

Overview

If successful, we intend to use our grant award to hire a professional traffic engineering/design firm to:

1. Analyze all existing traffic safety data within the project area to identify the most problematic locations for crashes, including:
 - a. Locations with the highest fatalities, and
 - b. Locations with the highest combined number of fatalities and serious injuries, and
 - c. Locations with the highest number of crashes regardless of fatalities or serious injuries
2. Coordinate with the Project Management Team (PMT) to select a final set of locations for further analysis
 - a. Locations with be prioritized based on:
 - i. Severity of the crash problem on a regional level
 - ii. Severity of the crash problem at the jurisdictional level
 1. At a minimum, the most problematic location for each city will be carried forward in this process
 - iii. The most problematic location(s) within under-served communities/neighborhoods
 - iv. The most problematic non-motorized crash locations
3. Further analyze existing data and – as necessary – collect additional data to determine any underlying physical and/or behavioral factors that may be contributing to the crash problem
4. Propose a menu of potential solutions for each location and vet those alternatives with the PMT
5. Work in collaboration with the PMT to arrive at a preferred solution for each location

The members of the PMT will be identified and confirmed by APO staff, and will include, at a minimum, one staff member from each of the jurisdictions listed in the next section.

Location

The Saint Cloud Area Planning Organization is submitting this application on behalf of our member jurisdictions:

- The city of Saint Cloud, Minnesota
- The city of Sauk Rapids, Minnesota
- The city of Waite Park, Minnesota

- The city of Sartell, Minnesota
- The city of Saint Joseph, Minnesota

Additionally, within the jurisdictional limits of the above listed cities, roadways owned and operated by the following counties will be included in the project:

- Stearns County, Minnesota
- Benton County, Minnesota
- Sherburne County, Minnesota

Additionally, within the jurisdictional limits of the above listed cities, roadways owned and operated by the State of Minnesota will be included in the project.

Response to Selection Criteria

Expected Safety Impacts

This project has been purposefully designed to identify and address the worst safety issues within the region and within each city. As such, we expect significant safety impacts as a result of the ultimate implementation of the recommendations of this study. Those impacts may be in the form of fewer fatalities, fewer serious injuries, or fewer non-injury accidents.

Like most cities, we are experiencing a rise in crashes involving at least one participant using a non-motorized mode of transportation. We expect to identify and address the worst of these locations as well.

Equity

As noted, as part of the prioritization and selection of problematic locations for in-depth analysis and identification of solutions, we intend to either weight the selection of locations in favor of underserved neighborhoods or select the top few locations in underserved neighborhoods.

Additional Safety Context

The first step in this process is to let the data lead us to the most problematic locations. Then, we will address as many as we can given the available budget. We will ask the consultant to provide a menu of potential solutions for each location, including innovative, technological, and low-cost/high-impact solutions.

Additionally, we recognize that available safety data does not always provide a clear picture. For example, there may be locations known by neighborhood residents for “near misses” or other problematic behavior that does not show up in the crash data. So we will undertake a robust public-input process to let residents tell us their safety story and any concerns they have.

In 2022, the APO began to budget resources specifically to reach out to and engage with underserved communities. The result has been a big increase in participation by people of color, people with low income, and people with disabilities. If we are awarded an SS4A grant, we can use some of our 2024 budget to help engage these communities in this planning effort.

Project Readiness

The Saint Cloud APO is the designated Metropolitan Planning Organization for the Saint Cloud, Minnesota urban area. Planning is what we do.

Once we have a project agreement in place, we will issue a Request for Proposals and intend to have a consultant firm under contract within three months. We already collect a significant amount of traffic safety data, which we will make available to the selected firm to get them off and running as quickly as possible.

The number of problematic locations ultimately selected for in-depth analysis will, of course, be a function of the cost structure of the chosen firm and the project budget. But our intent is to complete an in-depth analysis for as many locations as we possibly can.

Our member jurisdictions are also very familiar with us and know how to work with us to complete planning studies. Overall, we expect this project to move quickly and be completed within 12 calendar months from the time the award is made available to us.