least one side of all other roadways. If there is already an existing off-road pedestrian facility (such as a shared use path), consideration may be given to foregoing the sidewalk on one side of the roadway. The minimum width of sidewalks adjacent to residential properties is 5 feet and for commercial or industrial properties 6 feet. Properties will be assessed for the full cost of installation. (City Code Section 19.4) All construction is supervised by the city engineer and must meet the city engineer's standards (City Code Section 640).

Sidewalk maintenance is the responsibility of the owner or occupant of the property abutting the sidewalk. Snow and ice removal must occur within 24 hours of the snow or ice event. If the persons responsible do not comply, the city may assess the costs of removal. (City Code Section 680) No one shall leave obstructions that would prevent the use of sidewalks or crossings. (City Code Section 600). The city may provide notice to property owners that defective sidewalks must be repaired at the owner's expense. If the owner does not comply, the city may make repairs and assess the owner for costs (City Code Section 650).

The city ordinances place restrictions on the use of sidewalks within the Saint Cloud CBD. Sidewalk usage in the CBD is limited to pedestrians. Bicycles are not allowed, nor are skates or skateboards, on the downtown sidewalks (City Ordinance 635).

In addition, city ordinances do not allow vehicle parking on a sidewalk or within 20 feet of a crosswalk (City Ordinance 700).

SYSTEM USAGE

An understanding of bicycling and walking behavior complements information on the available active transportation network within the City of Saint Cloud. It is important to know how many people are using the system, where they need and/or desire to go, and how well current facilities are addressing those needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations. In addition, counts are taken at a location on the Beaver Island Trail where MnDOT has placed a permanent counter. Together this provides count coverage for eight spots within the City of Saint Cloud.

The MnDOT counter actually uses two different type of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes that are placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can not only record that cyclist, but also determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure the body heat of people who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting out the bicyclists from the total count.

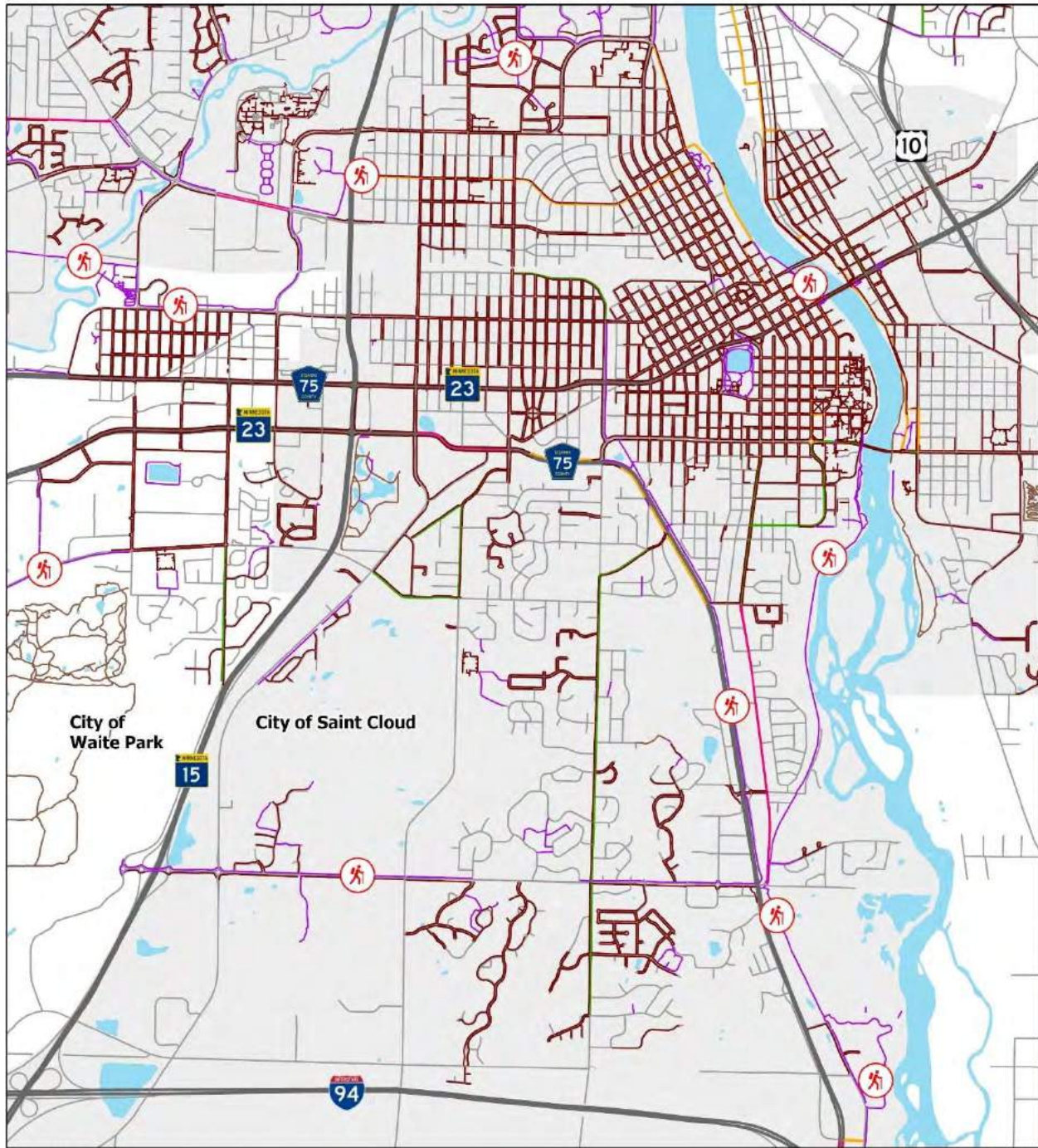
The APO regularly deploys the counter at seven counting locations throughout the city:

1. The Pedestrian Bridge over Highway 15 at Apollo High School.
2. The Greenway Trail by North Junior High School.
3. The Mississippi River Walk behind the Convention Center.
4. Beaver Island Trail #1 (South of SCSU).
5. Beaver Island Trail #2 (Behind Toppan Merrill).
6. CSAH 75/Roosevelt Road Trail (near Oak Ridge Lane)
7. 33rd Street South Trail (New Tech High School)

Ideally, all locations are counted each summer. The Beaver Island location is one of a handful of locations throughout the MPA that has counts done seasonally – winter, spring, summer, and fall. Due to weather conditions, these seasonal counts are done using only the PYRO-Box counter. This type of counting program is relatively new (beginning in 2020) so limited data is available.

It should be noted that the 33rd Street South location was not counted until 2021.

City of Saint Cloud Active Transportation Count Locations



Legend

Signed Bicycle Lane	Shared Use Path	Count Locations
Signed Paved Shoulder	Unpaved Trail	City of Saint Cloud Boundary
Signed Shared Lane	Sidewalk	

05/14/2021

0 0.25 0.5 1 1.5 Miles

FIGURE E. 22 – LOCATIONS WHERE THE APO REGULARLY DEPLOYS AUTOMATIC BICYCLE/PEDESTRIAN COUNTERS

Location	Dates Counted (2019)	Weekday Total	Weekday Average	Weekend Total	Weekend Average
Apollo Ped Bridge	07/01 - 07/07	338	68	157	79
Greenway Trail	06/24 - 06/30	365	73	120	60
Mississippi River Walk	05/27 - 06/02	706	141	300	150
Beaver Island Trail #1	09/03 - 09/09	940	188	371	186
Beaver Island Trail #2	06/10 - 06/16	657	131	196	98
CSAH 75/ Roosevelt Rd	08/27 - 09/02	481	96	144	72

FIGURE E.23 – 2019 PEDESTRIAN COUNTS FROM THE SAINT CLOUD LOCATIONS.

As there were some inaccuracies found in the 2019 bicycle counts, Figure E.23 displays only pedestrian counts at the locations that were counted that year. Summer pedestrian usage of the two Beaver Island Trail locations is rather high with average weekday counts ranging between 131 and 188 users. The Mississippi River Walk is another highly used facility averaging 141 pedestrians per weekday. Weekend use varies, as indicated.

As seen in Figure E. 24 below, from counts at the Beaver Island Trail taken at different times, usage of this facility will vary depending on the time of year.

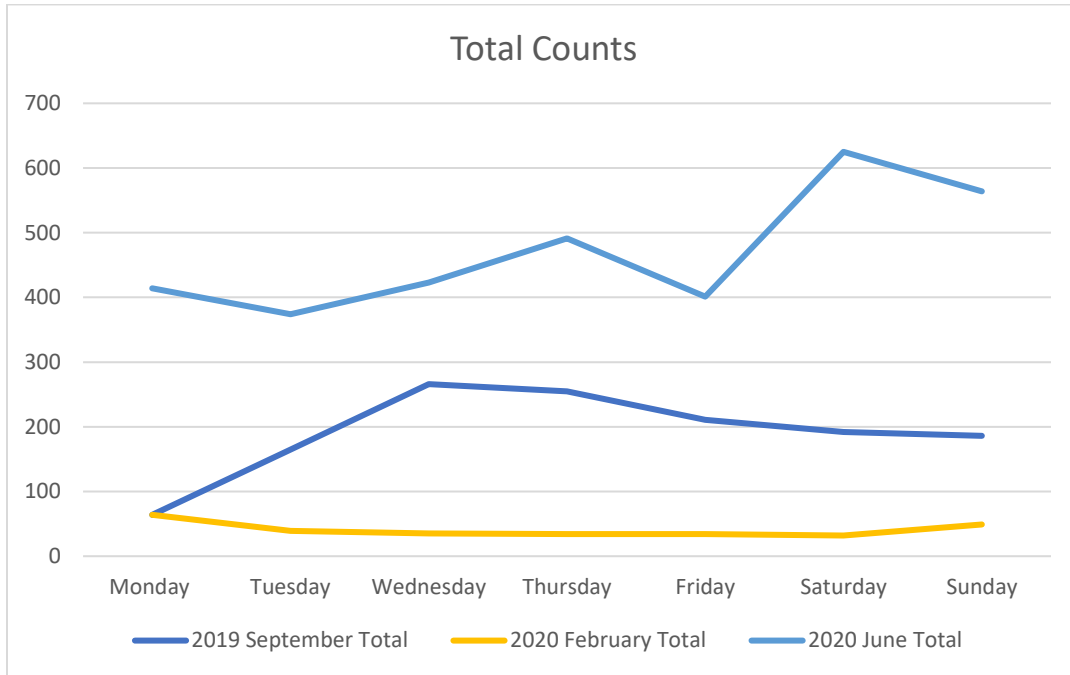


FIGURE E.24 – VARIATION IN COUNTS AT THE BEAVER ISLAND TRAIL BY TIME OF YEAR

DESTINATIONS

Common destinations for active transportation users include schools, food assets, large employers, and parks.

For the purposes of this plan, APO staff are primarily looking at public schools. Food assets are defined as grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Large employers listed are those that have 100 or more full- and/or part-time employees.

Schools

Schools and colleges within Saint Cloud are among the city’s largest employers. Chief among the city’s centers for higher learning are Saint Cloud State University (SCSU) and the Saint Cloud Technical and Community College. Saint Cloud District #742 operates nine public schools within the city limits. These schools, listed in Figure E.24, are located on sites throughout the city.

Name	Address	Grades Served	Approximate Number of Students Served
Apollo High School	1000 44 th Ave N	9-12	1,441
Lincoln Elementary	336 5 th Ave SE	3-5	449
Madison Elementary	2805 9 th St N	PK-5	710
North Junior High	1212 29 th Ave N	6-8	904
Oak Hill Community School	2600 County Rd 136	PK-5	838
South Junior High	1120 15 th Ave S	6-8	1,072
Talahi Community School	1321 University Dr SE	PK-5	554
Tech High School	4200 33 rd St S	9-12	1,651
Westwood Elementary	5800 Ridgewood Rd	PK-5	415

FIGURE E.24 – THE NINE PUBLIC SCHOOLS LOCATED WITHIN THE CITY OF SAINT CLOUD.

Each of the schools and colleges within Saint Cloud have some degree of access to active transportation facilities and are on Metro Bus routes. A mix of sidewalks and shared use paths have expanded over time to improve access and safety for students who bike or walk to each of the schools, though gaps remain in some areas. Safe Routes to School Plans have been prepared or are development for many District 742 schools to address areas of need.

Food Assets

As shown in Figures, grocery stores and other food destinations are found throughout Saint Cloud, though mostly found in the downtown CBD and along the city’s primary commercial corridors, Division Street, 2nd Street South and Highway 10. Because these corridors carry a high volume of vehicular traffic, these destinations are often difficult for active transportation users to reach.

Food assets are typically along some sort of active transportation facility – either a sidewalk or a shared use path. Often though, people who walk or cycle need to cross roadways with many fast-moving cars to get to their intended food destinations.

In Saint Cloud, food assets are commonly, though not always, located near transit stops.

Large Employers

Saint Cloud is home to many of the region’s largest employers. Among the highest employers are the health care networks of CentraCare and the St. Cloud Veteran’s Administration (VA) Center. The State of Minnesota which includes SCSU, the Technical College, the Department of Corrections and other regional services is a major employer.

Large employment centers are located throughout the city of Saint Cloud, as indicated. As with food assets, large employers are often located along high-volume vehicular routes that are often a barrier to access for many active transportation users. The Mississippi River and the BNSF Railroad can present barriers to employment centers and other destinations.

Most large employers in Saint Cloud are located on or near Metro Bus fixed routes though access to sidewalks and shared use paths varies.

Parks

The City of Saint Cloud has over 95 parks of varying size and function within the city limits. Saint Cloud has eleven regional and seven semi-regional parks. As noted in the Comprehensive Plan, the city’s intention is to provide park access within ½ mile of all homes. The city seeks to meet this need by providing a large network of shared use paths and on-road bicycle facilities that are well-connected to parks and greenways.

The larger parks within Saint Cloud are generally served with sidewalks or shared use paths. Residential areas near the city’s core are more likely to have active transportation facilities to access the city’s parks. It should be noted that many of the city’s smaller neighborhood parks, especially in outlying areas, have limited or no sidewalk access.

The locations of each type of destination within each subarea of the City of Saint Cloud relative to the active transportation system is shown in Figures E.25-E.31.

City of Saint Cloud CBD and University Area Destinations

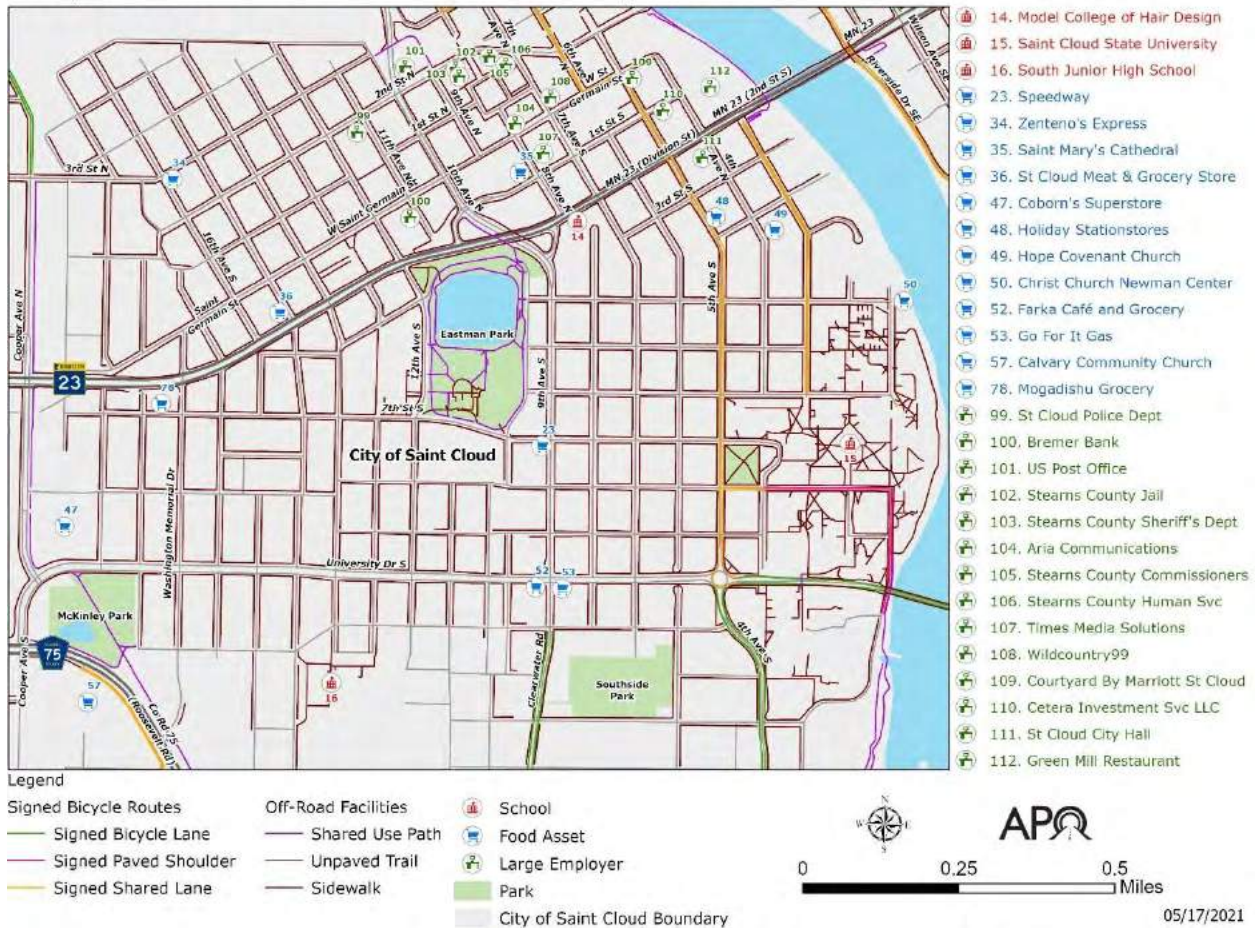


FIGURE E.25 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN THE CBD AND UNIVERSITY AREA

Saint Cloud’s downtown area contains a concentrated mix of employment centers, retail stores and food assets. The Model College of Hair Design is located within the Saint Cloud CBD. Among the many downtown employers are the city and Stearns County law enforcement and administrative centers. West of the CBD is Eastman Park. Lake George with its park area, other recreational facilities and the shared use path that surrounds the lake is local and regional attraction. Further west along Division are other retail and shopping destinations.

Along the west bank of the Mississippi is the campus of SCSU. Destinations along or near University Drive include McKinley and Southside Parks, South Junior High, and a Coborn’s superstore.

Destinations in this area typically have sidewalk access. Some are on or near bicycle routes.

Crossing desires from many active transportation users and the high volume of car traffic increase the opportunity for conflicts in this area of the city.

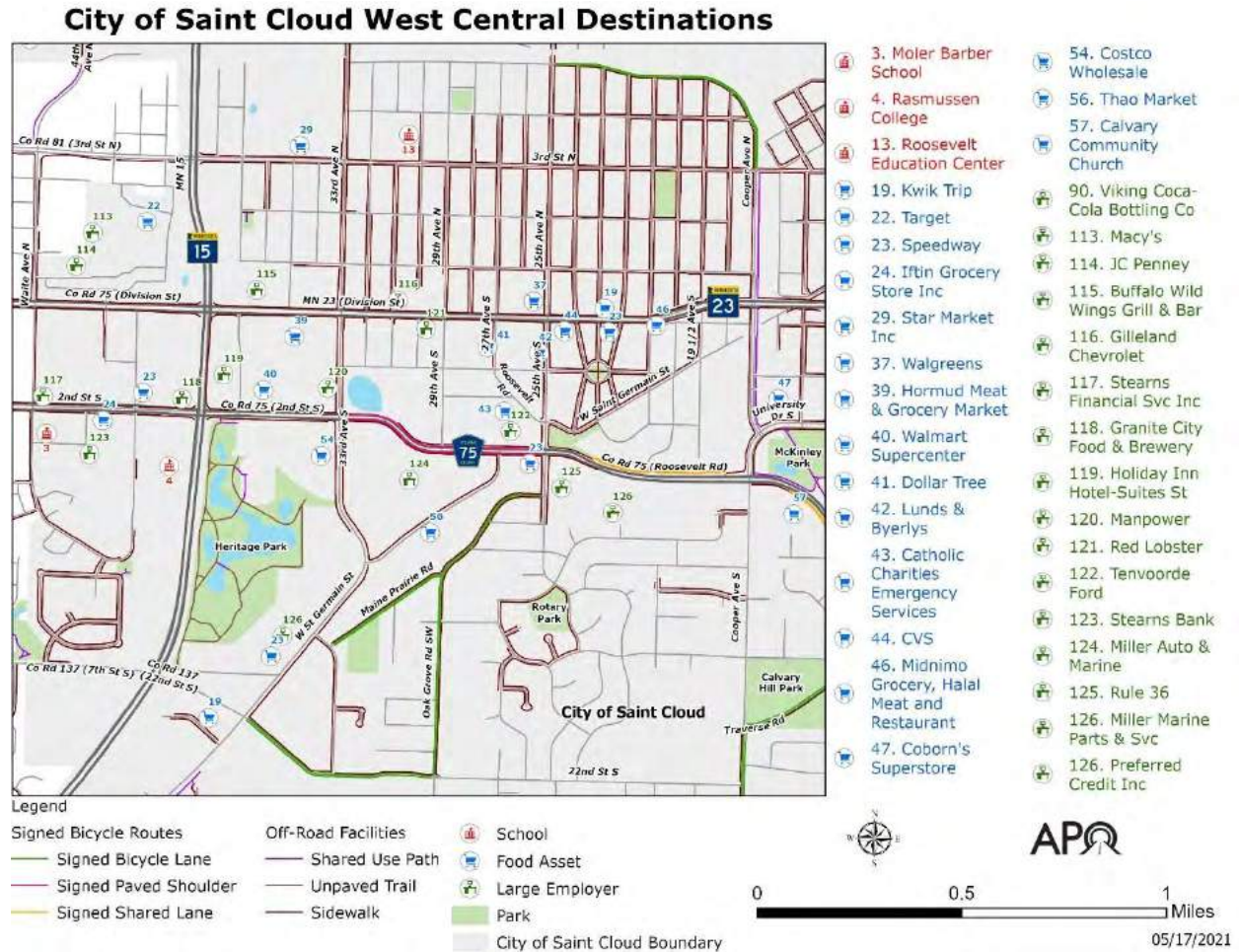


FIGURE E.26 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN THE WEST CENTRAL AREA

Along the west Division Street corridor are a variety of destinations sought by active transportation users including many grocery stores and malls, specialty food markets, and the Crossroads Center.

Second Street South has many large employers that are also popular food destinations (Costco, Walmart), along with smaller food markets and convenience stores. Big car dealers and banks are among other large employers. West of Highway 15 are Rasmussen College and the Moler Barber School.

South of Second Street, as shown, are public park destinations – Heritage Park, Rotary Park, and Calvary Hill Park. The city’s Comprehensive Plan has noted that Heritage Park has limited access and usage due to the surrounding development and roadway barriers.

While many of these destinations have sidewalks or other facilities for those who walk or bike, providing safe crossings of the high-volume arterial corridors in this area is an ongoing concern.

City of Saint Cloud North Central Destinations

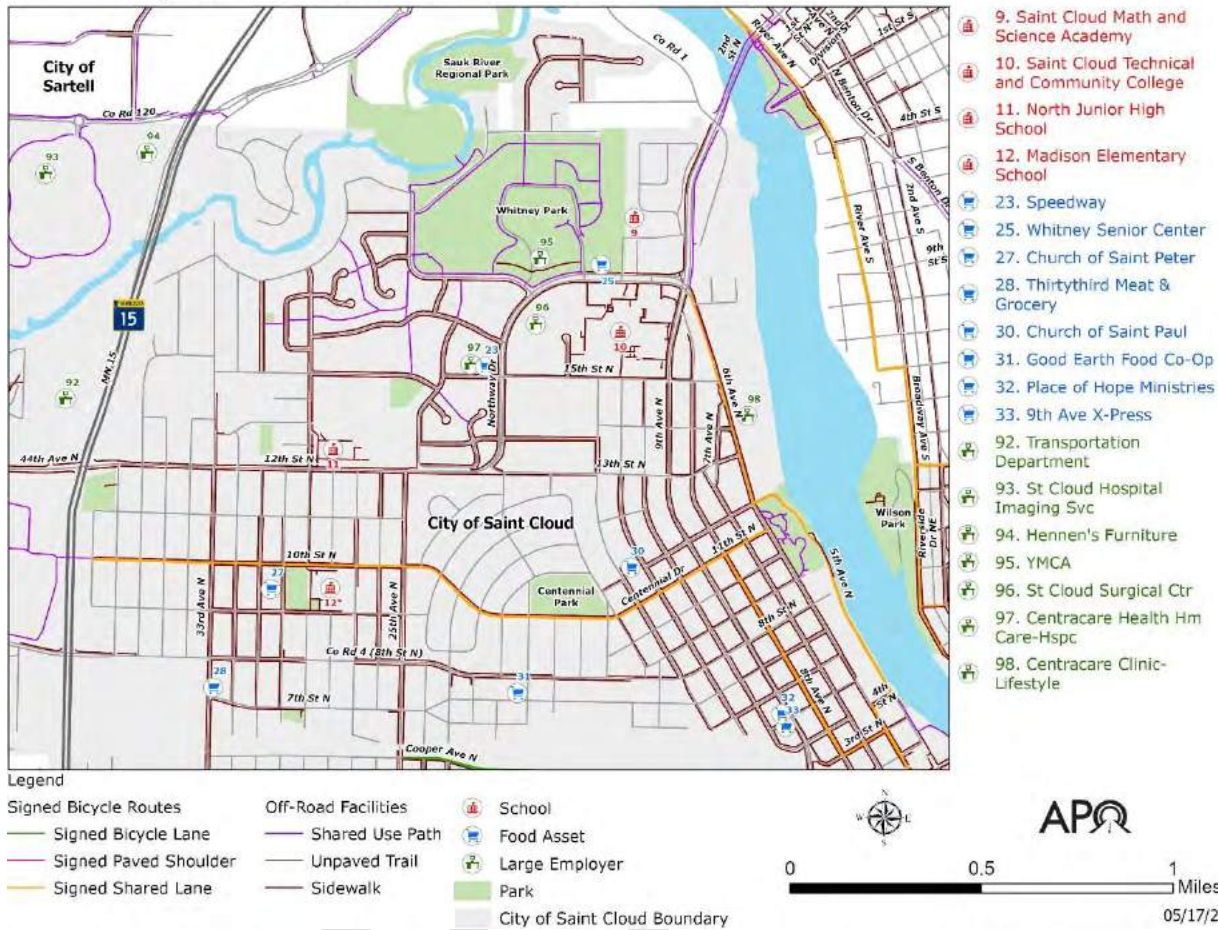


FIGURE E.27 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN THE NORTH CENTRAL AREA

Many of the region’s health care providers are in the north central area of Saint Cloud including the St Cloud Hospital, St Cloud Surgical Center, and CentraCare services. Within this area of Saint Cloud are many churches which also serve as food distribution centers. This area has the Saint Cloud Technical College and various public schools that serve northside families. Recreational opportunities are provided by the Whitney Park facilities available to the YMCA and the Whitney Senior Center.

The destinations in north central Saint Cloud are mostly served with nearby on and off-road facilities. The city of Saint Cloud is making improvements to on-road bicycle facilities along 10th and 11th Streets, to the shared use paths and signage in the Whitney Park area, and to many of the sidewalks in this area, though some gaps remain, as indicated.

City of Saint Cloud Northwest Destinations

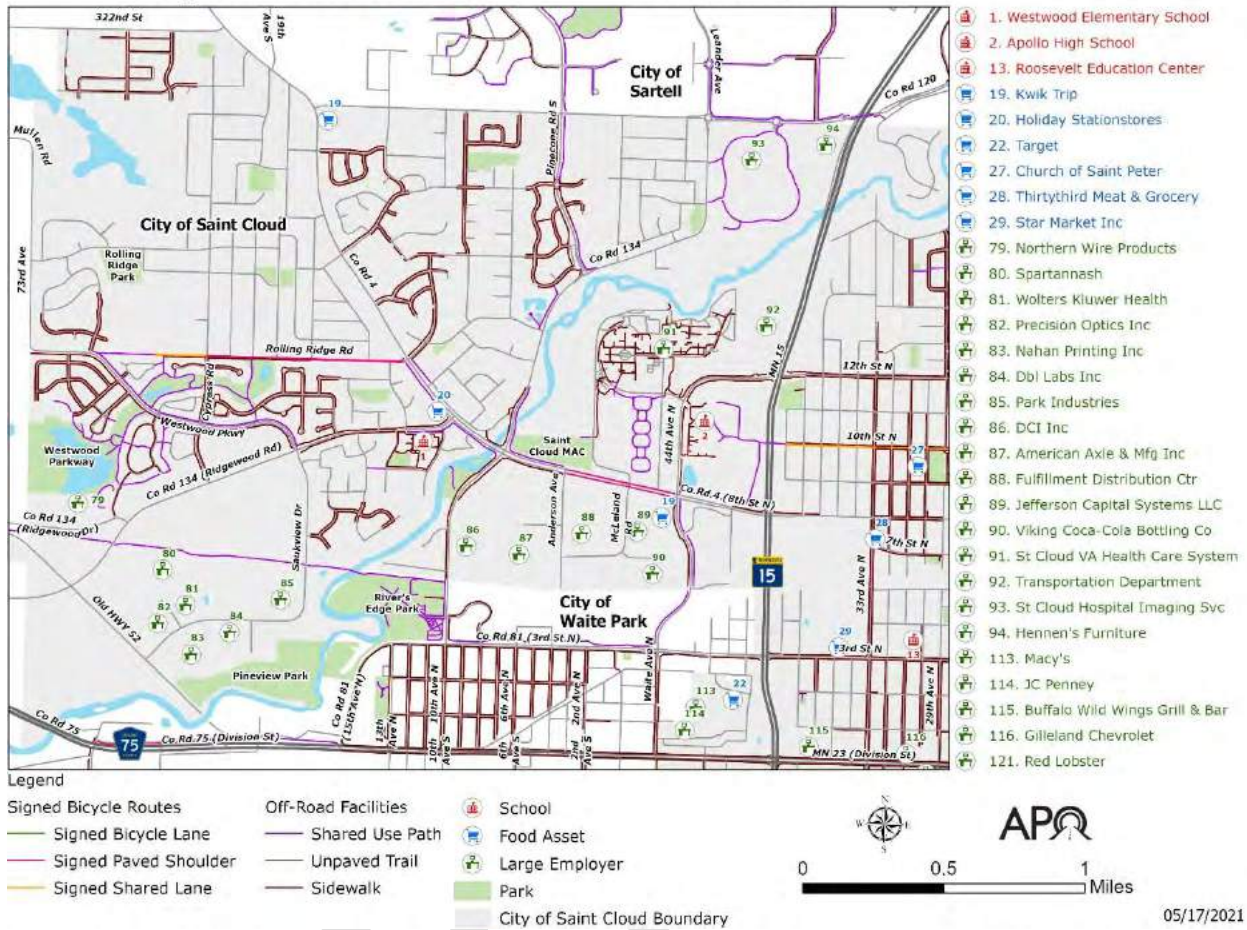


FIGURE E.28 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN THE NORTHWEST AREA

The primary destinations for active transportation users in this area are the schools and large employers. Much of the city’s employment is found within the industrial parks in the northwest area. The Fulfillment Distribution Center and Nahan Printing are among the city’s largest employers. A large portion of the CentraCare health care facilities and the VA Medical Center complex are within this area. Within this area is the Westwood Parkway and many neighborhood parks.

While the Lake Wobegon Trail and many on and off-road facilities serve this area, there are gaps for active transportation users along County Road 4, County Road 134, and within area neighborhoods.

City of Saint Cloud South Destinations

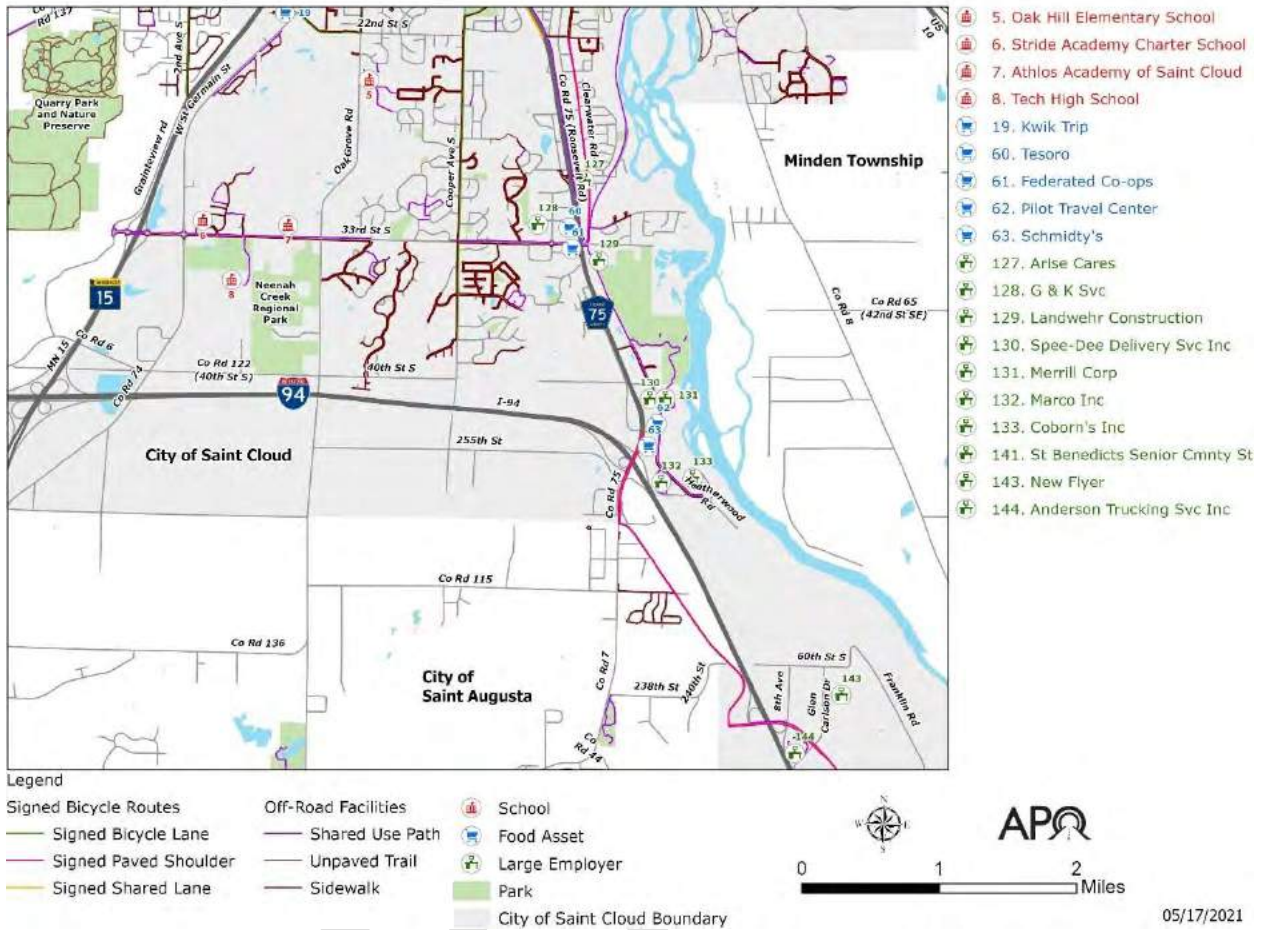


FIGURE E.29 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN SOUTH SAINT CLOUD

Along Roosevelt Road in south Saint Cloud are many small food stores and employment destinations for active transportation users. Some of the city’s largest employers, New Flyer and Anderson Trucking, are in the industrial park on south County Road 75.

The city’s primary area for new growth and development along 33rd Street South includes three schools. South of 33rd Street is the River Bluffs Regional Park on the Mississippi. Newly added is the Neenah Creek Regional Park along Oak Grove Road.

With its plans to improve 33rd Street, 40th Street South and Oak Grove Road, the city will also integrate safe non-motorized access to newly developing areas and parks.

City of Saint Cloud East Destinations

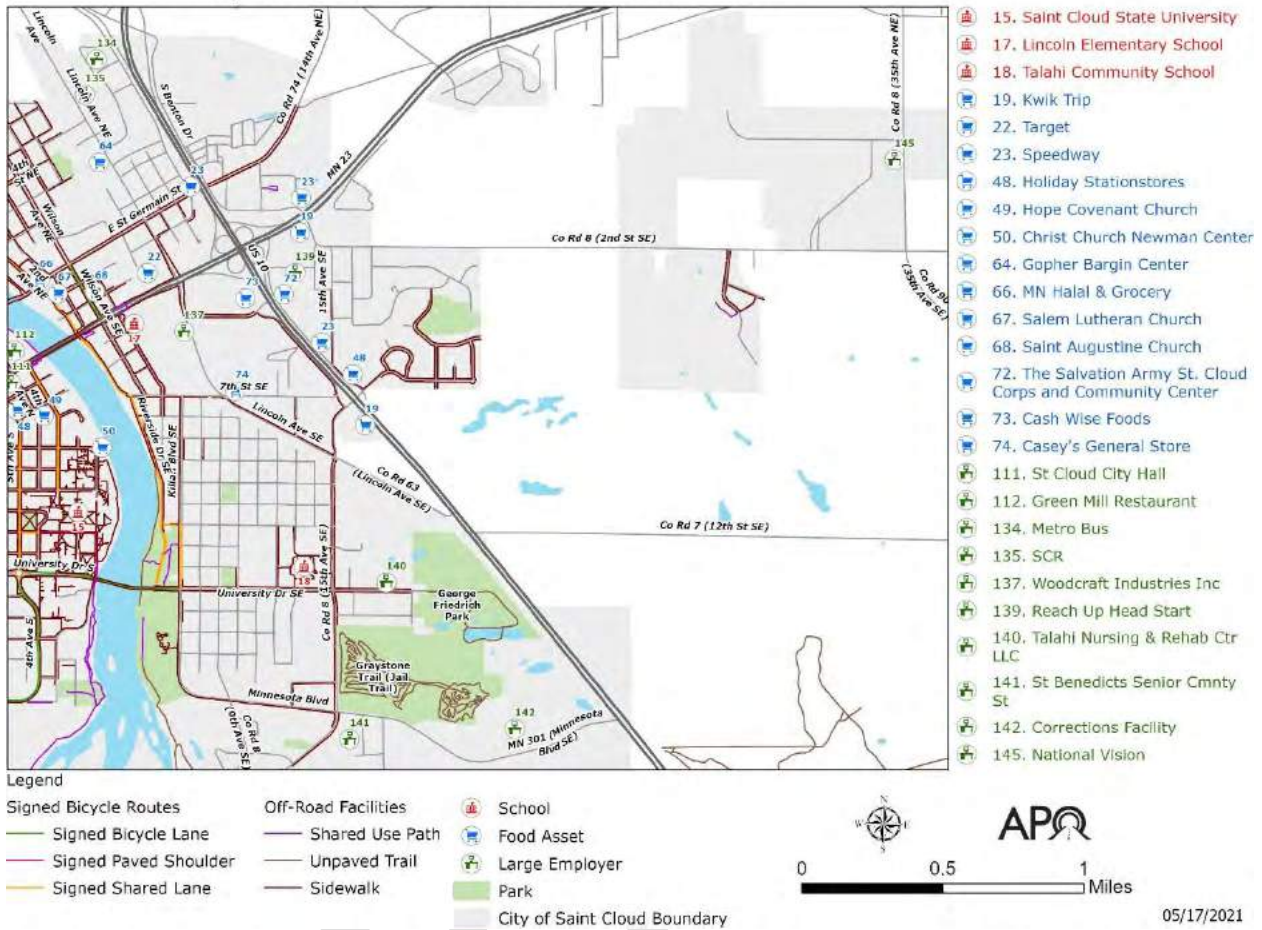


FIGURE E.30 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN EAST SAINT CLOUD

Most of the destinations in east Saint Cloud are food assets – large stores (Cashwise, Target), assorted convenience stores, plus the Salvation Army Community Center and churches that also distribute food. Large employers include Woodcraft Industries, St. Benedict’s Senior Community Center, and National Vision. East side schools are Talahi and Lincoln Elementary.

East of the Mississippi River are several parks and community attractions with connecting active transportation facilities – Munsinger Gardens, Clemens Gardens, and Riverside Park. Further east are the George Friedrich Park and Graystone Trail (Jail Trail) which is on state-owned property. Both have a network of unpaved walking paths. East of US 10, the Sand Prairie Wildlife Management Area is a state-owned site that provides educational wildlife viewing and hiking for students of all ages.

While most of the destinations in east Saint Cloud are on or near active transportation facilities, Highway 10 remains a major barrier for those who need to cross to obtain food or other services.

SAFETY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians were on the rise within the Saint Cloud MPA through 2019.

Within the City of Saint Cloud, DPS crash data shows 460 total crashes involving active transportation users and vehicles occurred in the 10-year period between 2010 and 2019. Twelve of the crashes occurring in this time frame resulted in pedestrian fatalities. See Figure 14 for locations and severity.

The 2010-2019 Crash Analysis Report prepared for the city of Saint Cloud¹ examined those crashes that involved pedestrians and bicyclists. The 2020 Report noted a high incidence of crashes on TH 23, US 10, St. Germain and 5th Avenue, all corridors with high levels of active transportation users. Possible deficiencies where these crashes occurred identified in the report are limited visibility, poor lighting, crossings not within the proper signal interval, and inadequate walk and clearance times. The report concludes crashes will tend to increase as traffic volumes increase.

Crash history is reviewed to determine if there are particular locations where crashes appear to be more likely to occur and whether there may be an engineering solution or partial solution to help mitigate the crashes. It is often unclear from the DPS crash reports whether physical conditions at the crash locations were a contributing factor or if physical changes to the facilities may help mitigate future crashes. DPS crash reports do not indicate a common theme or roadway infrastructure/design flaw as a contributing factor. Some reports cited careless behavior or inattention to traffic laws on the part of the bicyclist or pedestrian. The number of accidents are also likely due to high levels of both vehicles and active transportation users which increase the likelihood of possible conflicts.

Crash locations for the six subareas are indicated in Figures E.31 – E. 35.

¹ St. Cloud 2010 – 2019 Traffic Crash Analysis Report (2020, April), City of St. Cloud, Traffic Systems Services.

City of Saint Cloud CBD and University Area Active Transportation Crashes

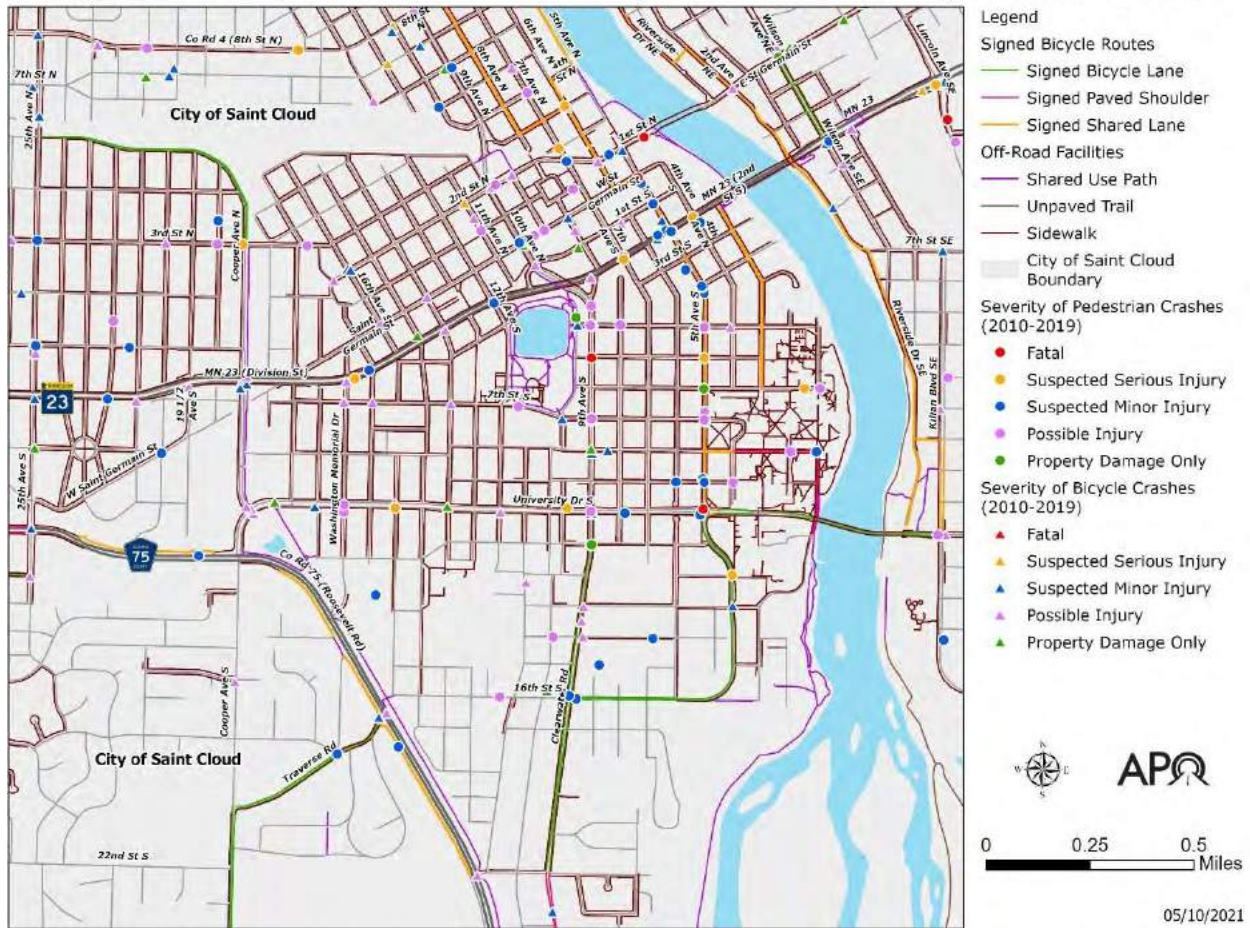


FIGURE E.31 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN THE CBD AND UNIVERSITY AREA

Of the locations citywide with crashes involving pedestrians and bicyclists from 2010 to 2019, a large share of them occurred in the Saint Cloud CBD, an area of high usage for all transportation modes. In the downtown area, a high numbers of crashes including some serious injuries and fatalities occurred along Division Street, 1st Street/2nd Street N, 5th Avenue, and 9th Avenue, and other locations as shown in Figure E.31

In the area near SCSU, most of the crashes occurred along University Drive. Crash concentrations are also found along 5th Avenue, 9th Avenue, and other routes within and leading into the downtown area.

In the west central area of Saint Cloud, there has been a high concentration of crashes involving pedestrians and bicyclists along the west Division Street corridor and along 2nd Street South. Many of these crashes occurred at or near intersections with Highway 15. Minor arterial roadways with a notable number of crashes include 3rd Street North, 33rd Avenue and 25th Avenue. Figure E.32 shows all crash locations within the west central area.

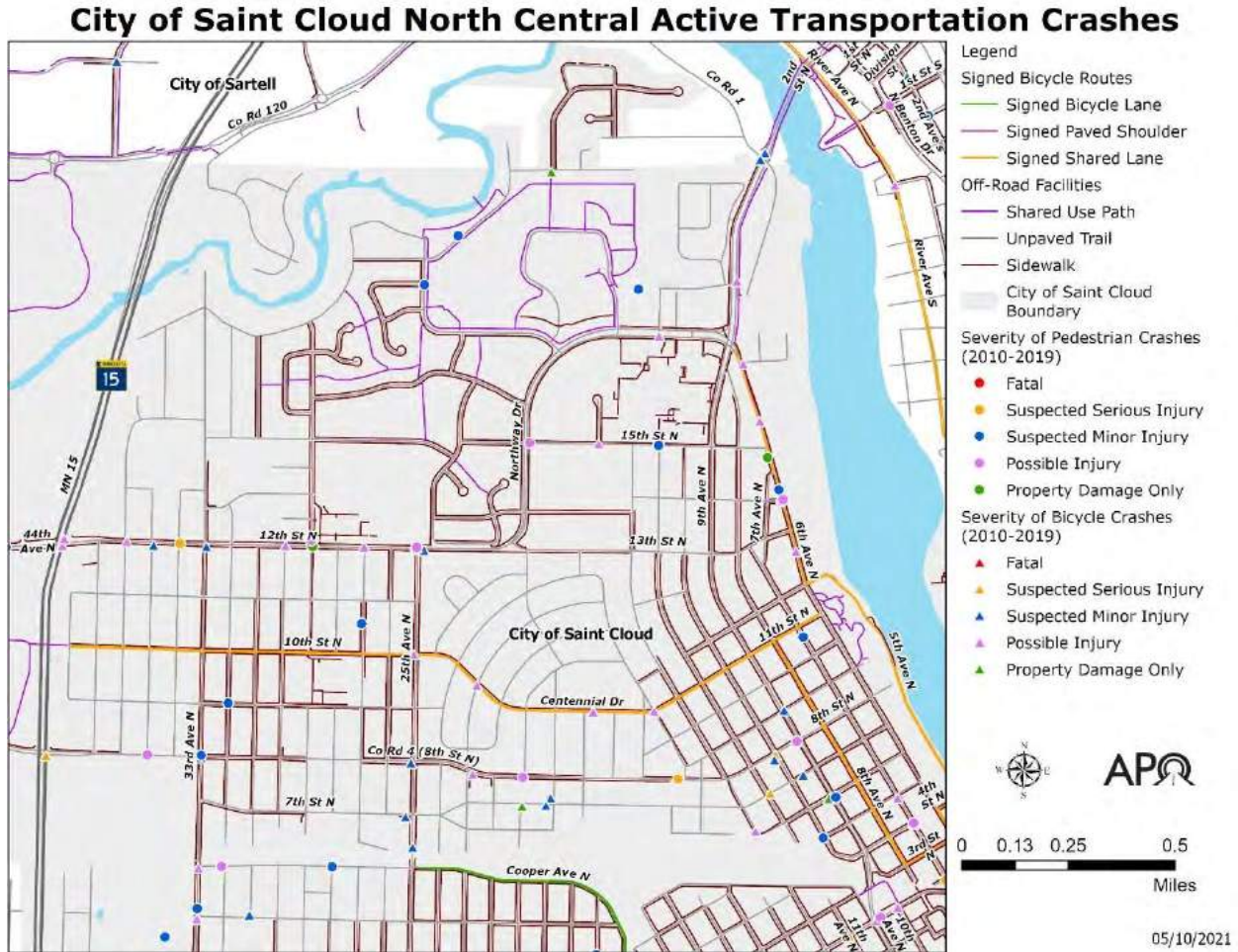
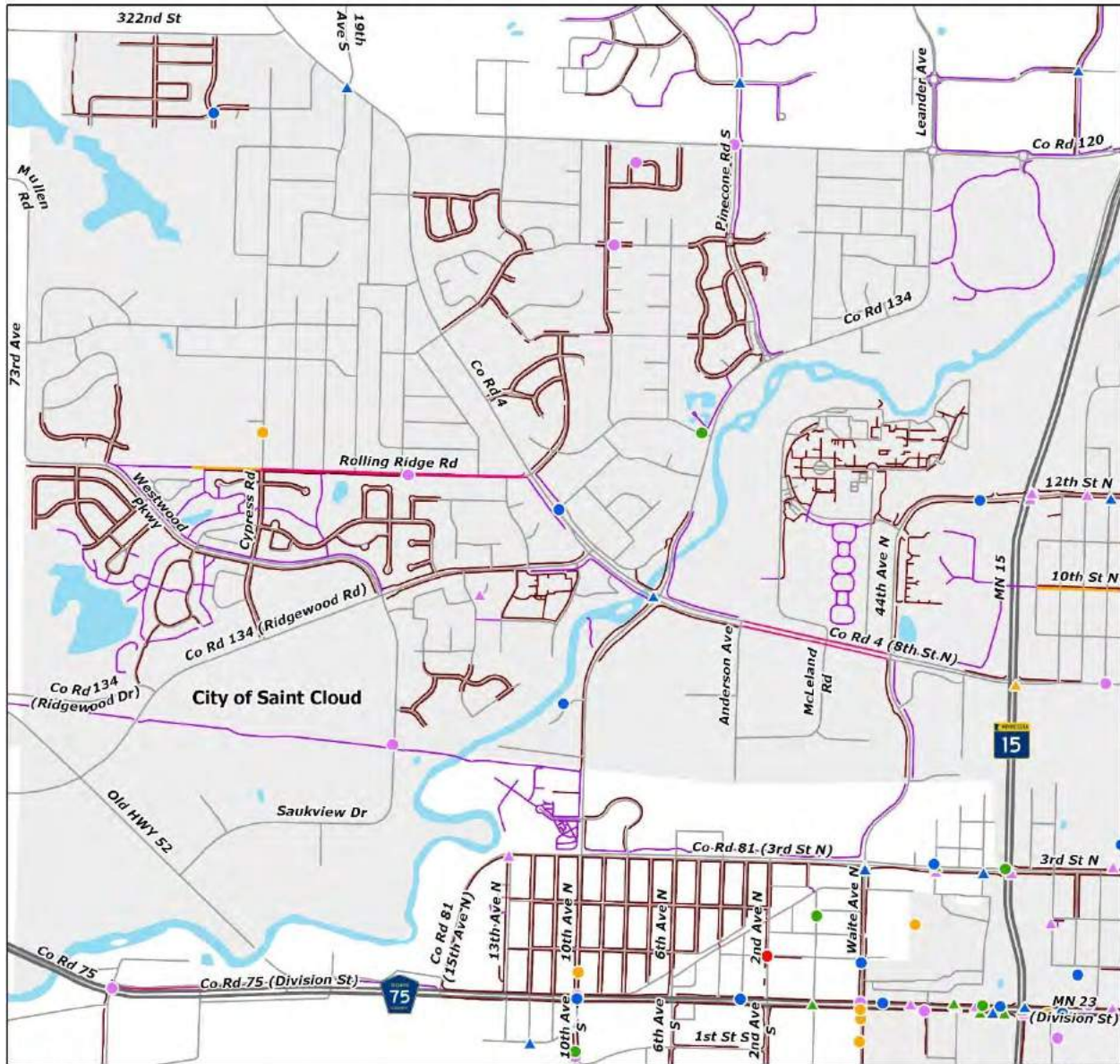


FIGURE E.33 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN THE NORTH CENTRAL AREA

In the north central area of Saint Cloud, the highest concentration of crashes involving pedestrians and bicyclists occurred along 12th Street North to the east of Highway 15, and on 6th Avenue North in the area near the Saint Cloud Hospital. Crashes also occurred along 8th Street North and in nearby neighborhood areas, as indicated.

City of Saint Cloud Northwest Active Transportation Crashes



Legend

<p>Signed Bicycle Routes</p> <ul style="list-style-type: none"> — Signed Bicycle Lane — Signed Paved Shoulder — Signed Shared Lane <p>Off-Road Facilities</p> <ul style="list-style-type: none"> — Shared Use Path — Unpaved Trail — Sidewalk — City of Saint Cloud Boundary 	<p>Severity of Pedestrian Crashes (2010-2019)</p> <ul style="list-style-type: none"> ● Fatal ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage Only 	<p>Severity of Bicycle Crashes (2010-2019)</p> <ul style="list-style-type: none"> ▲ Fatal ▲ Suspected Serious Injury ▲ Suspected Minor Injury ▲ Possible Injury ▲ Property Damage Only 	<p>05/10/2021</p>
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FIGURE E.34 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN THE NORTHWEST AREA

While some crashes have occurred in the northwest area of Saint Cloud, they are in scattered locations with no concentrations that might suggest issues with bicycle or pedestrian safety.

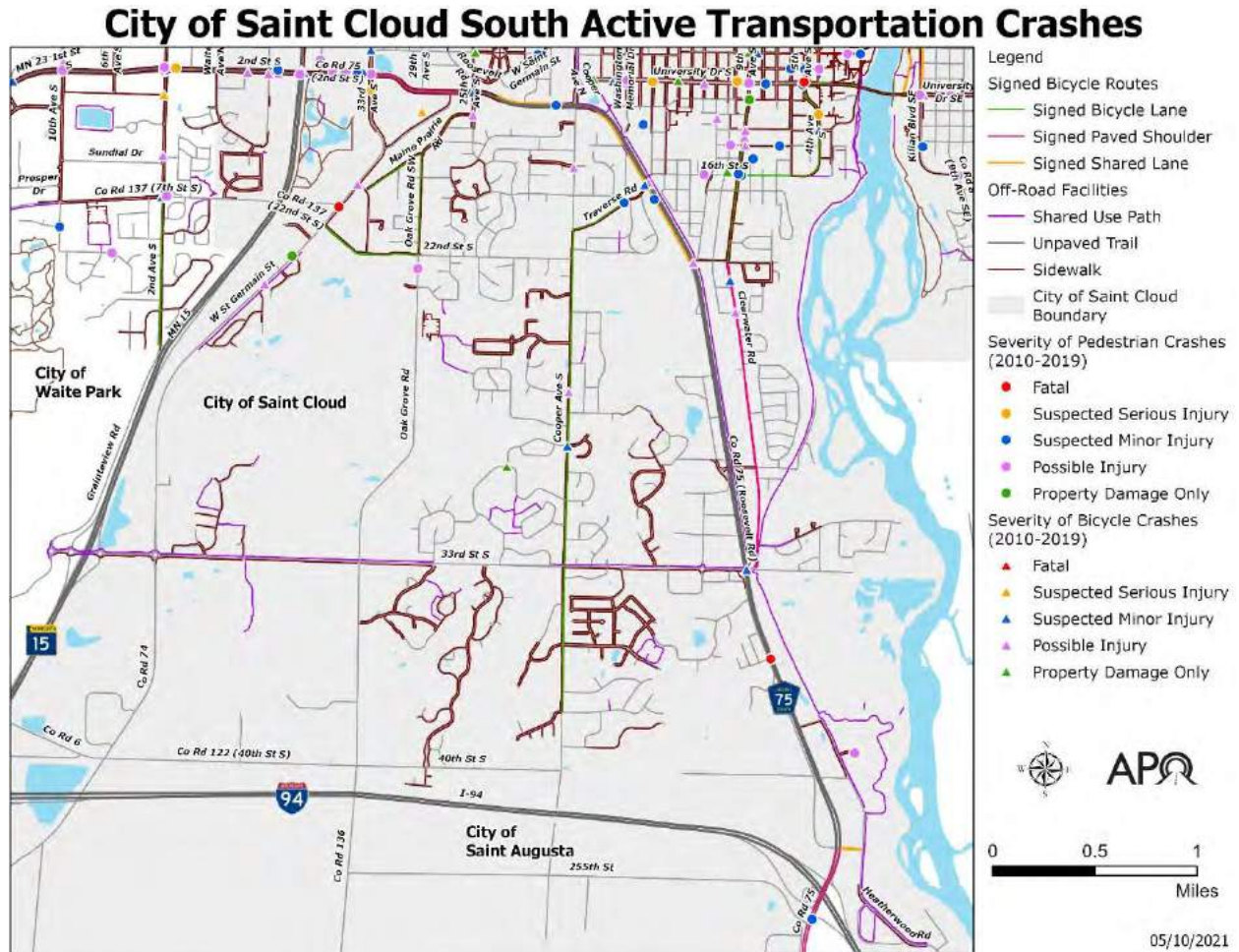


FIGURE E. 35 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN SOUTH SAINT CLOUD

The highest concentration of crashes in south Saint Cloud is along Clearwater Road. There have been relatively few crashes in the area to the south of SCSU, though some occurred along W St Germain and along CR 75/Roosevelt Road including two pedestrian fatalities.

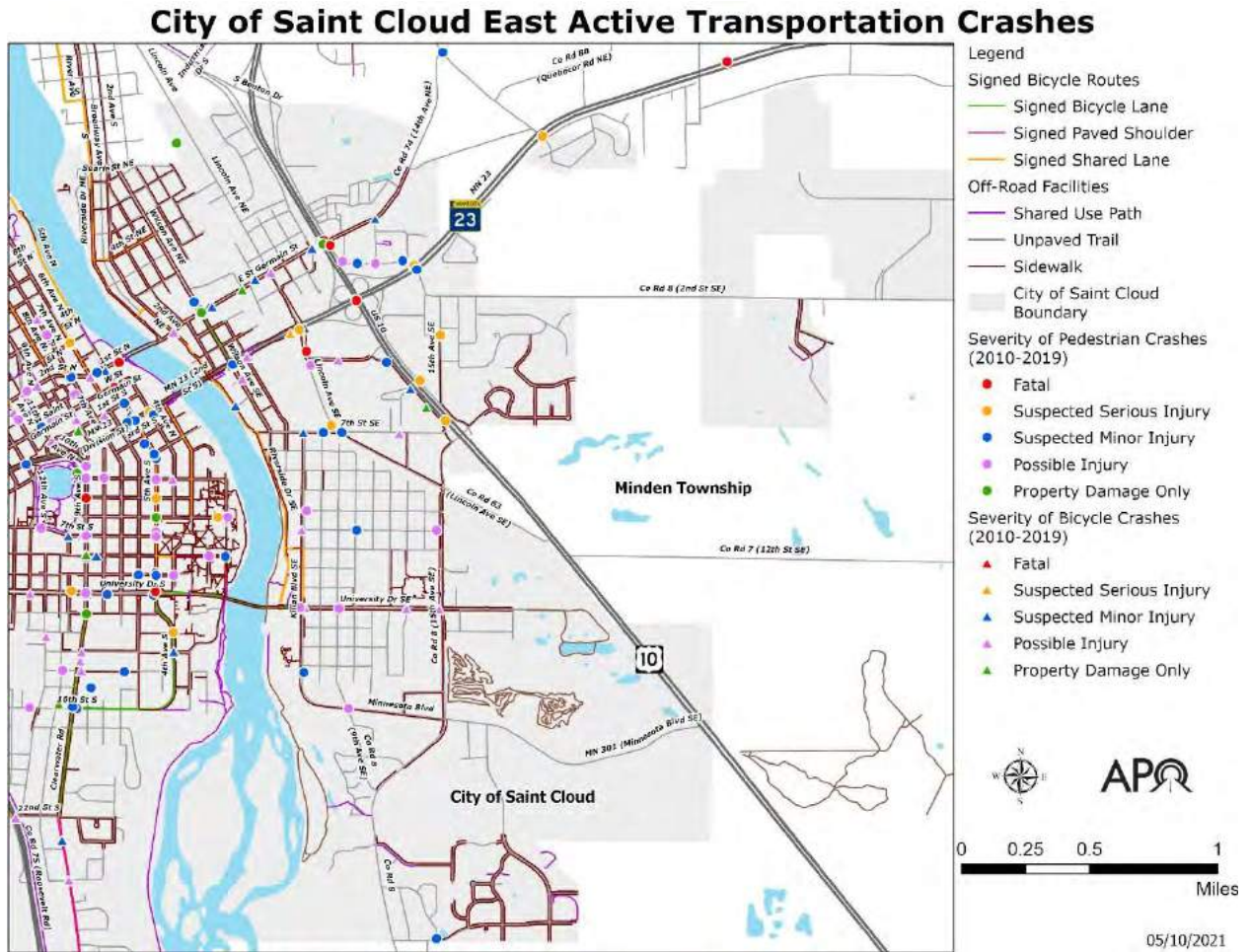


FIGURE E.36 – LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN EAST SAINT CLOUD

In the area of Saint Cloud east of the Mississippi River, there have been notably high concentrations of crashes along Highway 10, east Highway 23, E St Germain, and Lincoln Avenue. These crash locations included some serious injuries and deaths to pedestrians, as shown.

PROGRAMMED AND PLANNED IMPROVEMENTS

As referenced earlier, the City of Saint Cloud maintains a Capital Improvement Program (CIP) which identifies short term projects and long-range concepts designed to improve active transportation facilities. The CIP also indicates anticipated future revenues that may be available to implement such projects. Projects from the CIP may be eligible for available Federal funding and inclusion in the APO Transportation Improvement Program (TIP).

Following its policy on Complete Streets and consistent with the ADA Transition Plan, the City of Saint Cloud has been proactively identifying and addressing issues and concerns for those who use the active transportation network.

The City of Saint Cloud has programmed funding to complete these projects:

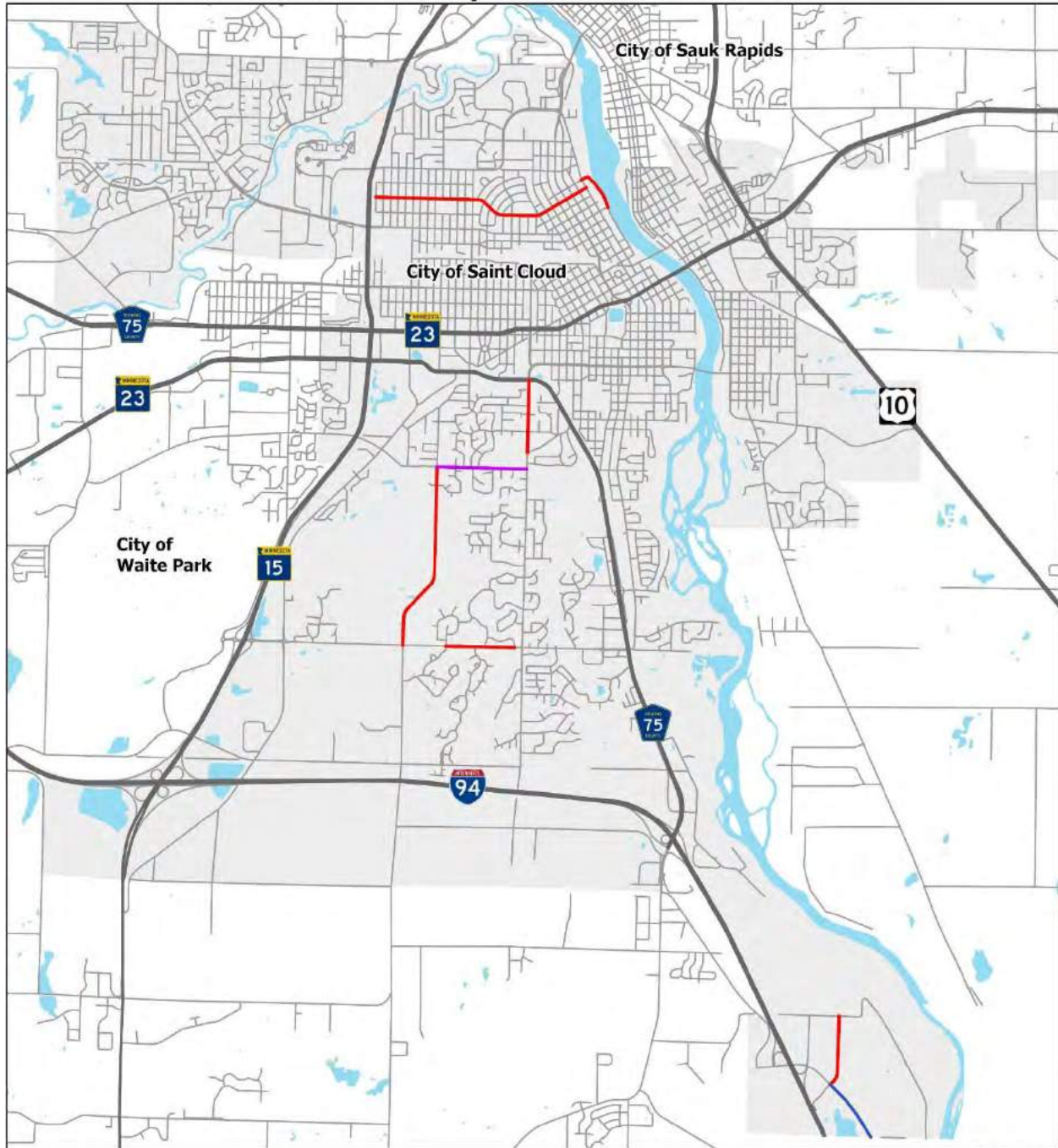
- Construct a new shared use path to follow 5th Avenue N along the Mississippi River to connect the Beaver Island Trail.
- Reconstruct 33rd Street S from 26th Avenue S to Cooper Avenue S with sidewalk on the southside and a paved shared use path on the north side.
- Reconstruct County Road 136 (Oak Grove Road) from 22nd Street S to 33rd Street S with the addition of bike lanes.
- Reconstruct Cooper Avenue S from CSAH 75 to Traverse Road to include new bicycle lanes and sidewalks.
- Construct the Beaver Island Trail connection from the existing trail at Saint Cloud's Waste Water Treatment Facility to the southern border of the city.
- Extend the Lake Wobegon Trail with bicycle lanes along the 10th Street N/Centennial Drive/11th Street N corridor.

In addition to the projects above led by the city, MnDOT has programmed funding to reconstruct the MN 23 and US 10 interchange to include multimodal access improvements.

Longer term (though currently unfunded) goals for the city's active transportation network include completing the remaining network gap along 22nd Street South with the planned connection from Oak Grove Road to Cooper Avenue.

Figure E.37 shows the locations for city's programmed and planned projects.

City of Saint Cloud Planned and Programmed Active Transportation Facilities



Legend

Active Transportation Projects

— Saint Cloud Programmed Projects (2021-2024)

— Saint Cloud Planned Projects (>2025)

— Stearns County Projects

City of Saint Cloud
Boundary



0 0.75 1.5 3

Miles

04/08/2021

FIGURE E.37 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

To supplement and inform current city planning efforts, APO staff performed a citywide analysis of facility and other needs for active transportation users. The intent of this assessment, performed in coordination with city staff and representatives, was to identify active transportation needs within the city and assist in prioritizing those needs in the event funding becomes available.

Saint Cloud			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			4.2
Percentage miles of arterials & collectors that have sidewalk or shared use path (SUP) on at least one side			52.9%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	83.3%
		1-310 ft (One block or less)	5.6%
		311-930 ft (Two to three blocks)	11.1%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	78.3%
		1-310 ft (One block or less)	6.7%
		311-930 ft (Two to three blocks)	6.7%
		> 931 ft (Four or more blocks)	8.3%
	Large Employers	0 Ft (Asset Served by AT Facility)	58.8%
		1-310 ft (One block or less)	8.8%
		311-930 ft (Two to three blocks)	10.3%
		> 931 ft (Four or more blocks)	22.1%
	Parks	0 Ft (Asset Served by AT Facility)	64.8%
		1-310 ft (One block or less)	7.4%
		311-930 ft (Two to three blocks)	13.0%
		> 931 ft (Four or more blocks)	14.8%
	Transit Stops	0 Ft (Asset Served by AT Facility)	64.3%
		1-310 ft (One block or less)	19.2%
		311-930 ft (Two to three blocks)	9.3%
		> 931 ft (Four or more blocks)	7.2%
Percent of street crossings that do not meet full ADA standards			58.6%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			12.3:2.5
Percent mileage of Regional Priority bicycle facilities that do NOT exist			44.7%
Percent of on-road bicycle facilities with poor pavement			1.9%
Percent of SUP with rough/very rough pavement			27.9%

FIGURE E-38 – SAINT CLOUD PERFORMANCE REPORT CARD (2019)

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The areawide goals and objectives for active transportation as adopted by the APO provide a starting point for the Saint Cloud needs assessment. The goals, objectives, and the factors used to evaluate services and needs relative to each objective are detailed in ATP Chapter 4. The evaluation factors were equally applied for the assessments of needs within each city and across the MPA.

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework (see Chapter 4), APO staff, in coordination with Saint Cloud city staff and community volunteers, developed the following methodology to address critical gaps in the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on addressing gaps utilizing existing data as it relates to the region's active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken down into three phases. This process began with an in-depth analysis of the Saint Cloud transportation network, identifying issues and needs within the city from the review of data and factors. The findings from this cursory review led to a more detailed analyses of active transportation needs within specific focus areas in Saint Cloud.

In the second phase, APO staff coordinated with Saint Cloud and other APO member cities (Sauk Rapids, Saint Joseph, Sartell, and Waite Park) to begin a discussion on exploring connections between each of the cities and areas outside of the APO's planning area. In the third and final phase, local and regional needs as identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Evaluating Needs for the City of Saint Cloud

The initial phase of the analysis, to identify service gaps within the City of Saint Cloud, followed a two-step process.

The first step was to review needs and gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data which detailed the existing active transportation conditions for the city. Utilizing the goals, objectives, and applying factors, staff began to dive into the existing conditions data to look for network gaps or areas of concern (i.e., high crash locations, locations of under designed on-road/off-road facilities). Considered along with the factors were the comments from the APO's initial public input along with comments from city staff.

Figures E.39-E.41 provides a summary of the findings for the north, south, and east areas of Saint Cloud.

Analysis of Areas of Need - North Saint Cloud

	Safety & Comfort Factors					Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments	
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit Needs	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance			
5th Avenue North	X	X	X			X				X	X	High volume minor arterial, concentration of crashes, below standards (speed, volume, destinations (employers, food assets), poor sidewalk pavements, vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
5th Avenue South	X	X	X		X	X			X		X	High usage collector, concentration of crashes, below standards (speed, volume), destinations (SCSU, food assets), poor bike lane pavements, vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
University Drive	X	X	X		X	X					X	High volume collector, concentration of crashes, underdesigned for traffic volume, destinations (SCSU, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
9th Avenue South	X	X			X	X					X	Minor arterial, concentration of crashes, fatalities, destinations (park, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
East Division (Cooper Ave to 5th Ave N)	X	X			X	X					X	Principal arterial, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
2nd Street N/1st Street N	X	X			X	X					X	Minor arterial, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
MN 15 (3rd St N to 2nd St S)	X	X			X	X					X	Principal arterial, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities.	
2nd Street South/CR 75 (Waite Ave to Cooper)	X	X	X		X	X					X	X	Principal arterial, concentration of crashes, crossing safety concerns, below design standards (speed, volume, shoulders), destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design, add facilities, bring intersections to ADA standards.
West Division (Waite Ave to Cooper)	X	X			X	X					X	Principal arterial, concentration of crashes, crossing safety concerns, destinations (employers, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
12th Street N/ Northway Drive		X				X					X	Minor arterial, concentration of crashes, destinations (schools, park, employers), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
6th Ave N		X				X			X		X	Major collector, concentration of crashes, destinations (schools, park, employers), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
CR 134/Ridgewood Rd				X		X					X	Major collector, lacks facilities, destinations (industrial park), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.	
Veterans Dr (CR 4)			X	X		X					X	X	Minor arterial, underdesigned for volume, lacks facilities, destinations (food assets, industrial park), vulnerable populations.	Pedestrian and bicycle crossing improvements, upgrade facility design, add facilities, bring intersections to ADA standards.

FIGURES E.39 – NORTH SAINT CLOUD NEEDS ANALYSIS

Analysis of Areas of Need - South Saint Cloud

	Safety & Comfort Factors										Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit Needs	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance							
Roosevelt Rd (CR 75)				X									X		X	X	Principal arterial, below standards (speed, volume), poor path pavements, vulnerable populations, ADA intersection compliance.	Upgrade bicycle facilities, improve on and off-road pavement conditions, bring intersections to ADA standards.
Traverse Rd		X											X		X	X	Minor collector, crashes, poor bike lane pavements, vulnerable populations, ADA intersection compliance.	Pedestrian and bicycle crossing improvements, improve on-road pavement conditions, bring intersections to ADA standards.
Clearwater Rd		X	X										X		X		High volume minor arterial, concentration of crashes, below standards (volume), destinations (employers, food assets), poor bike lane pavements, vulnerable populations.	Pedestrian and bicycle crossing improvements, traffic calming, improve on-road pavement conditions.

FIGURES E.40 – SOUTH SAINT CLOUD NEEDS ANALYSIS

Analysis of Areas of Need - East Saint Cloud

	Safety & Comfort Factors										Connectivity Factors		Facility Condition		Equity Factors		Issues	Potential Treatments
	1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit Needs	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance							
East St Germain	X	X			X		X					X			Minor arterial, concentration of crashes, crossing safety concerns, destinations (food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.		
Division St E/ 14th Ave SE	X	X			X		X					X			Partial collector, concentration of crashes, crossing safety concerns, destinations (food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, improved access for vulnerable and underserved groups.		
MN 23 (East of Riverside Dr)		X			X		X					X			Principal arterial, concentration of crashes, crossing safety concerns, destinations (school, food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design options, add facilities, traffic calming.		
US 10 (S of E St Germain)		X			X		X		X			X			Principal arterial, concentration of crashes, crossing safety concerns, destinations (food assets), vulnerable populations.	Pedestrian and bicycle crossing improvements, facility design, improve pavements, access to destinations.		
Lincoln Ave SE		X		X			X			X		X	X		Minor arterial, concentration of crashes, destinations (food assets, employers), vulnerable populations, ADA intersection compliance.	Pedestrian and bicycle crossing improvements, added facilities, traffic calming, bring intersections to ADA standards.		
Killian Boulevard			X				X		X	X		X			Major collector, under design standards (speed, volume), destinations (schools, park), poor pavement conditions, vulnerable populations.	Upgrade bicycle facilities, improve on and off-road pavement conditions.		

FIGURES E.41 –EAST SAINT CLOUD NEEDS ANALYSIS

In the next step, areas where multiple issues were revealed when the factors were applied became the focus of further review and analysis.

Areas of Focus

From the process described for the review of needs and gaps for the City of Saint Cloud, the following areas have been identified as priority areas for improvements:

- West Division area.
- 2nd Street South area.
- University Drive area.
- East Division area.
- Highway 10/Lincoln Avenue area.

Within these areas, multiple needs for active transportation users were identified from the analysis of factors, as described below. These focus areas have similar characteristics in common. All include high volume minor arterials or collectors which active transportation users often cross to reach their destinations. Each of these areas have had a high number of crashes involving pedestrians and bicyclists.

The multiple needs found from the incidence of crashes, crossing safety concerns, access to destinations and other factors are incorporated in the analysis for these three focus areas. Being able to assure that pedestrians and bicyclists can safely cross CSAH 75, MN 23 and other routes with heavy vehicle traffic has been identified in the city's plans and regional transportation studies as an ongoing challenge. Given the growing vehicle traffic in Saint Cloud, these safety issues have increased in significance. The history of crashes with the potential for more dangerous conflicts between vehicle traffic and active transportation users, coupled with the need to improve access, led to the identification of these focus areas.

Each of these areas have many destinations of the type that active transportation users seek. While there may be connecting facilities within these areas to get to reach destinations, people's ability to safely cross them has been an ongoing concern.

The 2007 TH 23 and CSAH 75 Corridor Study in its review of existing conditions states that any roadway improvements in Saint Cloud should include sidewalks and intersection improvements should accommodate pedestrian and bicycle movements. With new street construction or reconstruction, the city's ordinance calls for the addition of shared use paths or sidewalks along both sides of urban collector and arterial streets and along at least one side of all other roadways. Missing segments shall be completed and brought into compliance with current city codes.

As noted, large segments of households within Saint Cloud are low income, without a vehicle, or otherwise disadvantaged. As discussed earlier, these and other groups may be dependent upon active transportation modes and facilities to reach their destinations safely.

Needs and issues within each the three focus areas are briefly cited and recommendations that would address these issues are provided for consideration.

For each of the focus areas, APO staff, working in conjunction with the city, began identifying possible solutions to address network gaps.

West Division Area

The West Division focus area includes the length of Division Street from 41st Avenue S to Cooper Avenue S, as shown in Figure E.42. In the city’s Comprehensive Plan, this area is identified as a retail and employment hub and a gateway into Saint Cloud that transitions toward the Downtown Area.

Among the issues that led to the identification of this area are a high level of activity from all transportation modes, the large number of crashes involving pedestrians or bicyclists that have occurred along Division, crossing safety concerns, and the presence of destinations often sought by bicyclists and pedestrians.

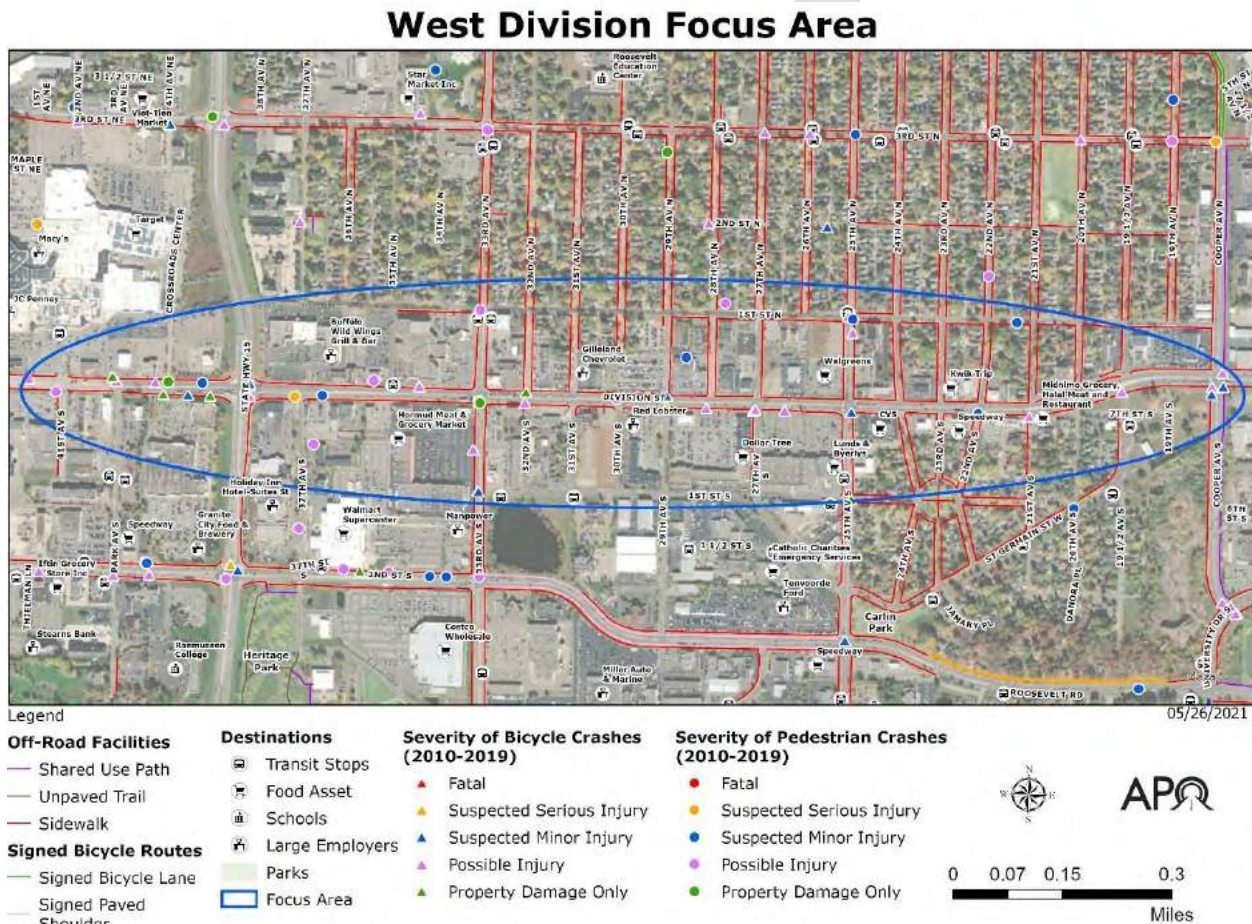


FIGURE E.42 – WEST DIVISION AREA OF FOCUS

NEEDS AND ISSUES

Division Street is the primary east/west transportation corridor for the Saint Cloud region. The high level of traffic congestion on Division Street has often been cited in local and regional plans as a significant issue. This area of Saint Cloud which includes Crossroads and other large retail centers is also a primary commercial area for the city and a regional attraction.

The average daily traffic on west Division ranges from 14,250 to 17,000 vehicles. The posted speed is 35 mph. The volume of vehicle turning movements at full access intersections is very high. The high volume of traffic and the large number of active transportation users crossing Division to reach their destinations contribute to the high incidence of crashes.

Within the area along the West Division Street corridor shown in Figure E.42 there have been over 30 crashes reported involving pedestrians and bicyclists within a ten-year period. Most of these crashes happened along Division. Many of these crashes occurred at signalized intersections with multiple accidents at Cooper Avenue, 33rd Avenue, and Highway 15. Many of the crashes recorded were in mid-block areas of Division.

The 2020 Crash Analysis Report notes that traffic volumes on major roadways within Saint Cloud has risen 34 percent from 2010 to 2019 and concludes that crashes will tend to increase as traffic volumes continue to grow. In citing possible deficiencies, the crash report considers that pedestrians and bicyclists were in many instances not visible to drivers of vehicles. The report speculates that poor lighting may be at fault. Inadequate walk and clearance times at signals was suggested as another common factor in crashes. The number and severity of crashes and the crash report analysis suggests safety improvements are needed along Division Street.

The city's Comprehensive Plan states that since Division Street primarily serves as a mobility corridor, priority must continue to be given to vehicle movements while safely accommodating other users. There are sidewalks in place along both sides of Division with signal-controlled intersections and crosswalks for active transportation users at regularly spaced intervals. To reduce conflict points that may result in safety issues, the city's plan recommended eliminating many driveway or parking curb cuts along the corridor.

Long distances for pedestrians to cross Division was identified in the Comprehensive Plan as problematic for safe crossings. Extending medians, providing pedestrian refuge areas and bump outs to shorten crossing distances, and controlling vehicle speeds are among the recommendations from the Comprehensive Plan to improve crossing safety on west Division.

The 2020 Highway 15 Study reviewed the performance of Division Street intersections within the area between 33rd and Waite Avenue in Waite Park relative to the comfort of pedestrians and bicyclists. While pedestrian volumes that cross at the intersection of Highway 15 and Division are minimal, the volume of vehicle traffic on them presents a significant safety issue for pedestrians. The Highway 15 Study notes that marked crosswalks used with other safety strategies such as refuge islands, curb extensions, and appropriate signage will improve pedestrian safety.

While the Comprehensive Plan identifies the need to accommodate all modes, there are no signed bicycle routes within the West Division area of focus. The city's plan does include a concept for a future bicycle route that would follow 33rd Avenue and cross Division.

In response to these issues and to further address needs for the West Division area, it is suggested that investments be directed to improvements along this corridor as follows.

RECOMMENDATIONS

This plan reiterates many of the recommendations from the Comprehensive Plan to make pedestrian crossings on Division safer. Recommended improvements are as follows:

- At the signalized intersections on Division, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.
- Consider adding curb extensions (bumpouts) at intersections on Division to reduce the crossing distance for pedestrians.
- Consider fencing or barriers along Division to discourage mid-block crossings.
- Add a north/south bicycle facility connection to cross Division at 25th Avenue or 33rd Avenue.

2nd Street South Area

The 2nd Street South area identified as the focus for further analysis encompasses the area shown in Figure E.42. Along with the length of CSAH 75/2nd Street South indicated east of Highway 15, the area includes that portion of MN 23/2nd Street South located west of MN 15 with accesses to retail and office parks. The Comprehensive Plan identifies 2nd Street South as a highly significant retail and employment corridor.

Crossing safety concerns, the presence of many destinations often sought by bicyclists and pedestrians, facility designs that are below MnDOT guidelines, and the large number of crashes involving pedestrians or bicyclists, particularly east and west of Highway 15, are among the issues that led to the identification of this focus area.

2nd Street South Focus Area



FIGURE E.43 – 2ND STREET SOUTH AREA OF FOCUS

NEEDS AND ISSUES

The 2020 Highway 15 Corridor Study identified the intersections of 2nd Street South with MN 15 and with 33rd Avenue as hot spots for crashes. Many of these involved pedestrians and bicyclists. The study notes that high volumes and speeds from MN 15 and along 2nd Street South often create conflicts that contribute to crashes.

The average daily traffic on 2nd Street South to the east of MN 15 ranges from 10,900 to 12,500. West of MN 15, traffic volumes average 15,000 vehicles per day. The posted speed on 2nd Street South is 40 mph. There is a high volume of vehicle turning movements at Highway 15, 33rd Avenue, and 25th Avenue. Vehicle traffic levels and desires of active transportation users to reach their destinations are likely factors in the high incidence of crashes.

Over a 10-year period, there were 15 crashes within the area of focus, mostly along 2nd Street South between Thielman Lane and 33rd Avenue South. Several crashes occurred at the intersection with Highway 15. Most of the crashes along 2nd Street are occurring mid-block involving active transportation users that are not using the signalized crosswalks.

As discussed in Chapter 4 of the ATP, MnDOT guidelines suggest bicycle facility designs appropriate to the speed and volume of traffic. The shared bike lane on the portion of 2nd Street South from 25th Avenue to 33rd Avenue currently does not meet MnDOT guidelines for the volume of vehicle traffic and the width of shoulder. The 2020 Highway 15 Study found high bicycle level of service needs in this area due to the lack of dedicated bicycle facilities. The study notes that paved shoulders do not provide a comfortable bicycle experience except for the most confident users.

The Highway 15 Study examined the crossing experience for pedestrians and bicycles based on levels of service scores. The study suggests measures could be implemented to improve the comfort level for pedestrians at signalized intersection. The Highway 15 Study recommends signals and marked crosswalks associated with other safety strategies such as refuge islands, curb extensions, and appropriate signage. With new streetscape and crossing improvements, assure that sight lines are not obstructed. Also suggested from the Highway 15 Study are more sidewalks within the area of study and the addition of separated shared use paths to provide safe bicycle facilities for all types of users.

RECOMMENDATIONS

This plan reiterates many of the recommendations from the Comprehensive Plan and the Highway 15 Corridor Study to add connections and make crossings on 2nd Street South safer. Recommended improvements are as follows:

- At the signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.
- To improve safety at pedestrian crossings, consider adding curb extensions (bumpouts) at intersections on 2nd Street South to reduce the crossing distance for pedestrians.

- Consider adding fencing or barriers along 2nd Street South to discourage mid-block crossings.
- To improve comfort and safety for cyclists, remove the bicycle lanes on 2nd Street South and replace with a shared use path along the south side of 2nd Street South.
- Complete sidewalk gaps on 2nd Street South and add sidewalks along the Park Avenue and 29th Avenue South connections to 2nd Street South.

University Drive Area

The University Drive focus area encompasses University Drive from Cooper Avenue to Killian Boulevard east of the Mississippi River. Included are streets that intersect with University Drive - Cooper Avenue, 9th Avenue, 5th Avenue, Killian Boulevard and others. Note that the area includes accesses to SCSU and other destinations - Coborn's and other food stores, McKinley and Southside Park and the entrance to South Junior High School.

This area of focus was chosen due to usage from a variety of transportation modes, the large number of crashes involving pedestrians or bicyclists on University Drive and 9th Street S, facilities below the standard for the volume of traffic, and the presence of many destinations often sought by bicyclists and pedestrians.

University Drive Focus Area

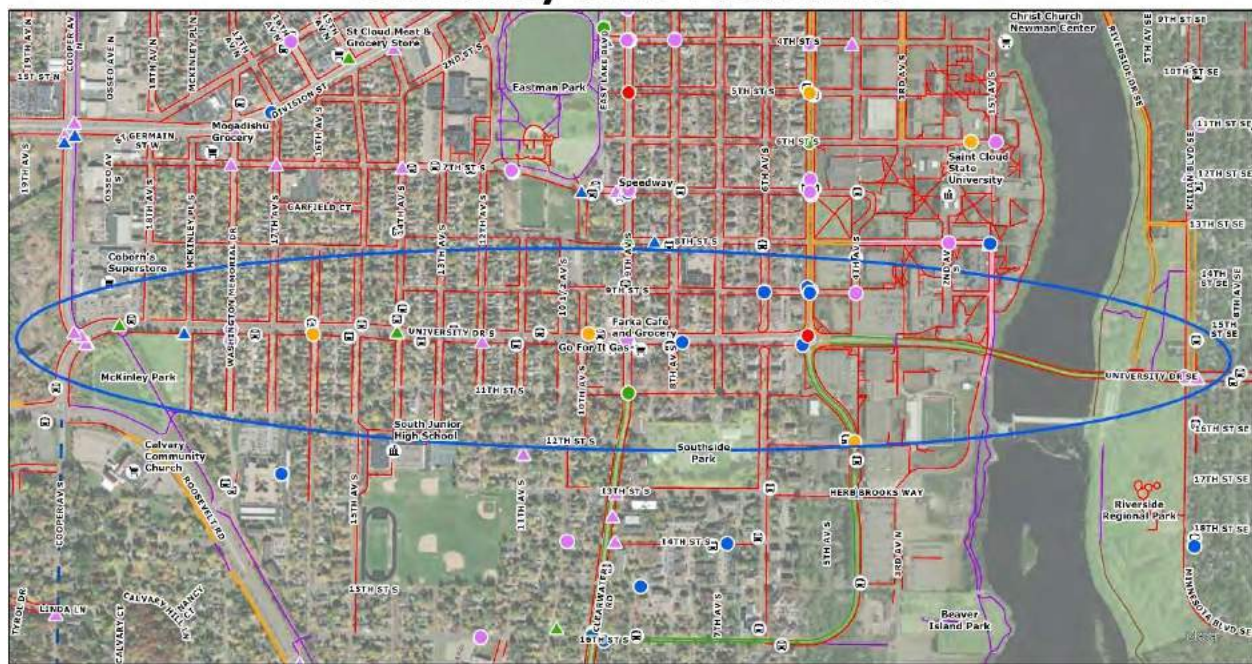


FIGURE E.44 – UNIVERSITY DRIVE AREA OF FOCUS

NEEDS AND ISSUES

As well as being the primary access for SCSU, University Drive is a high volume minor arterial corridor for east/west travel movements within Saint Cloud. The design of University Drive as a 4-lane road with a raised median is intended to provide mobility for vehicle traffic. Students from SCSU and residents from neighborhood areas bring a significant amount of pedestrian and bicycle usage with a need to safely cross heavily travelled University Drive and 5th Avenue South. High levels of vehicle traffic conflict with active transportation users and contribute to the high incidence of crashes occurring along University Drive and 5th Avenue.

University Drive

A dozen crashes including serious injuries and fatalities to pedestrians occurred along University Drive at the locations indicated in Figure E.44. These crashes are generally occurring at intersection locations.

The traffic volume on University Drives ranges from 17,400 to 19,500 vehicles per day. The posted speed on these roads is 30 mph. Many locations along University Drive have marked crosswalks, though most are without signal controls. The signed bicycle lane from 5th Avenue South to Killian Boulevard does not meet MnDOT guidelines for the volume of traffic. The suggested facility given the volume of traffic is a separated bike lane or shared use path.

5th Avenue South

Along the west entrance to SCSU, 5th Avenue South is a 2-lane collector that carries an average of 8,700 vehicles per day. There is a marked crosswalk at 9th Street South and a roundabout at University Avenue. SCSU students use 5th Avenue as an access to downtown services. As shown, clusters of pedestrian crashes are found at the University Drive/5th Avenue roundabout and other locations along 5th Avenue.

RECOMMENDATIONS

Recommended improvements to the University Drive Area are as follows:

- To improve safety at pedestrian crossings, consider adding curb extensions (bumpouts) at intersections on 5th Avenue and University Drive to reduce the crossing distance for pedestrians.
- At appropriate locations, implement crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At the signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.
- Along the northwest edge of McKinley Park adjacent to University Drive/Cooper Avenue widen sidewalk to create a 10 ft shared use path, closing a gap in the bicycle facility network.
- Add a high-visibility marked crosswalk at the 12th Avenue South intersection with University Avenue.
- Improve the University Avenue intersection with 9th Avenue South by modifying driveway curb cuts to adjacent businesses, providing more spacing and fewer conflict points.

- To improve comfort and safety for cyclists, add buffer separation or rumble strips to the bicycle lanes on University Avenue.
- Consider adding a raised crosswalk or other safety improvements at the 5th Avenue South roundabout.

East Division Area

This focus of need is the Division Street area east from Osseo Avenue along with Saint Cloud’s downtown Central Business District (CBD) with the two Mississippi River crossings. Streets that lead to Division and the CBD, particularly gateway routes from the north and the south, are included in this focus area. Figure E.45 shows facilities and destinations for active transportation users within this area of focus.

This area was chosen due to high usage by all modes, the significant number of crashes along Division and connecting routes, crossing safety concerns, bicycle facilities that are below design guidelines, the facility conditions, and access needs for underserved areas.

East Division Focus Area

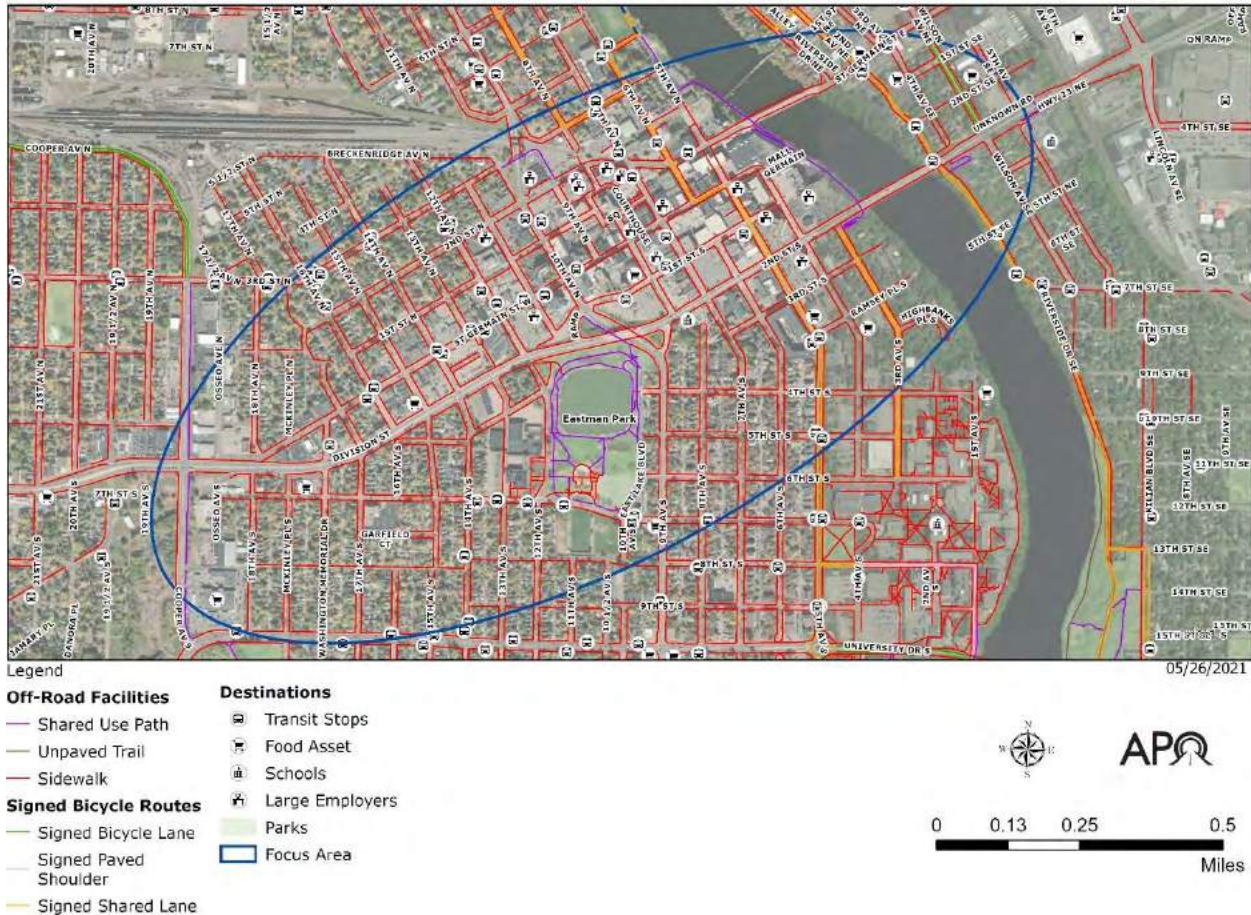


FIGURE E.45 – EAST DIVISION AREA OF FOCUS, FACILITIES AND DESTINATIONS

Saint Cloud’s goal for the downtown area as identified in the Comprehensive Plan is to improve the comfort level for pedestrians. More public spaces and gathering areas should be

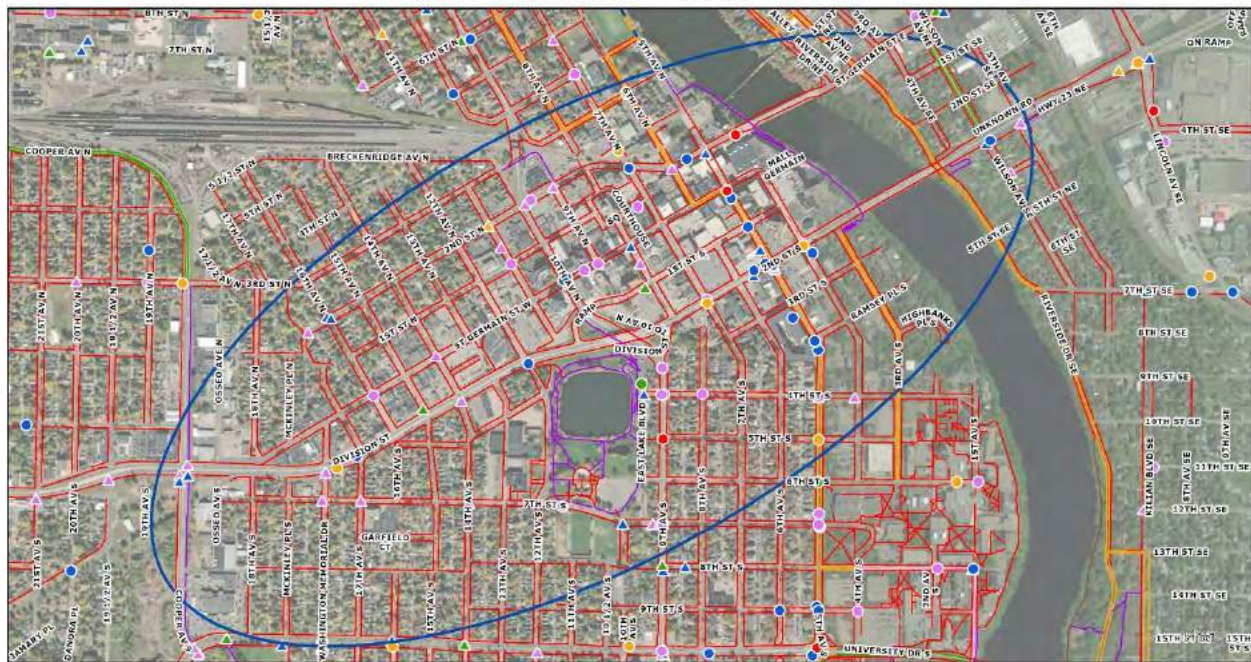
available in the downtown as walking destinations. The Comprehensive Plan includes strategies to address barriers to pedestrian usage. Among the recommended facility safety improvements in the CBD are adding pedestrian refuge islands along Division, crossing enhancements such as signal timing improvements, and the use of safety technologies for pedestrians at signalized crosswalks.

The Comprehensive Plan seeks to make downtown Saint Cloud a “bike-friendly and bike accessible district.” Other goals from the Comprehensive Plan are to provide greater connectivity for all transportation modes, improve transportation connections beyond the downtown area, and add facilities to areas that are underserved.

NEEDS AND ISSUES

Along Division Street there were over 20 crashes reported involving pedestrians and bicyclists from 2010 to 2019. Crashes are also occurring along high-volume routes leading into and through downtown Saint Cloud -- 5th Avenue, 9th Avenue/10th Avenue, West St Germain, and 2nd Street North. Many of these accidents resulted in serious injuries and fatalities to pedestrians. These accidents are occurring both at intersections and at mid-block locations. Crash locations within the area of focus and their severity are shown in Figure E.46.

East Division Focus Area



Off-Road Facilities	Severity of Bicycle Crashes (2010-2019)	Severity of Pedestrian Crashes (2010-2019)	 
<ul style="list-style-type: none"> — Shared Use Path — Unpaved Trail — Sidewalk 	<ul style="list-style-type: none"> ▲ Fatal ● Suspected Serious Injury ▲ Suspected Minor Injury ▲ Possible Injury ▲ Property Damage Only 	<ul style="list-style-type: none"> ● Fatal ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage Only 	
Signed Bicycle Routes			
<ul style="list-style-type: none"> — Signed Bicycle Lane — Signed Paved Shoulder — Signed Shared Lane 			

FIGURE E.46 – LOCATION OF CRASHES WITHIN THE EAST DIVISION FOCUS AREA

Division Street

As earlier noted, Division Street, a 4-lane divided highway with a raised median, is the city's primary retail and employment corridor area as well as being a principal transportation route through the city. The many retail, entertainment and employment destinations within the downtown area attract all transportation modes.

The average daily traffic along this area of east Division ranges from 15,000 to 17,000 vehicles. The posted speed is 35 mph. The Comprehensive Plan notes that the traffic volumes and speeds along Division are a barrier to crossings. As with west Division, high traffic levels coupled with the number of active transportation users who cross Division to reach their destinations are likely factors in the frequency of crashes.

5th Avenue

Figure E.46 reveals a high incidence of crashes along 5th Avenue both north and south of Division. As noted, the 5th Avenue South corridor receives significant usage from SCSU students as a gateway to downtown destinations.

North of Ramsey Place, 5th Avenue transitions from a 2-lane to a 3-lane street with a center turn lane. Average daily traffic on this section is 8,700 vehicles. North of Division, 5th Avenue continues as a 3-lane minor arterial with direct access to downtown businesses. 5th Avenue is signed as a bicycle route along much of its length, sharing lanes with vehicle traffic, though this route does not meet MnDOT guidelines given the speed and volume of traffic. The suggested facility given the volume of usage is a bike lane separated from traffic or a shared use path. Portions of the pavement on 5th Avenue bike route are rated in fair condition.

The 2020 Crash Analysis Report in reviewing the locations where crashes occurred at 5th Avenue intersections cited poor lighting, limited visibility, poor crosswalk markings and inadequate signage as deficiencies. Solutions suggested are more lighting, high visibility flashing devices, improved pavement markings, and advanced warning devices.

According to the Comprehensive Plan, safety improvements should be made to the existing bicycle routes along 5th Avenue. An on-road bicycle facility that connects 5th Avenue to Lake George is recommended in the Saint Cloud plan.

9th/10th Avenue

Another gateway that brings many into the CBD area is 9th Avenue, also a route with many crashes. This 3-lane minor arterial with a center turn lane averages 16,400 vehicles per day. From the south part of the focus area, 9th Avenue South transitions to 4 lanes with a raised median at the Highway 23 underpass to become 10th Avenue North. Many cyclists and pedestrians must cross 9th Avenue South from Lake George to reach downtown and the SCSU area. The Comprehensive Plan found that many walk across 10th Avenue North to and from the office development to downtown attractions.

Vehicle traffic coming from the north on 9th Avenue often turns onto 1st Street/2nd Street North, a 4-lane undivided roadway that continues through the CBD and crosses the Mississippi River. Average daily vehicle traffic grows to 14,300 at the bridge. The many

crashes along 1st Street/2nd Street North suggest that crossing improvements are needed along this corridor.

West St Germain

In the heart of the downtown, West St Germain, converted from what was once a pedestrian mall, now provides two lanes for vehicle traffic with diagonal parking. Traffic on West St Germain averages 6,300 vehicles daily. Another area with a troubling number of crashes, West St Germain could be improved to better balance the needs of vehicles and active transportation users. The Comprehensive Plan recommends removing the parking from the north side of West St Germain and widening the sidewalks.

RECOMMENDATIONS

This plan reiterates recommendations from the Comprehensive Plan to make the downtown area more accessible to pedestrians and bicyclists. The following recommendations reflect those that are from the Saint Cloud Comprehensive Plan:

- To improve safety at pedestrian crossings, consider adding curb extensions (bumpouts) at intersections on 5th Avenue, 7th Avenue, and 10th Avenue to control speeds and reduce the crossing distance for pedestrians.
- Implement crossing devices that assist pedestrians by increasing driver awareness such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At the signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.
- To improve comfort and safety for cyclists, consider removing the bicycle lanes on 5th Avenue and replace with a shared use path.
- Widen sidewalks and remove parking from the north side of West St Germain to provide more space for pedestrians.
- Add on-road bicycle facilities or a shared use path on 7th Street to connect the SCSU campus area to Lake George.

Highway 10/Lincoln Avenue Area

This area of east Saint Cloud is identified in Figure E.47. This is the east end gateway area into Saint Cloud and includes parts of US Highway 10, east MN Highway 23, Lincoln Avenue, and East St Germain as well as the connecting local street network. This is a very attractive area for all modes with its many large retail and employment sites.

This area was chosen due to high volumes of vehicle traffic, the usage by many transportation modes, the history of crashes along major routes, crossing safety concerns and the presence of many destinations sought by bicyclists and pedestrians.

Highway 10/Lincoln Ave Focus Area

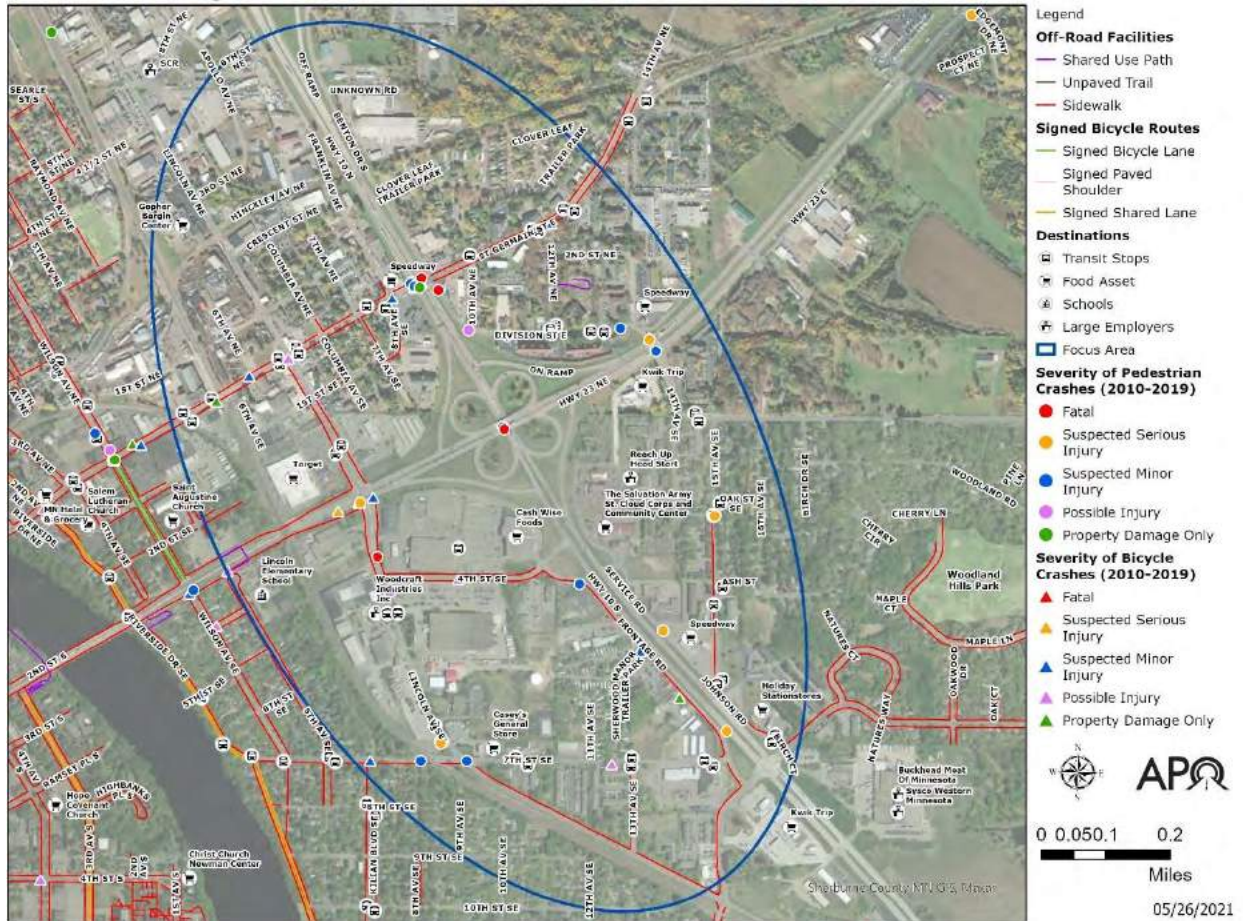


FIGURE E.47 – HIGHWAY 10/LINCOLN AVENUE AREAS OF FOCUS

NEEDS AND ISSUES

Currently there are many gaps in the active transportation facility network for east Saint Cloud. There are currently no bicycle facilities within the focus area and much of the area is lacking sidewalks which prevents many active transportation users from reaching their desired destinations. The 2019 East End Vision Plan proposes additions and improvements to bicycle and pedestrian networks on the east side which could occur with the proposed redevelopment of the east side commercial district.

Within the area of focus are a high number of crashes on Highway 10 including serious injuries and fatalities to pedestrians. The intersections with E St Germain and Highway 23 have been the site of multiple crashes. Many crash incidents have occurred at or near the intersection of Lincoln Avenue and Highway 23.

Saint Cloud's 2020 Crash Analysis Report described deficiencies at the locations in east Saint Cloud with multiple crashes and suggests facility improvements to solve safety issues. Crosswalk improvements, advanced warning devices, adjusted signal timings and lowering speeds are among the recommendations from the 2020 Crash Report.

US Highway 10 and MN Highway 23

Many local and regional plans identify the traffic volume and speeds along Highway 10 and Highway 23 as a barrier to crossings. Highway 10 is a 4-lane divided highway with a raised median. The average daily traffic along Highway 10 ranges from 12,500 to 13,250 vehicles. The posted speed through this area of Saint Cloud is 50 mph. The significance of Highway 23 as the main east/west transportation route through Saint Cloud has been noted. The traffic volume within this area of Highway 23 ranges from 11,950 to 15,500 vehicles per day.

The 2016 US 10 Pedestrian Corridor Report states that pedestrians struggle with finding a safe location to cross Highway 10. The volume and speed along Highway 10, the lack of pedestrian infrastructure, and the absence of controlled crossing locations were identified as current challenges in need of a workable solution. The simpler option, as presented in the US 10 Report, is adding crosswalks associated with installing pedestrian activated beacons. The other option is to build a pedestrian bridge over Highway 10. Either option should also include adding sidewalks or shared use paths to lead them there.

A project to rebuild the Highway 23/10 interchange in 2023 includes along with improvements to the flow of vehicle traffic, design elements to address safe access for bicycles and pedestrians. The current concept includes the addition of shared use path along Highway 23 between Lincoln and 14th Avenue and pedestrian access with a new roadway overpass at 4th Street to facilities along the east frontage road.

East St Germain

According to the city's 2019 Vision Plan, the area most in need of investment for roadway and streetscape improvements is East St Germain. The current roadway configuration is four travel lanes. The volume of traffic is 9,200 to 9,600 vehicles per day. There are sidewalks in place on both sides of East St Germain but no bicycle facilities.

The Vision Plan identifies as an option for improving safety and access along East St Germain reconfiguring the roadway. The suggested design for East St Germain is to remove two lanes, add a center median and a shared facility for cyclists. This design option would serve to slow vehicle traffic and provide better access for all active transportation users.

Lincoln Avenue

According to the Vision Plan, Lincoln Avenue should be improved to provide better access to the businesses and other destinations for transit users and people who walk and bike.

North of E St Germain, Lincoln Avenue is a 2-lane minor arterial that carries a daily traffic volume of 6,400 vehicles. There are no sidewalks or bicycle facilities along this section. South of E St Germain, Lincoln Avenue is a 4-lane that widens to include a median and dedicated turn lanes at the entrance to Target. This section of Lincoln has daily traffic volumes of 6,200 to 8,000 vehicles. South of 4th Street SE, where the volume drops to 2,550 vehicles per day, Lincoln Avenue becomes a 3-lane facility with a center turn lane.

Analysis from the Vision Plan indicates the amount of right-of-way on Lincoln Avenue north of St Germain is sufficient to allow for a center turn lane and needed sidewalks on both sides. The Vision Plan notes that while sidewalks are in place south of St Germain, they are not buffered from traffic. Given the amount of traffic on Lincoln, narrow sidewalks along the curb do not provide the safety and comfort needed for pedestrians, according to the plan.

The city's plan for the section of Lincoln Avenue south of E St Germain suggests two options to address this need. A boulevard design with sidewalks separated from traffic with plantings on each side of the street would create a more walkable condition. The other option from the Vision Plan is to convert more of Lincoln Avenue to a 3-lane road with center turn lanes, adding space for pedestrian walkways and a buffer strip.

Other recommendations from the East End Vision Plan include pedestrian enhancements and a future bike trail (shared use path) along the BNSF railway alignment associated with the TOD plan. This trail would also be a link to the proposed commercial redevelopment of the east side riverfront area.

RECOMMENDATIONS

This plan reiterates recommendations from the Comprehensive Plan, East End Vision Plan, and the US 10 Pedestrian Crossing Study to make east Saint Cloud more accessible and safer for active transportation users. East side redevelopment and road reconstruction provide opportunities to improve facilities and access for active transportation users. Recommended improvements are as follows:

- Add a shared use path and other safety improvements for pedestrians and bicyclists with the reconstruction of Highway 10/23 interchange.
- Complete the proposed redesign of north Lincoln Avenue, adding a center turn lane and sidewalks.
- Reconfigure south Lincoln Avenue with a 3-lane design and wider separated sidewalks or shared use paths.
- Reconfigure E St Germain as a 3-lane roadway with center turn lanes and the addition of dedicated bicycle lanes.
- If 4-lane configurations are retained, implement crossing devices such as Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).
- At the signalized intersections, consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time.

Evaluating Needs for the Region

The second phase of the needs analysis is to identify improvements to the regional facility network within the city of Saint Cloud and its planning area. These are projects that address ATP goal 5 objectives for achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside of Saint Cloud and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended regional facilities to extend the existing bicycle network within Saint Cloud and to other communities include as follows:

- In north Saint Cloud, build regional connections that follow 25th Avenue, Northway Drive, County Road 134, and County Road 120.
- In south Saint Cloud, complete connections on 16th Street South, 22nd Street South/County Road 137, W St Germain/County Road 74, and Cooper Avenue.
- In east Saint Cloud, connect Killian/Minnesota Boulevard to the east and County Road 8 to the south.
- Build connecting bicycle facilities along East Saint Germain and 14th Avenue SE.
- Add bicycle facilities that follow the proposed Southwest Beltway alignment.

Also proposed are connecting links from local routes to regional bicycle facilities with shared use paths along Ridgewood Road/County Road 134 and along 40th Street South/County Road 122.

SUMMARY OF SAINT CLOUD RECOMMENDATIONS

For consideration in identifying local priorities, the following is a summary of the suggested improvements to the local active transportation network from the ATP needs assessment and an estimate of costs.

Project	Description	Est. Cost??
1	Add on-road bicycle facilities along 25 th or 33 rd Avenue.	
2	Add a leading pedestrian interval (LPI) at signalized intersections.	
3	Add curb extensions (bumpouts) at intersections.	
4	Add fencing or barriers in mid-block areas.	
5	Install Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).	
6	Complete sidewalk connections in the 2 nd Street South area.	
7	Replace signed shared bicycle lanes on 2 nd Street South with separated shared use paths.	
8	Widen sidewalk adjacent to McKinley Park to provide a continuous shared use path.	
9	Add crosswalks and other pedestrian safety improvements to intersections along University Avenue.	
10	Widen sidewalks and remove parking from the north side of West St Germain.	
11	Add shared use paths across Highway 10 and complete east side connections.	
12	Implement redesign of north Lincoln Avenue, adding sidewalks.	
13	With reconstruction on south Lincoln Avenue, reconfigure 4-lane sections to 3-lane sections, adding a shared use path and a buffer area.	
14	Reconfigure E St Germain with restriping to a 3-lane section with center turn lanes and bicycle lanes.	

The following is a summary of proposed connections within Saint Cloud to complete the regional bicycle network to supplement other locally identified needs, and an estimate of costs.

Project	Description	Est. Cost??
1	Complete a north/south regional connection from Northway Drive, south along 25 th Avenue and Cooper Avenue.	
2	Complete a regional facility linking County Road 120, County Road 4, and 322 nd on the north end of Saint Cloud.	
3	Construct regional connections south of Killian Boulevard to US 10 and County Road 8.	
4	Construct a shared use path connecting 16 th Street South to Roosevelt Road.	
5	Extend for the regional network a shared use path east along County Road 137.	
6	Construct a shared use path connection along West St Germain/County Road 74.	
7	Complete a shared use path on 33 rd Street South to continue an alignment that follows the proposed Southwest Beltway.	
8	Build a regional bikeway connection along East St Germain/14 th Ave SE.	

The city of Saint Cloud through its internal planning and needs identification process has identified additional connections below to address priority gaps in the active transportation network that would link to the regional system.

Project	Description	Est. Cost??
1	Complete a shared use path connection along Ridgewood Road/County Road 134 in northwest Saint Cloud.	
2	Complete a shared use path connection along 40 th Street S/County Road 122 in south Saint Cloud.	

Shown in Figures E.48 – E.51 are maps with a full list of programmed projects and recommendations by location.

2020 Regional Active Transportation Plan

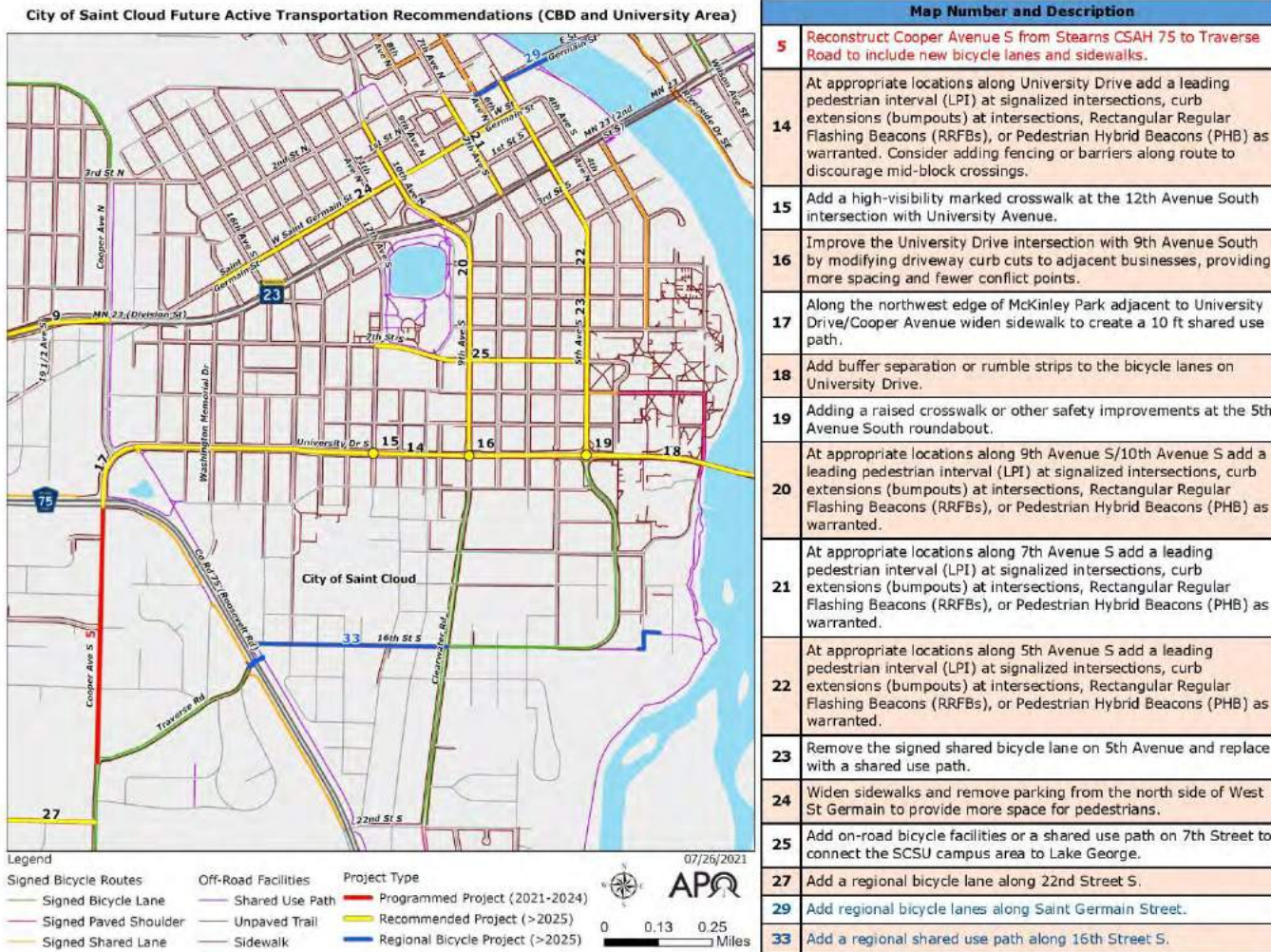


FIGURE E.49 – PROGRAMMED AND RECOMMENDED PROJECTS – CBD AND UNIVERSITY ARE

2020 Regional Active Transportation Plan

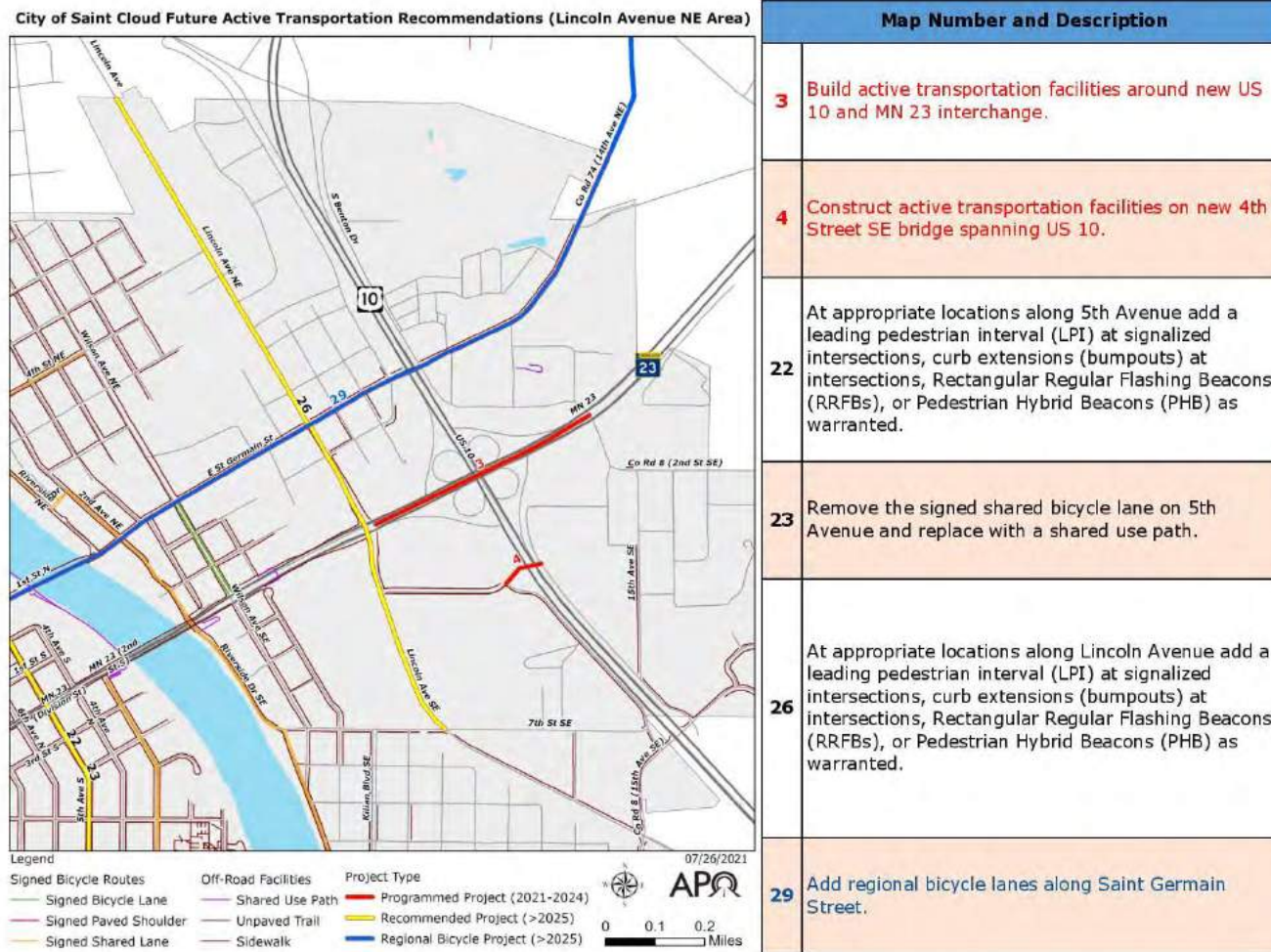
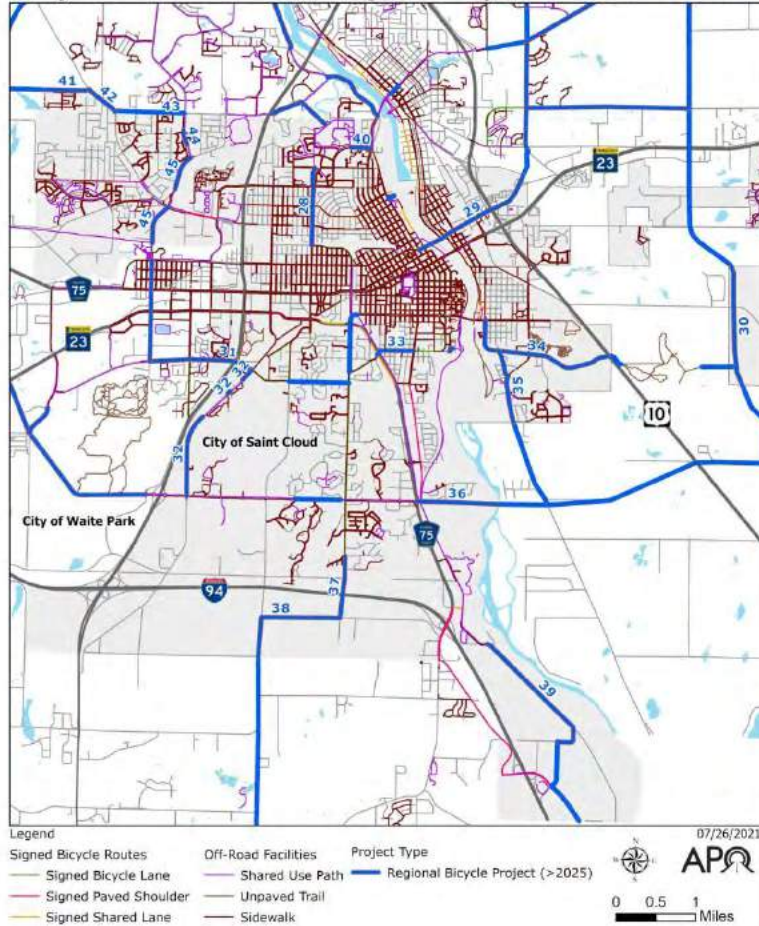


FIGURE E.50 – PROGRAMMED AND RECOMMENDED PROJECTS – LINCOLN AVENUE AREA

City of Saint Cloud Future Regional Bicycle Recommendations



Map Number and Description	
28	Add a regional shared use path along 25th Avenue North.
29	Add regional bicycle lanes along Saint Germain Street.
30	Add a regional shared use path along future north/south beltline.
31	Add regional bicycle lanes along 7th Street S (Stearns CSAH 137).
32	Add a regional shared use path along West Saint Germain Street (Stearns County Road 74).
33	Add a regional shared use path along 16th Street South.
34	Add a regional shared use path along Killian Boulevard/Minnesota Boulevard/MN 301.
35	Add a regional shared use path along Sherburne CSAH 8.
36	Add a regional shared use path along future west/east beltline.
37	Add regional bicycle lanes along Cooper Avenue South.
38	Add a regional shared use path along 255th Street and Stearns CSAH 136.
39	Add a regional shared use path along future Heatherwood Road.
40	Add a regional shared use path along Northway Drive.
41	Add a regional shared use path along 322nd Street.
42	Add a regional shared use path along Stearns CSAH 4.
43	Add a regional shared use path along Stearns CSAH 120.
44	Add a regional shared use path along Pinecone Road S.
45	Add a regional shared use path along Stearns CSAH 134.

FIGURE E.51 – PROGRAMMED AND RECOMMENDED PROJECT ADDITIONS TO REGIONAL NETWORK

DRAFT



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Fiscal Year 2026 Project Solicitations
DATE: Aug. 10, 2021

October marks the beginning of the Federal fiscal year. And with that, APO staff will begin work on developing the FY 2023-2026 Transportation Improvement Program (TIP).

The Transportation Improvement Program (TIP) is a Federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for Federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system.

Two major sources of Federal funding for local transportation projects stem from the Surface Transportation Block Grant Program (STBGP) and the Transportation Alternatives (TA) program.

Both programs begin their solicitation period in October.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

STBGP funding is received by the state from the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

The Central Minnesota ATP (ATP-3) – which encompasses MnDOT District 3 – further divides the allocated funding among specific regions within the ATP. Those regions include Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

Within the APO, APO staffers initiate the solicitation process for projects. Agencies and jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across MnDOT District 3. APO staffers then review, score, and offer a preliminary ranking of those submitted applications using a technical merit scoring rubric. Those findings are then presented to the APO's TAC and used as a guide to assist in prioritizing STBGP funded projects for the region.

At the September 2019 Policy Board meeting, Policy Board members approved the APO's STBGP scoring rubric. This rubric was used to score projects in the FY 2024 and FY 2025 STBGP solicitation process.

Slight modifications to the scoring rubric – in the form of updating existing maps and tables with the most current information available to APO staff – have occurred. The updated FY 2026 APO STBGP scoring rubric along with the application forms will be distributed once solicitation opens in October.

STBGP solicitation closes on Monday, Jan. 3, 2022, with applications due to Senior Transportation Planner Vicki Johnson.

Transportation Alternatives (TA)

Projects eligible for Transportation Alternatives (TA) funding include, but are not limited to: the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year MnDOT receives a projected TA funding target which is for four fiscal years out. These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs).

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5, 7E, 7W, and the APO.

The APO Senior Transportation Planner works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT District 3 staff in early January.

All applications across the Central Minnesota ATP are scored and ranked by a committee comprised of regional planning representatives which includes one planner and one engineer from the Saint Cloud APO. Once these scores are compiled, a prioritized list is brought before the ATP board for approval and incorporation into the State Transportation Improvement Program (STIP) – a document similar to the TIP, but which encompasses the entire state of Minnesota.

Aside from participation in the ranking and scoring of all Central Minnesota ATP regional projects, the APO – along with the other regional planning bodies within the ATP – have a very minor role in addressing their own regional priorities for TA funded projects.

To address this concern, MnDOT District 3 has allowed for regions like the APO to assign regional priority points to projects being completed within their planning area. These points, combined with the average scores from the TA scoring committee and regional equity points, can influence the final score and ultimate ranking of a project. Regional priority points are assigned to the top two projects – the number one project receives 10 points, the number two project receives five.

Each regional planning body is able to rank their projects and assign these regional priority points accordingly.

For the FY 2026 solicitation process, APO staff will be working with the TAC's bicycle and pedestrian subcommittee – the Active Transportation Advisory Committee (ATAC) – in developing a recommended prioritization for TAC consideration. This will be the same process used during the FY 2025 solicitation cycle.

The Letter of Intent (LOI) process for TA begins in October with an anticipated due date of Oct. 29, 2021. Full applications will be distributed by mid-November. TA workshops are scheduled to be held on Oct. 7 and Oct. 12. Notification will be sent out to the TAC with the final dates and times as soon as they are made available.

TA applications are due tentatively on Friday, Jan. 7, 2022. TA applications are submitted to MnDOT District 3 Planning and Programming Coordinator Jeff Lenz.

Other Solicitations of Note

In addition to these two main programs, three other solicitation programs – the Highway Safety Improvement Program (HSIP), Local Partnership Program (LPP), and Safe Routes to School (SRTS) will also be available for local jurisdictions.

Highway Safety Improvement Program (HSIP)

The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$500,000 per location.

Webinars on the HSIP program via Microsoft Teams have been scheduled for the following dates and times:

- 2-3:30 p.m. on Tuesday, Sept. 7, 2021.
- 1-2:30 p.m. on Wednesday, Sept. 29, 2021.
- 10-11:30 a.m. on Thursday, Oct. 18, 2021.

Please see the email sent by Vicki Johnson on Tuesday, Aug. 10, for more information on registering for these webinars.

Solicitation will kick off in September with the applications due to MnDOT's Central Office by Wednesday, Nov. 24.

Local Partnership Program (LPP)

The LPP is designed to address transportation issues on the trunk highway system that are of concern to local units of government but are typically not large-scale or high enough priority that they are directly selected as projects in the regular MnDOT Transportation Program.

More information on this program will be sent out in November from MnDOT District 3 State Aid. It is anticipated the application deadline will be near the end of January 2022.

Safe Routes to School (SRTS)

The Minnesota SRTS program has announced an infrastructure solicitation for 2021-2022. There appears to be a letter of intent process prior to submitting an application.

Webinars on this solicitation will be held via Microsoft Teams on the following dates at the following times:

- 1-2 p.m. on Thursday, Aug. 26, 2021.
- 1-2 p.m. on Wednesday, Sept. 8, 2021.
- 10:30-11:30 a.m. on Tuesday, Sept. 21, 2021.

Please see the email sent by Vicki Johnson on Tuesday, Aug. 10, for more information on registering for these webinars.

Suggested Action: None, informational.