

APPENDIX C: SAINT JOSEPH CITY PROFILE

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.

DEMOGRAPHICS

According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Saint Joseph has experienced a population growth of 48.2% since the year 2000.

The City strives to provide equitable service to all segments of the community in its transportation planning investments. The APO tracks specific population demographic subsets known as traditionally underrepresented populations at a regional level. 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 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 relatively 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 is reflected by the large number of college-age students within the city. According to the City’s Comprehensive Plan, students from the College of Saint Benedict (in Saint Joseph) and Saint John’s University (located in Collegeville) make up 30% of the City’s population.

See Figure C.2 below for other details.

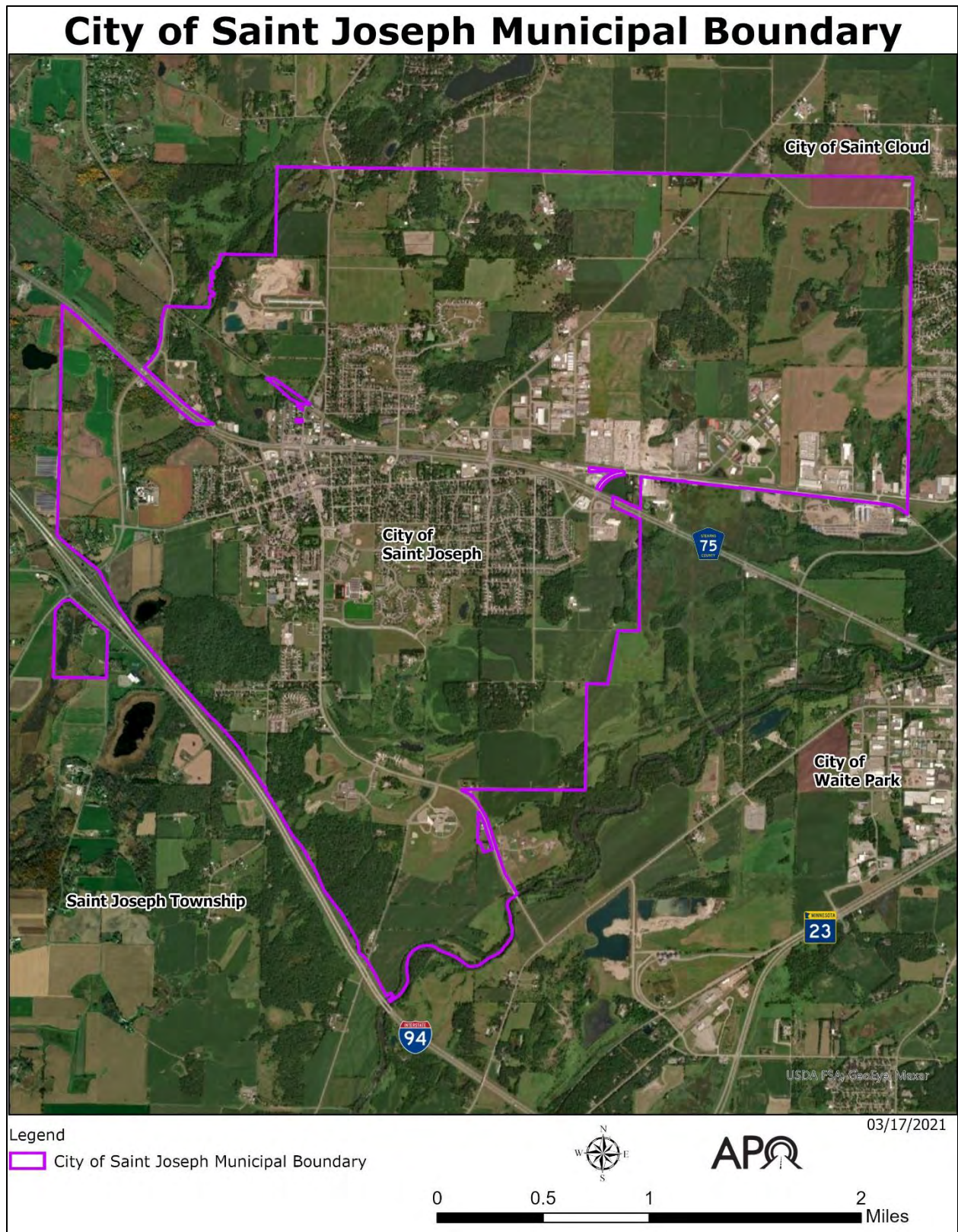


FIGURE C.1 – CITY OF SAINT JOSEPH.

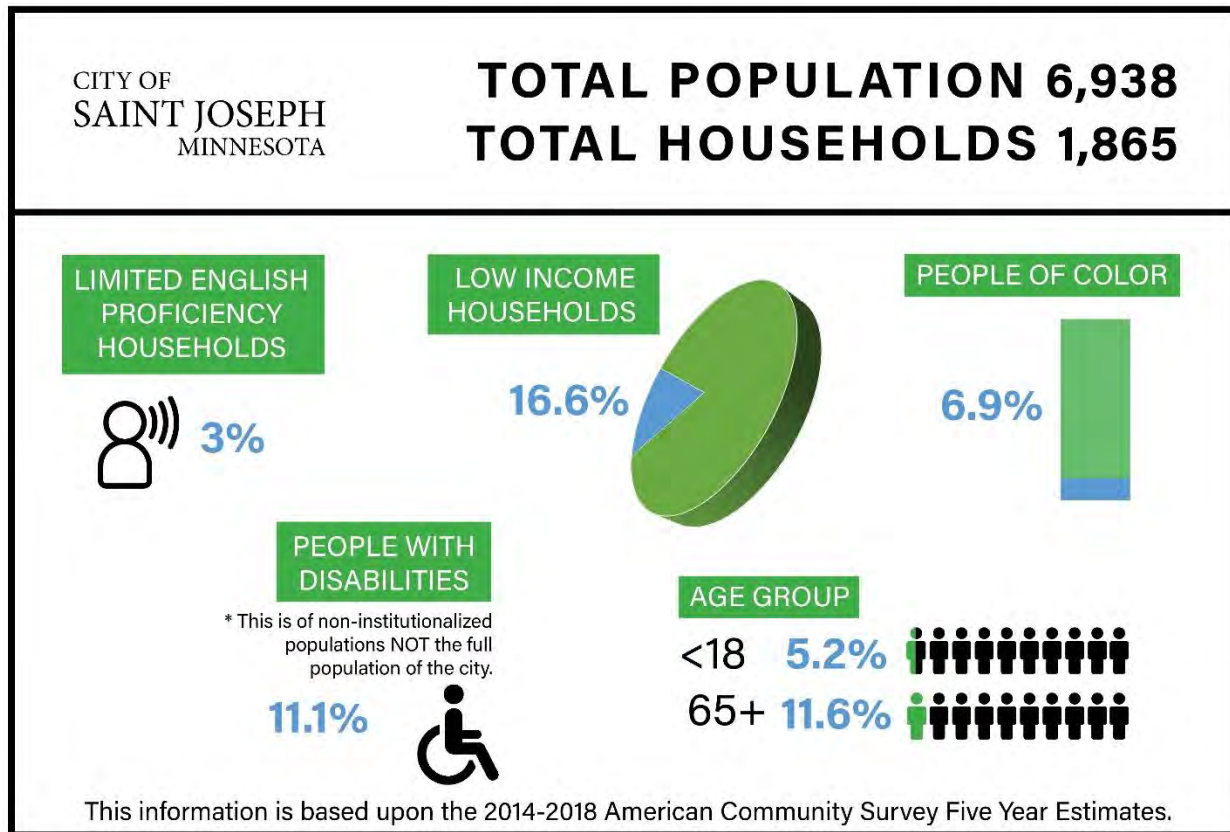


FIGURE C.2 – DEMOGRAPHIC PROFILE OF SAINT JOSEPH

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. Land use can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users.

Based on a land-use inventory developed with **Saint Joseph’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 new housing development growth primarily to the south along County Road 121 (College Avenue S).

Much of the City’s **retail and commercial activity is focused** in the downtown area near the college. 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

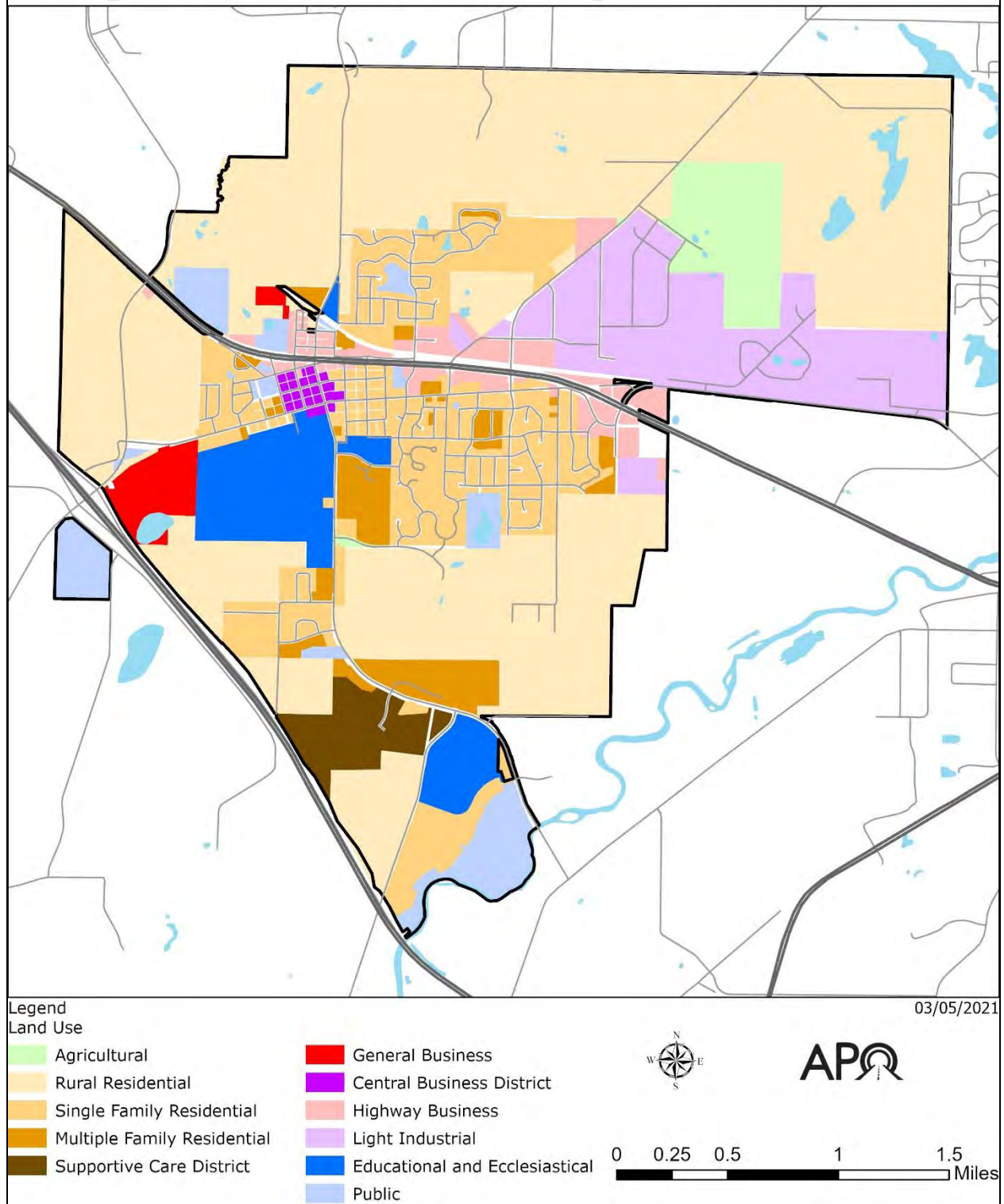


FIGURE C.3 – SAINT JOSEPH LAND USES.

Two large areas from the land use map are “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.

Located throughout the city are 78 acres of parkland. This includes various neighborhood parks, the Lake Wobegon Trail Visitors Center, and a public open space preserve along the Sauk River.

Understanding how the city plans to develop in the future will inform the type of transportation system needed. 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 include on-road facilities.

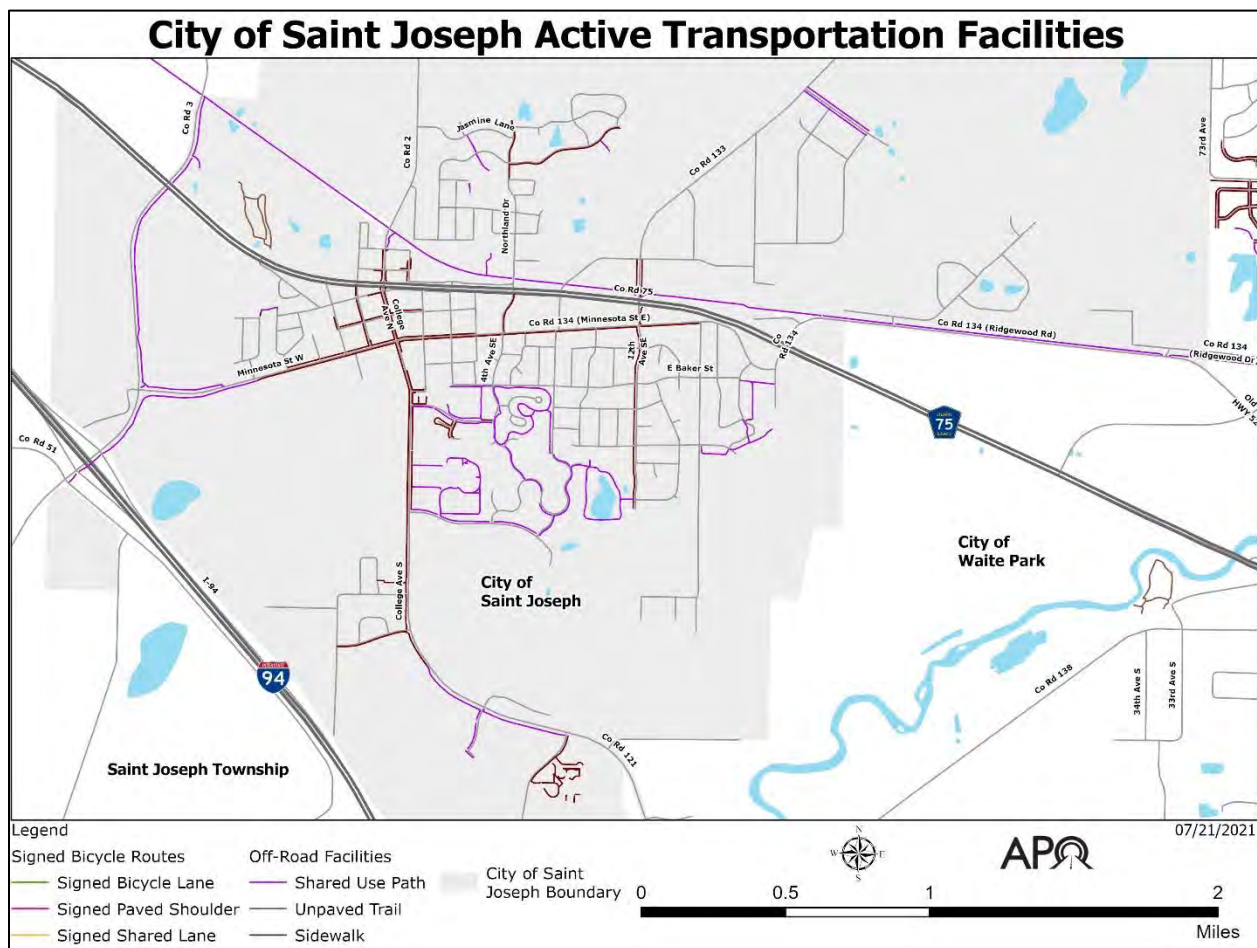


FIGURE C.4 – OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SAINT JOSEPH BY TYPE AND LOCATION.

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. Approximately 3.6 miles of the Lake Wobegon Trail falls within the city's boundaries 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 primarily serve southside neighborhood areas and Klinefelter Park.

Many of these paths provide neighborhoods 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

Approximately 8.4 miles of sidewalks are located within the city. Much of the sidewalks are located along College Avenue, Minnesota Street, and other parts of the downtown and commercial 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 Saint Joseph. The College Connection offers scheduled pickups and drop-offs at CSB with stops at SJU, Saint Cloud State University, 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 a curb-to-curb dial-a-ride service from Saint Joseph 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 provide service to Saint Joseph.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the existing active transportation infrastructure is in poor condition, it may cause safety issues, inconvenience for the user, or result in the underutilization of the facility. Keeping the system in good condition assures safety and a comfortable experience.

Pavement conditions data for 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 conducted a pavement condition assessment of most shared use paths within the APO in 2020. The Council used a specially equipped

electronic bicycle with instruments aboard to record the “bumpiness” of the pavement throughout the metropolitan planning area.

The study concluded that several facilities such as the shared use path along County Road 3 and the Lake Wobegon Trail are in good or ‘smooth’ conditions.

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.

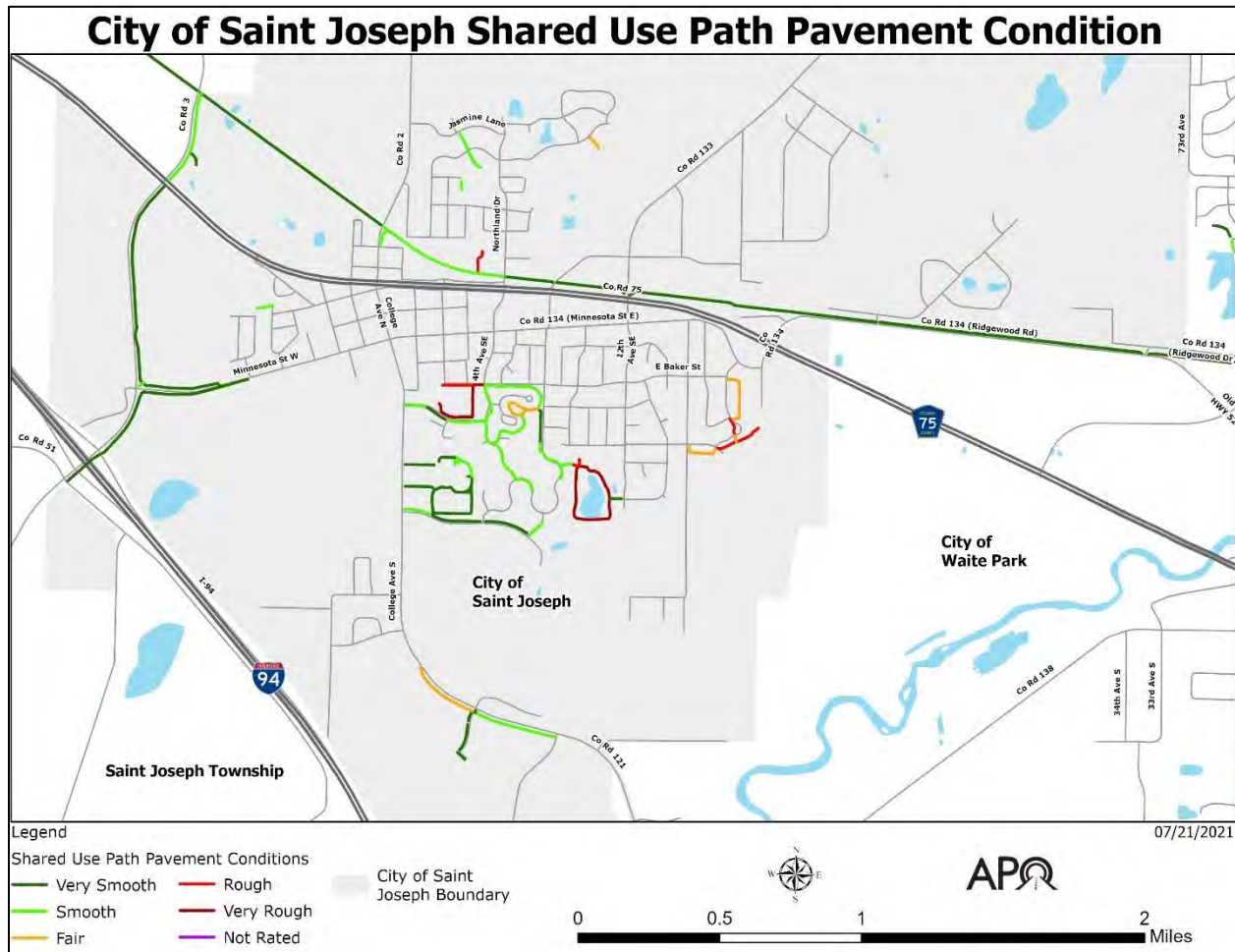


FIGURE C.5 – 2020 SHARED USE PATH PAVEMENT CONDITION FOR SAINT JOSEPH.

SAINT JOSEPH PLANS FOR ACTIVE TRANSPORTATION

The [2012 Transportation Plan Update](https://bit.ly/3zn4ib8) (https://bit.ly/3zn4ib8), a [2017 CSAH 75 Pedestrian Crossing Study](https://bit.ly/3FTc2ny) (https://bit.ly/3FTc2ny) and the [2018 Comprehensive Plan](https://bit.ly/3HxSF3L) (https://bit.ly/3HxSF3L) provide the current planning framework for active transportation within Saint Joseph. These plans stress the importance of a usable and growing transportation network for the city that includes trails and sidewalks.

2012 TRANSPORTATION PLAN UPDATE

The City's 2012 Transportation Plan Update (an update to the 2006 document) included new design guidelines and an updated analysis of transportation facilities and needs. This update also discussed plans for improving and enhancing the transportation system which includes the pedestrian and bicycle network. The Transportation Plan Update recommends 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. The plan notes 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.

2017 CSAH 75 PEDESTRIAN CROSSING STUDY

The 2017 CSAH 75 Pedestrian Crossing Study analyzed current conditions and safety along the CSAH 75 corridor through Saint Joseph. Identifying a feasible location and other strategies to address safe crossing and connective needs were the chief purpose for this study. The study established the need for a grade-separated crossing for bicycles and pedestrians to travel between the Lake Wobegon Trail and areas south of the highway. A series of recommendations are included in the final report.

2018 COMPREHENSIVE PLAN

The 2018 Comprehensive Plan represents the City's vision for Saint Joseph. This vision includes providing all residents with walkable neighborhoods, a vibrant downtown, and many usable recreational spaces. One strategy to achieve this vision is a pedestrian-focused design for the downtown and CSB campus area. Elsewhere in the City, well-designed neighborhoods will include a network of connected, walkable, and safely accessible sidewalks, trails, and streets.

Active Transportation Needs as Identified in Comprehensive Plan

The Comprehensive Plan's primary goals are to plan, develop, and maintain a safe and accessible multimodal transportation system. 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 also focus on building new segments to close gaps in the network.

According to the Comprehensive Plan, there are limited opportunities for active transportation facilities, primarily through residential areas. However, the plan recommends developing a network of bicycle routes through the city to improve access to schools,

transit, employment, recreation, and other needs. Traffic calming measures will be introduced where necessary to improve bicycle safety. The plan also calls for further study and implementation of a safe crossing of CSAH 75 for pedestrians and bicyclists.

The 2018 Comprehensive Plan's **park** component establishes a goal to create and maintain an interconnected trail and sidewalk system tying together parks and open spaces with the urban and suburban areas of the city. Several strategies are presented to achieve this goal including guidance and solutions presented by the city for improving user safety, comfort, convenience, and connectivity. As the City grows, its shared use paths will be protected from the impact of vehicular traffic and development.

OTHER PLANNING EFFORTS

In 2017, CSB conducted a planning study to examine several pedestrian crossings along College Avenue. This study recommended the completion of sidewalks and crosswalks at intersections along College Avenue South on Minnesota Street to facilitate safe crossings for CSB students, staff, and faculty. 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, the city ordinance calls for a minimum of 6-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 8-feet. All facilities shall conform to design standards and Americans with Disabilities Act (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 60 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

Understanding bicycling and walking behavior on the active transportation network within the City of Saint Joseph can help in a couple of ways. The purpose of collecting system usage data is to measure the change in usage over time, prioritize the investment of new and existing infrastructure, and assist in planning and designing future facilities. It is essential to know how well current facilities address the user's 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 near its intersection with College Avenue (County Road 2).

The MnDOT counter uses two different types of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can record that cyclist and determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure people's body heat 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 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 many 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 counting program is relatively new (beginning in 2020), so limited data is available.

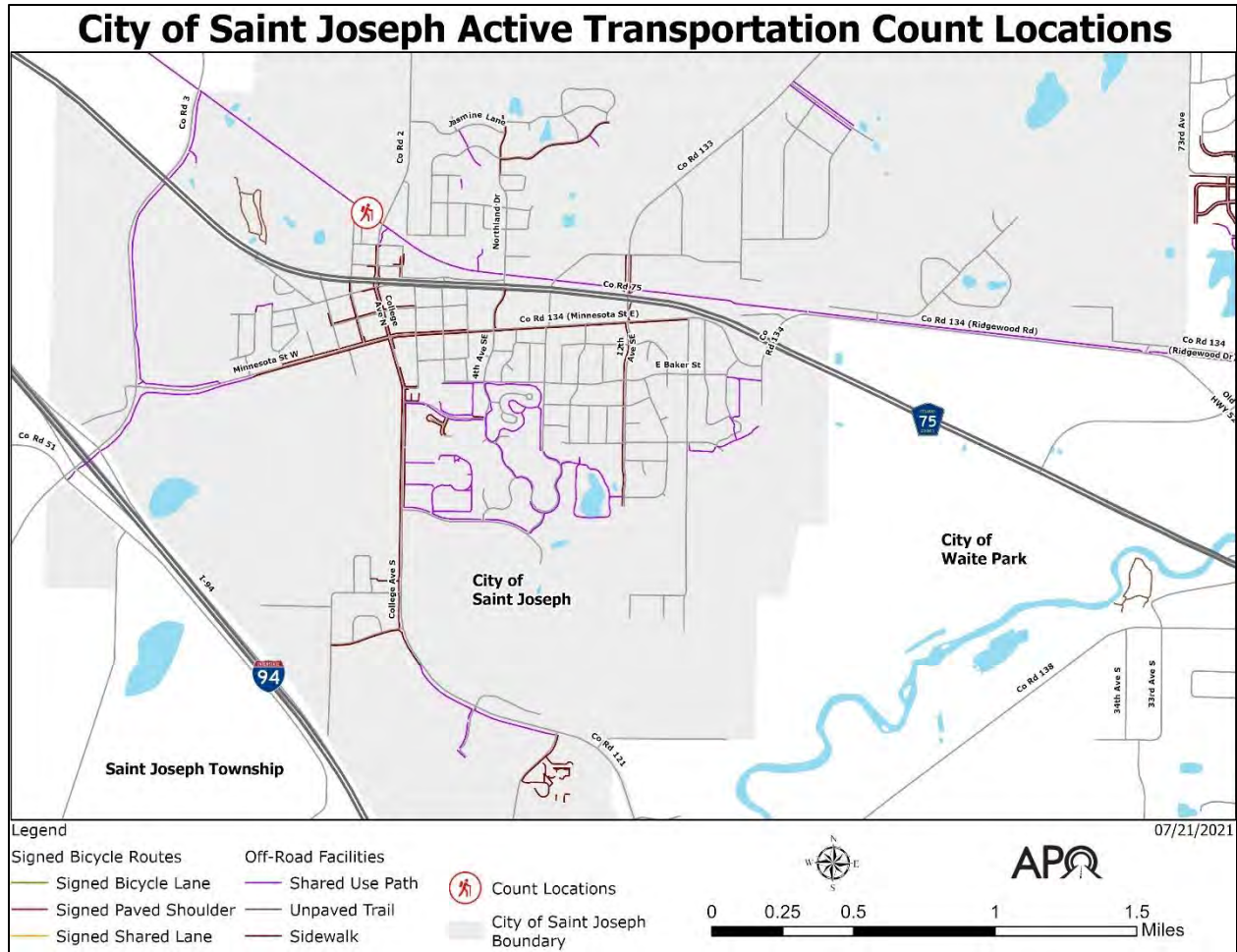


FIGURE C.6 – PORTABLE AUTOMATIC BICYCLE/PEDESTRIAN COUNT LOCATIONS WITHIN THE CITY OF SAINT JOSEPH.

The APO’s counts indicate that the Lake Wobegon Trail at the Saint Joseph trailhead receives significant usage, mainly on weekends. Figure C.7 compares summer pedestrian usage in 2019 and 2020. When college is in session, average daily weekend counts tend to be significantly higher than when college is recessed.

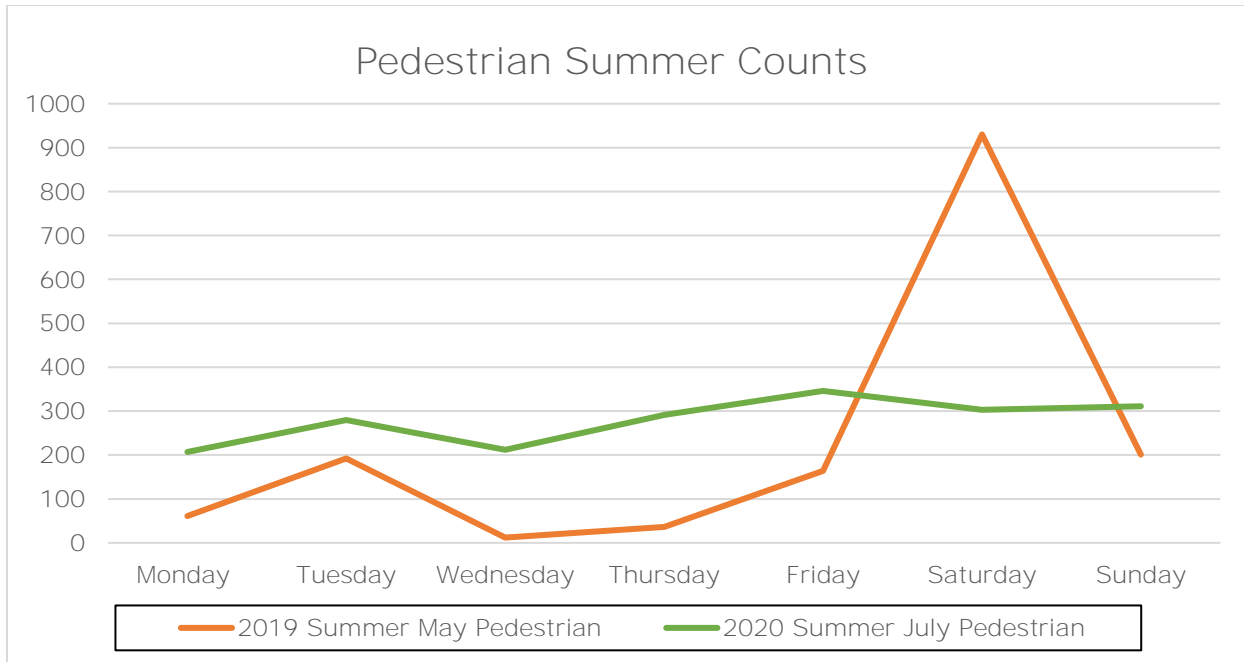


FIGURE C.7 – 2019 AND 2020 PEDESTRIAN COUNTS AT THE LAKE WOBEGON VISITORS CENTER IN SAINT JOSEPH.



FIGURE C.8 – LAKE WOBEGON TRAILHEAD IN SAINT JOSEPH.

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks. Figure C.9 shows the locations of these destinations within the City of Saint Joseph. Food assets are grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed have 100 or more full- and/or part-time employees.

Schools

The City of Saint Joseph prides itself on the quality educational opportunities provided by the College of Saint Benedict and Kennedy Community School.

The CSB campus, 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, which offers higher education for men. Much of the SJU student population also lives within the City of Saint Joseph.

Kennedy Community School, part of St. Cloud Area School District 742, is 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.9, grocery stores and other food destinations are primarily found in the downtown area and near intersecting streets along CSAH 75. There are several small grocery outlets, Saint Joseph Meat Market, and Gateway Church (a food distribution site) located **within the downtown area**. **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 food assets along CSAH 75 have access to the Lake Wobegon Trail.

Large Employers

Among the City's largest employers are CSB and Kennedy Community 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 College Avenue S.

Parks

Eight city parks, the Lake Wobegon Trailhead and Visitors Center, and an archery range can be found within the City of Saint Joseph.

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.

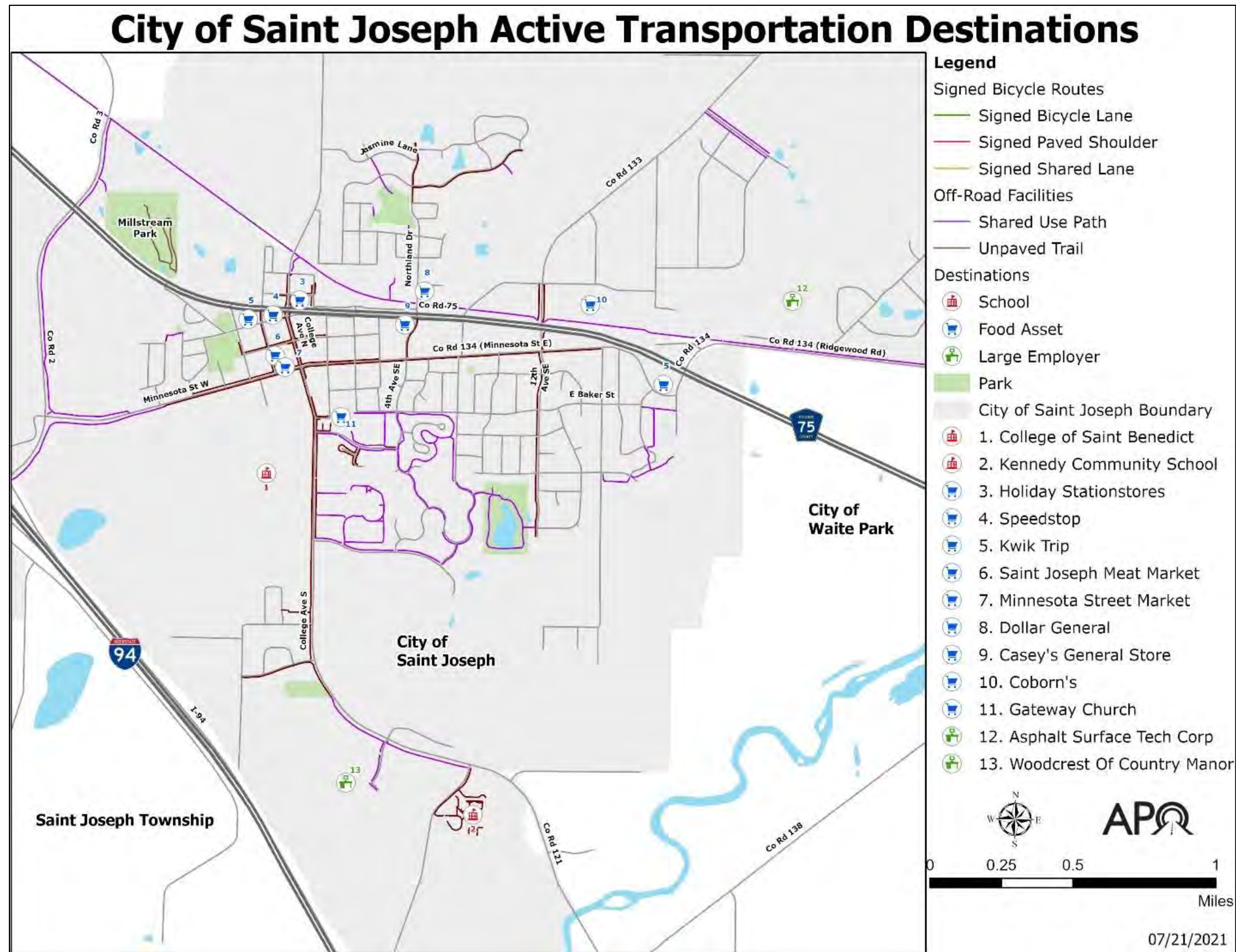


FIGURE C.9 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN SAINT JOSEPH.

SAFETY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are rising within the Saint Cloud MPA.

Specifically, within the City of Saint Joseph, DPS crash data has indicated that nine crashes involving active transportation users and vehicles have occurred in the 10 years between 2010 and 2019. See Figure C.10 for locations and severity.

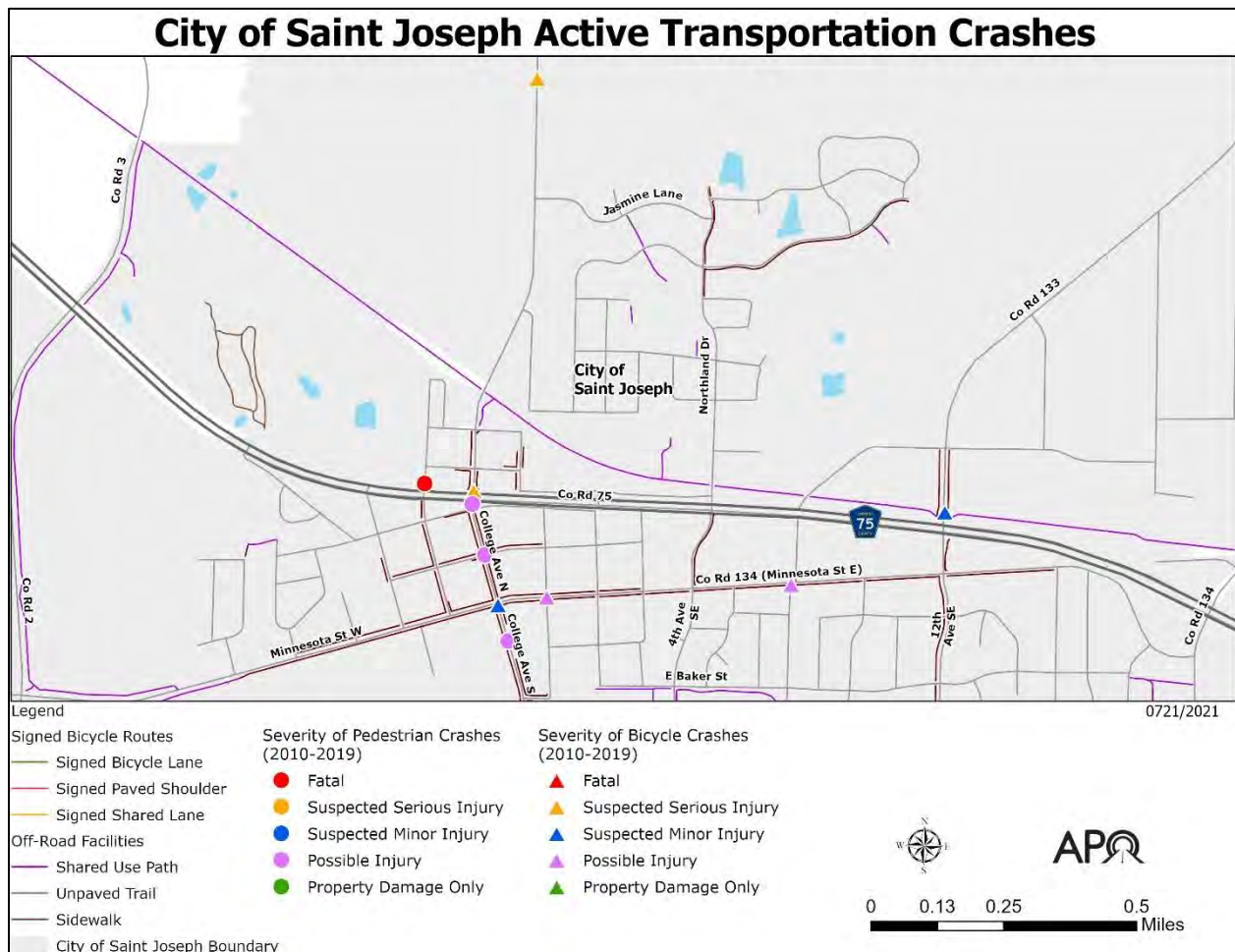


FIGURE C.10 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS (2010-2019).

Most of the crashes occurred within or near the downtown area of Saint Joseph. While most resulted in minor injuries, a fatality and two serious injuries to pedestrians occurred. A crash at a location along the frontage road north of the First 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 N and CSAH 75. According to the report, the cyclist was legally crossing but could not be seen by the driver. Another crash 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 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 crashes involving 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 in 10 years. Crash reports indicate that the driver did not see the pedestrian or cyclist of the vehicle in many cases. 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 five-year program of projects based on current needs and available revenues. The CIP contains short-term projects designed to improve active transportation facilities. The CIP also indicates anticipated future revenues that may be available to implement such projects.

One such project identified jointly by both Saint Joseph and Stearns County is the active transportation improvements to CSAH 133 to be completed as part of the programmed roadway reconstruction. In addition to the roadway expansion from CSAH 75 to 15th Avenue, this project will also include ADA compliant elements with a sidewalk and/or shared use path on at least one side of the roadway. Intersection improvement will also be made at the Elm Street intersection (a potential roundabout) address safety concerns.

Also identified in the CIP is a northern sidewalk connection along Northland Drive and a shared use path connection that would extend from 20th Avenue SE to existing neighborhood facilities.

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 also has a long-term plan to acquire right-of-way and extend a new north roadway corridor from 73rd Avenue to CSAH 133. When built, the new north corridor may also include the addition of active transportation facilities, according to city staff.

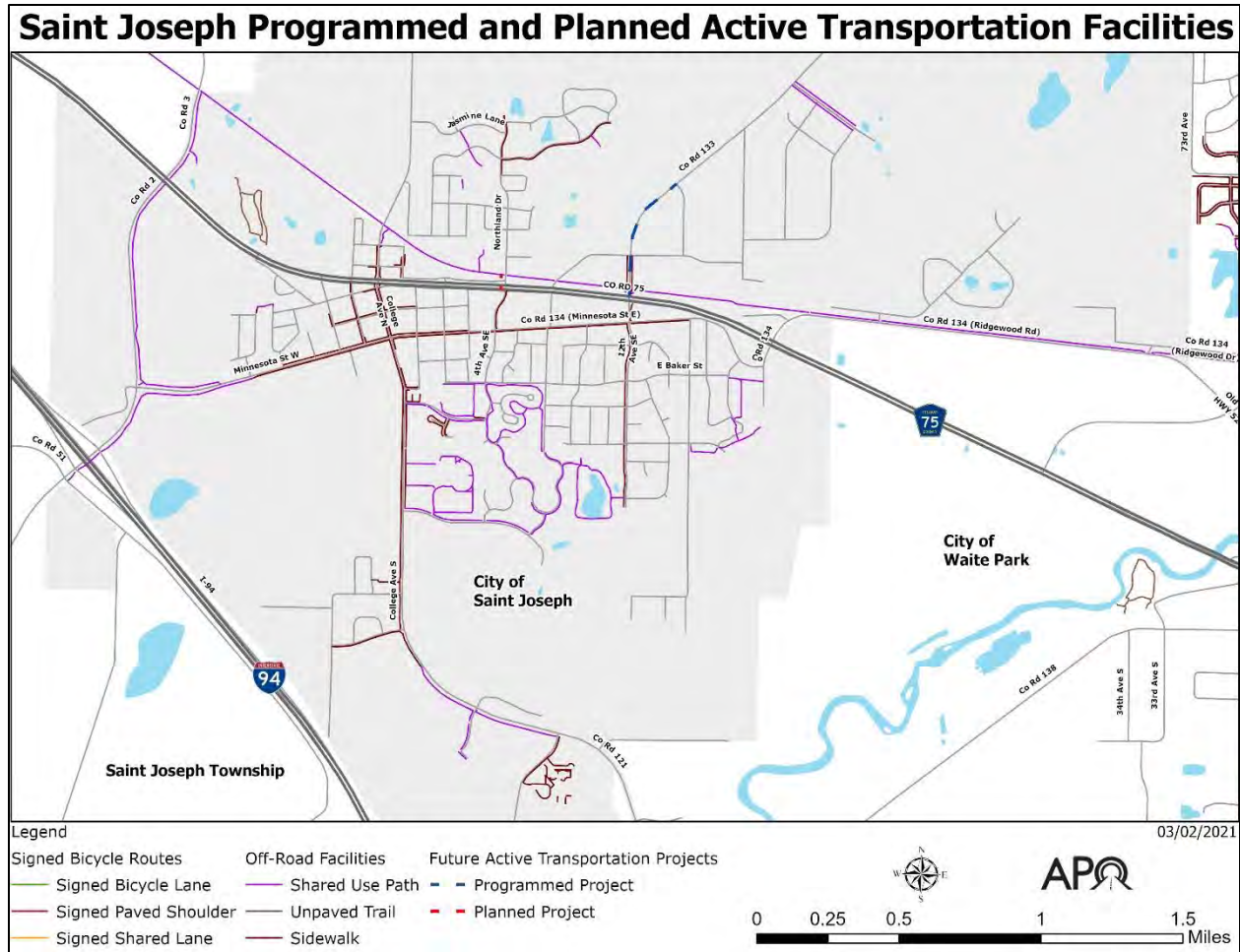


FIGURE C.11 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES FOR THE CITY OF SAINT JOSEPH.

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

APO staff performed a citywide analysis of facility and other needs for active transportation users to supplement and inform current city planning efforts. The intent of this assessment, conducted 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 regional goals and objectives for active transportation as adopted by the APO provide a starting point for the Saint Joseph needs assessment.

Those goals were:

1. Improve bicycle and pedestrian safety and comfort.
2. Improve active transportation connections to desired destinations.
3. Improve the condition of active transportation infrastructure.
4. Provide equitable access to active transportation facilities for all people of all abilities.
5. Promote an interconnected regional active transportation network.

The evaluation factors were equally applied for assessing needs within each city and across the MPA. The goals, objectives, and factors used to evaluate services and needs relative to each objective are detailed in Chapter 4. Performance ratings from the evaluation of factors for Saint Joseph are shown in Figure C.12.

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 a 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.12 – SAINT JOSEPH PERFORMANCE REPORT CARD (2019).

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework, 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 into three phases. Beginning with an in-depth analysis of transportation networks, APO staff identified issues and needs within individual communities across the region. This cursory review led to a more detailed analysis of active transportation needs for focus areas identified within each city and ultimately the identification of jurisdictional-level project recommendations – Phase 2. In the final phase, local and regional needs identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Phase 1: Evaluating Needs for the City of Saint Joseph

In order to begin this evaluation, APO staff reviewed needs and service area gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data that **detailed the city's existing active transportation conditions. Utilizing the objectives and applying factors** (as identified in Chapter 4), 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 C.13 summarizes the findings for the City of Saint Joseph.

Considered along with the factors were the comments from the APO's initial public input along with comments from city staff. Areas where multiple issues were revealed when the factors were applied became the focus of further review and analysis.

Phase 2: Analysis of Saint Joseph Focus Areas

From the process described for the review of needs and gaps for the City of Saint Joseph, the following areas were identified as priority areas for improvements.

- College Avenue/Stearns CSAH 2 area.
- Fourth Avenue NE/Northland Drive area.
- Stearns County Road 134 area.

APO staff working in conjunction with city staff for each focus area further analyzed needs and issues and worked to identify possible solutions.

It is important to note that all three focus areas identified have one common feature: CSAH 75. Ensuring pedestrians and bicyclists can safely cross this roadway 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. Data from 2014 shows that approximately 35,000 people use the Lake Wobegon Trail annually. The potential for conflicts coupled with the need to provide access for active transportation users led to identifying 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.13 – SAINT JOSEPH NEEDS ANALYSIS.

College Avenue/County Road 2 Area

As shown in Figure C.14, this focus area 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 as is the Lake Wobegon Trailhead and Visitors Center and residential areas 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, 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** CSB campus. 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 are of primary concern. 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 First 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 has a large number of active transportation users primarily due to the location of the Lake Wobegon Trailhead and Visitors Center. This destination includes a large parking area, a shelter, and bike share facilities. The Lake Wobegon 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 non-compliant with ADA standards.

While there are sidewalks south of the Wobegon that lead to downtown and the college area, there are no sidewalks or other active transportation facilities to the north. The gap in sidewalk connectivity to the north was identified in the 2017 planning study. Existing neighborhoods, mainly east of County Road 2, appear to lack adequate facilities for walking and bicycling.

College Avenue North/Stearns CSAH 2 Focus Area

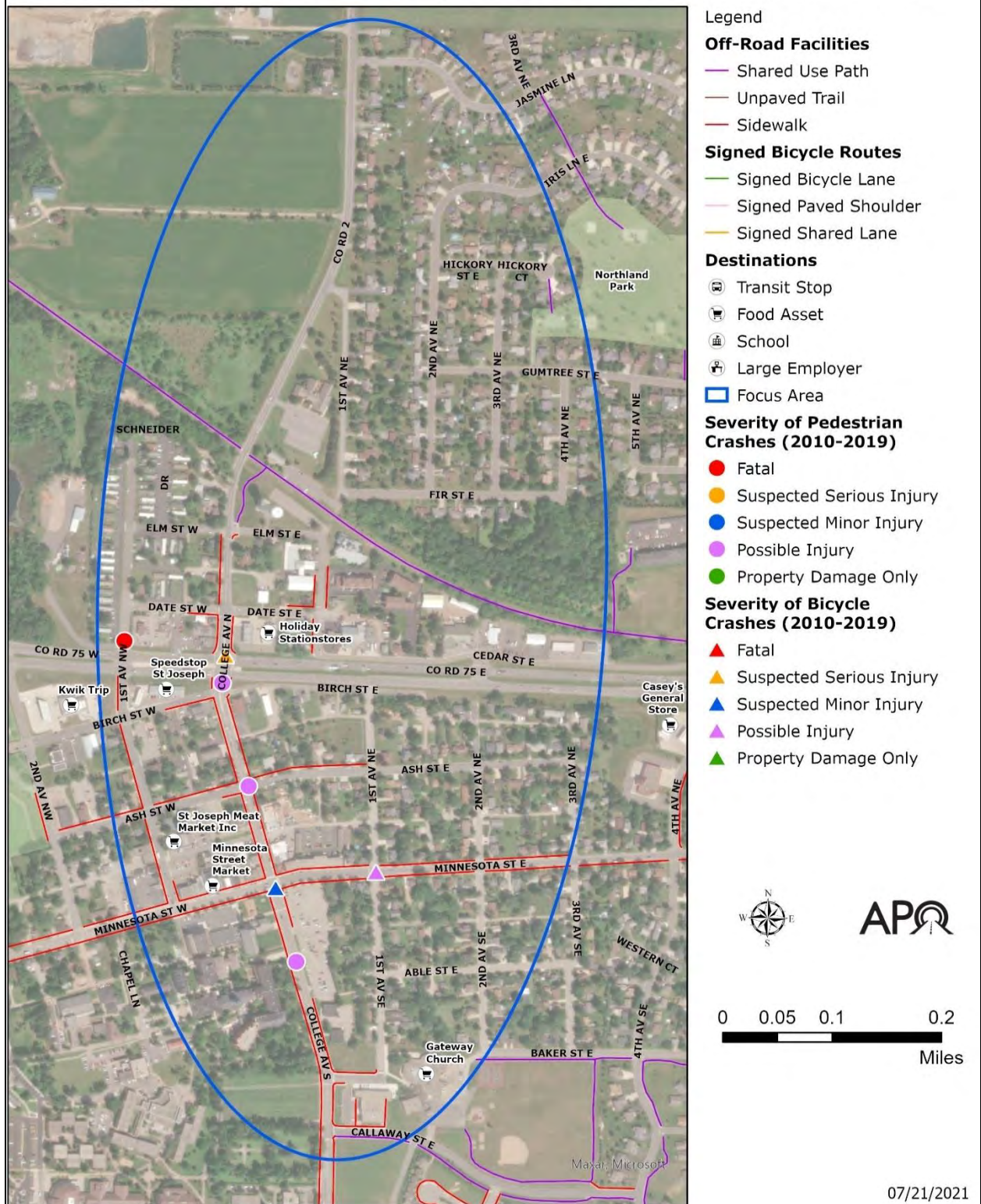


FIGURE C.14 – COLLEGE AVENUE/COUNTY ROAD 2 FOCUS AREA IN THE CITY OF SAINT JOSEPH.

RECOMMENDATIONS

- Add additional sidewalk or a shared use path along College Avenue N/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 First 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 to meet ADA compliance standards.

Fourth Avenue NE/Northland Drive Area

As shown in Figure C.15, this area extends from Jasmine Lane to Baker Street along Fourth Avenue NE and Northland Drive. The area includes Northland Park, the CSAH 75 signalized crossing, adjacent neighborhood areas, and the connecting street network.

This focus area was identified due to bicycle and pedestrian safety concerns in crossing the CSAH 75 and the lack of connecting facilities to destinations like the Lake Wobegon Trail, a city park, and northside neighborhoods.

NEEDS AND ISSUES

The Lake Wobegon Trail crosses Northland Drive near the Cedar Street E frontage road and CSAH 75. Currently there is no facility that connects to the Wobegon. However, it is known from the planning study that large numbers of pedestrians and bicyclists leave the trail and cross CSAH 75 at this intersection to reach south side destinations. Aside from the regional trail itself and a short stub connecting to 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 Fourth Avenue NE.

The 2017 planning study recommended a grade-separated underpass of CSAH 75 be constructed in this area. The study notes interim steps will need to be included to further connect the northern CSAH 75 and southern CSAH 75 portions of the active transportation network along with the existing signalized crossing at Fourth Avenue NE.

The short-term connectivity and safety recommendations from the 2017 study are new approaches to the east and south of the Fourth Avenue NE/Northland Drive intersection. The study recommends that marked crosswalks and pedestrian-activated signals be installed at the intersection, a south spur extension of the Lake Wobegon Trail, and a sidewalk to the north. The city will be adding sidewalks along the east of Northland Drive to Northland Park.



FIGURE C.15 – FOURTH 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/Fourth 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 a sidewalk from CSAH 75 to Hickory Drive to fill the sidewalk gap.
- Install a shared use path from CSAH 75 to Fifth Avenue NE so user of the Lake Wobegon Trail can bike from the trail to their neighborhood.
- Build a grade-separated crossing of CSAH 75 consistent with the CSAH 75 Pedestrian Crossing Study recommendations.

Stearns County Road 134 Focus Area

As shown in Figure C.16, the Stearns 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 safety concerns, the lack of facility connections to the Lake Wobegon Trail, and the location of destinations attracting pedestrians and bicyclists.



FIGURE C.16 – STEARNS COUNTY ROAD 134 AREA OF FOCUS IN SAINT JOSEPH.

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. 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 improvement, though still missing, is 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 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.
- 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.

Phase 3: Evaluating Needs for the Region

The final phase of the needs analysis was to identify improvements to the regional facility network within the City of Saint Joseph. These projects would assist in 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 include adding 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.

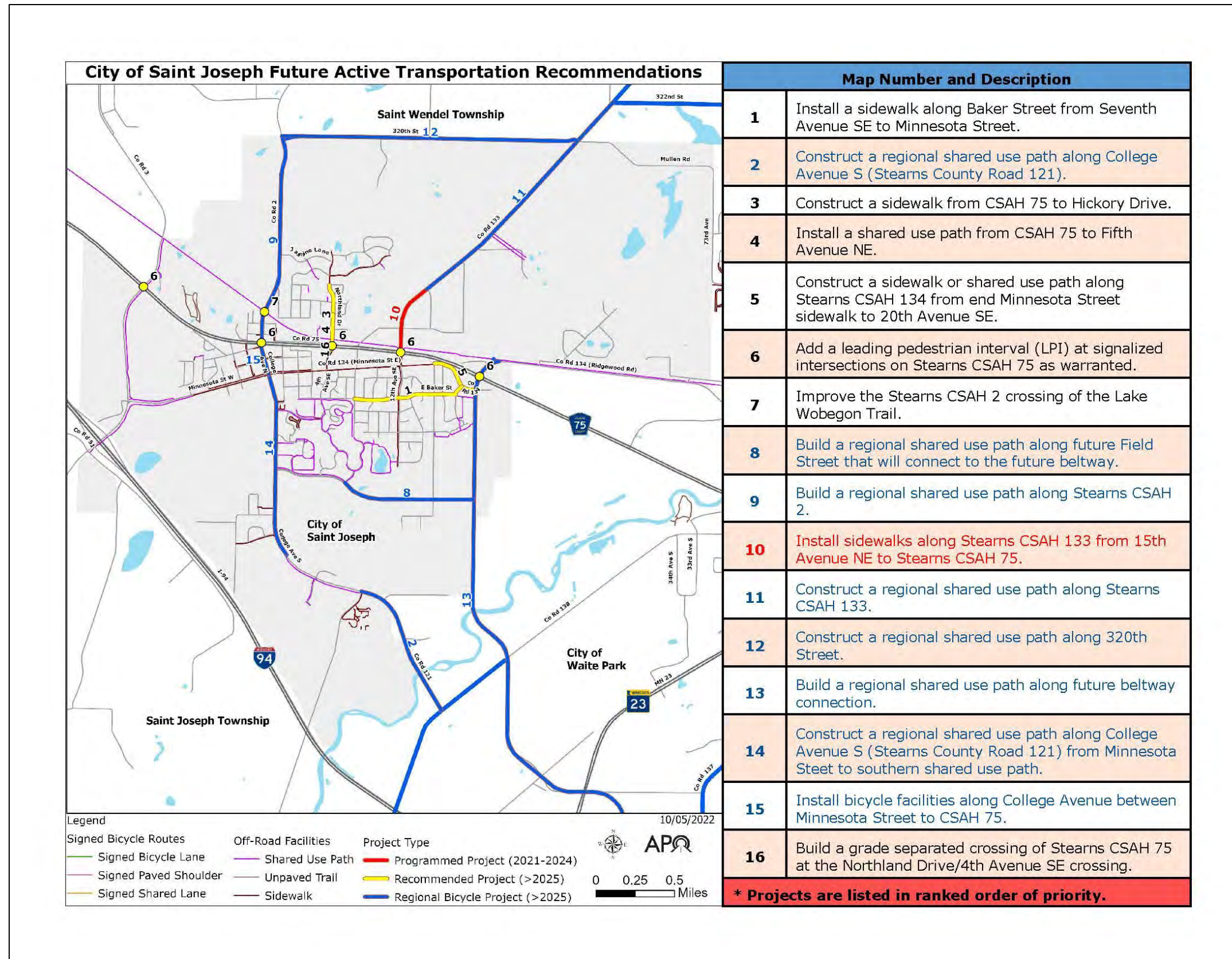


FIGURE C.17 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SAINT JOSEPH.

DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN PROJECT SURVEY INPUT

The draft regional active transportation plan project survey was available for public comment between June 15 and July 15, 2022, via ArcGIS Survey123. The survey asked participants to rate each proposed project from one to five stars, one being the lowest priority and five being the high priority. Below are the results for the City of Saint Joseph Projects. More information on the public input process can be found in Appendix F.

Project Number	Average Stars
Saint Joseph Project 3	2.9
Saint Joseph Project 4	2.4
Saint Joseph Project 5	2.7
Saint Joseph Project 6	2.7
Saint Joseph Project 7	2.3
Saint Joseph Project 16	2.7

FIGURE C.18 – PROJECT SURVEY RESULTS.

Public Comments
Stop wasting Taxpayers money
Improved visibility, safety controls for each pedestrian crossings at these intersections: College Ave and County 75 4th Ave SE/Northland Drive and County 75 12th Ave se/County 133 and County 75 20th Ave se/County 134 and County 75 Minnesota St to old 52 using 2nd Ave nw
Add a couple Metro Bus routes to St. Joe each day.

FIGURE C.19 – PUBLIC COMMENTS.