

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, OCT. 31, 2024 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-C*)
 - a. Approve minutes of Sept. 26, 2024, TAC meeting (Attachment A)
 - b. Receive staff report of Oct. 3, 2024, Central Minnesota Area Transportation Partnership (ATP-3) meeting (Attachment B)
 - c. Receive staff report of Oct. 10, 2024, Policy Board meeting (Attachment C)
4. Consideration of the applicants for the FY 2029 Highway Safety Improvement Program (HSIP) solicitation (Attachment D), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board ranking/prioritization for HSIP funding consideration.**
5. Future Regional Arterials and Collectors Project Management Team (PMT) coordination discussion (Attachments E1-E2), *Angie Stenson, Senior Transportation Planner with Bolton & Menk*
 - a. **Suggested Action: Approval to release draft network for public comment.**
6. Safe Streets and Roads for All (SS4A) Project Management Team (PMT) coordination discussion (Attachments F1-F5), *Angie Stenson, Senior Transportation Planner with Bolton & Menk*
 - a. **Suggested Action: None, discussion.**
7. Other Business & Announcements
8. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, Executive Order 12898, Executive Order 13116 and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

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, Sept. 26 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Sept. 26, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jodi Teich	Stearns County
Chris Byrd	Benton County
David Roedel	Sherburne County
Jon Noerenberg	City of Waite Park
Todd Schultz	City of Sauk Rapids
Randy Sabart	City of Saint Joseph
April Ryan	City of Sartell [Alternate for Kari Haakonson]
Steve Voss	MnDOT District 3

Non-Member Attendees:

Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Administrative Specialist
Bryan McCoy	MnDOT

Online Attendees:

Brian Gibson	APO, Executive Director
Erika Shepard	MnDOT

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Aug. 29, 2024, TAC meeting.
- b. Receive staff report of Sept. 12, 2024, Policy Board meeting.

Mr. Byrd made a motion to approve the Consent Agenda items. Mr. Glaesman seconded the motion. Motion carried.

CONSIDERATION OF THE FINAL DRAFT LOOKING AHEAD 2050 METROPOLITAN TRANSPORTATION PLAN.

Ms. Johnson explained that by federal regulation, the Metropolitan Transportation Plan (MTP) must be updated at least every five years. The last MTP was approved on Oct. 30, 2019. APO staff are finalizing the development of the 2050 MTP – Looking Ahead 2050.

As the region’s long-range, multimodal, surface transportation plan, the MTP establishes a vision for transportation in the region, along with establishing goals, objectives, and performance measures. The MTP also documents the significant transportation projects which are eligible for future federal funding assistance by virtue of being included in the MTP.

Ms. Johnson reviewed the public engagement process taken as well as the steps that have gone into developing the MTP.

Mr. Norenberg motioned to recommend Policy Board approval of the final draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP). Mr. Schultz seconded the motion. Motion carried.

CONSIDERATION OF PM1: TRANSPORTATION SAFETY; PM2: INFRASTRUCTURE; AND PM3: SYSTEM PERFORMANCE FEDERAL PERFORMANCE TARGETS

Mr. Stapfer presented the history and process behind performance measures (PMs) as a result of the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act. State DOTs and MPOs are required to establish targets for each performance measure developed by both the FHWA and FTA. 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. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

Mr. Stapfer reviewed the performance measures from 2023 for each category along with the proposed targets for MnDOT and the APO for 2025. 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, APO staff have developed the following targets for consideration by the TAC and approval by the Policy Board.

PM1: Transportation Safety

Performance Measure	Proposed 2025 Target
Fatalities	7.8
Fatality Rate (per 100 million vehicle miles traveled (100 MVMT))	0.607
Serious Injuries	23.0

Performance Measure	Proposed 2025 Target
Serious Injury Rate (per 100 MVMT)	1.946
Non-Motorized Fatalities and Serious Injuries	6.2

PM2: Infrastructure

Performance Measure	Proposed 2023 Target	Proposed 2025 Target
Interstate Pavement in Good Condition	90%	90%
Interstate Pavement in Poor Condition	1%	1%
Non-Interstate National Highway System (NHS) Pavement in Good Condition	65%	65%
Non-Interstate NHS Pavement in Poor Condition	1%	1%
NHS Bridges in Good Condition	60%	60%
NHS Bridges in Poor Condition	1%	1%

PM3: System Performance

Performance Measure	Proposed 2023 Target	Proposed 2025 Target
Interstate Travel Time Reliability	100%	100%
Non-Interstate NHS Travel Time Reliability	91%	91%
Interstate Truck Travel Time Reliability	1.22	1.22

Mr. Byrd recommended Policy Board approval/adoption of the recommended performance measures. Mr. Glaesman seconded the motion. Motion carried.

CONSIDERATION OF THE SAINT CLOUD APO-MANAGED CARBON REDUCTION PROGRAM (CRP) REGIONAL PRIORITIES AND SOLICITATION GUIDANCE

Mr. McKenzie provided a brief recap of the Aug. 29 TAC meeting discussion regarding CRP, and the items the TAC charged APO staff with regarding reviewing the scoring rubric to better reflect the APO's priorities.

The APO has used MnDOT's scoring criteria for the past two CRP solicitations but has the flexibility to adjust the scoring rubric. The guidelines state the maximum split is 90/10 (cost-effectiveness/co-benefit), and the minimum is 50/50. He reminded everyone that the state had updated the CRP scoring tool to more effectively factor in the co-benefits category – equity, safety, access, and health – into the total project score.

Mr. McKenzie proceeded to review potential options for weighing the overall project scores – altering the cost-effectiveness/co-benefit ratio. One option would be to adjust the weight at the onset. The second option would have the weighting being completed at the end of the application scoring process.

A potential downside to adjusting the weight at the beginning is that we would not be weighing co-benefits equally across all projects. APO staff findings show that when projects have identical cost-effectiveness and co-benefit scores, those with a higher percentage allocated to cost-benefit tend to score lower overall, which means co-benefits are factoring into the final score more than in previous solicitations.

If TAC representatives chose this option, Mr. McKenzie indicated they would need to determine what ratios would be applied and if there would be different weights associated with different CRP categories of projects (electrification, travel options, and low carbon infrastructure and system management).

For Option 2, adjusting the weight of the total project scores would occur after scoring was completed. If this option is chosen, TAC representatives would need to determine two things:

1. What should the initial cost-effectiveness/co-benefit ratio be (this should be consistent across all project types)?
2. What should the final weighted score be for each project type?

Ms. Teich motioned to start with Option 1, leaving the scoring rubric for carbon effectiveness-to-co-benefit ratio at 50/50 for all projects. Ms. Ryan seconded the motion. Motion carried.

TAC representatives continued to discuss how the weight of a project would change the outcome in the carbon emissions tool.

Ms. Teich motioned to leave the weight of the projects as is. Mr. Sabart seconded the motion. Motion carried.

Mr. McKenzie stated that during the last TAC meeting there was a discussion on public fleet electrification projects and whether they should be weighed differently. There was feedback suggesting that these projects may need specific consideration. However, TAC representatives opted to forgo this discussion.

Mr. McKenzie proceeded to present the four co-benefit narrative revisions that APO staff drafted. Staff proposed aligning these co-benefit narratives with the goals and objectives of our Metropolitan Transportation Plan (MTP). Additionally, staff wanted to ensure that each narrative appropriately applied to all three project types: electrification, travel options, and low-carbon infrastructure and system management.

Ms. Teich motioned to accept the co-benefit narratives as written by APO staff. Mr. Schultz seconded the motion. Motion carried.

Ms. Johnson stated the state is asking the APO to require a letter of intent process for this. The APO will have its own separate letter of intent from ATP-3, therefore those agencies/jurisdictions in the rural portions of the planning area (outside of the APO's urbanized boundaries) will go through the ATP for funding. Ms. Johnson

created a webpage regarding all available grants, letter of intent requirements, and guidebook information on the APO's website.

CONSIDERATION OF 2025 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Ms. Johnson stated that 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.

Ms. Johnson proceeded to present the meeting schedule for 2025.

Ms. Teich motioned to recommend approval of the 2025 Technical Advisory Committee Meeting Schedule as presented. Mr. Byrd seconded the motion. Motion carried.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson provided the following updates regarding ongoing and/or upcoming solicitations:

- HSIP applications/solicitation are now open for counties and cities. There will be additional points for bicycle and pedestrian infrastructure, if you are looking at that type of project. Proactive project concepts are needed by Ms. Johnson by noon Oct. 21, 2024. These projects are not prioritized because they are promoting safety, and the APO gives a blanket statement stating we support them. Reactive project applications (as complete as possible) need to be to Ms. Johnson by noon Oct. 21, 2024. The TAC does review these and recommend a prioritization, and that goes to the Policy Board.
- Completed applications for all HSIP projects are due by noon on Nov. 4, 2024. The Policy Board can then look at the applications and review what the projects are and what they are approving. The approval from the Policy Board would be the approval to submit the application to the Office of Traffic Engineering. You will receive a letter of support from the APO. Ms. Johnson will send a letter of approval for projects approved by the Policy Board on Nov. 15, 2024. The application deadline is Nov. 27, 2024.
- SRTS Infrastructure Grants and Active Transportation Infrastructure Grants are now open, and letters of intent are due by Oct.18, 2024. These projects are 100% state funded for eligible construction costs. You can use this to match Transportation Alternatives funded projects. You can request anywhere from \$50,000 - \$1 million. The projects are competitive statewide.
- TA Workshops are **MANDATORY**. There will be an upcoming workshop held in Brainerd on Oct. 3, 2024, for TA, CRP, and PROTECT. An additional

workshop will be held on Tuesday Oct. 8, 2024, in St. Cloud. Contact Mr. Lenz if you are unable to attend.

- Mr. Voss stated that there is discussion from the state-aid engineer about having a separate federal aid project workshop, which would include the CRP, PROTECT, and STBGP applications to review what's required when you have a federally funded project.
- Mr. Voss also stated that they will recommend/propose needing a letter of support to accompany applications submitted to the ATP. Mr. Voss said for local agencies planning to use another agency's ROW you need to secure a letter of support for that project from the agency. Mr. Voss recommended that the initial contact is made at least six weeks prior to the application deadline which is Jan. 10, 2025. Action on the recommended change will be taken at the Oct. 3 ATP-3 meeting.

ADJOURNMENT

The meeting was adjourned at 11:42 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: Vicki Johnson, Senior Transportation Planner
RE: Staff report on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Oct. 21, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Oct. 3, 2024. At that meeting the following items were discussed.

1. Local Program Update.

- a. MnDOT District 3 Planning Director Steve Voss provided an overview of the locally led Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives (TA) projects slated for federal fiscal year (FY) 2025 construction. Within the Saint Cloud APO's planning area, this includes the following projects:
 - i. Sherburne County's realignment of County Road 65 and 45th Avenue crossings with US 10 (SP 071-596-008).
 - ii. Sherburne County's realignment of County Road 61 crossing with US 10 (SP 071-596-013).
 - iii. City of Sartell's EV police vehicles (SP 220-080-007)
 - iv. City of Waite Park's shared use path along CSAH 81/15th Avenue (SP 221-090-001).

Because it is early in the fiscal year, no real progress has been reported on these projects to the MnDOT District 3 State Aid Office. Mr. Voss indicated that according to MnDOT District 3 State Aid Engineer Angie Tomovic, there is no concern for projects being delayed at this time.

- b. Mr. Voss also provided an update on the locally led Highway Safety Improvement Program (HSIP) projects slated for FY 2025. Within the APO's planning area, this includes the following projects:
 - i. Benton County's CSAH 1/CSAH 29 roundabout.
 - ii. Stearns County's CSAH 2/Minnesota Street roundabout.

Similar to the STBGP and TA projects, no real progress has been reported on these projects to MnDOT District 3 State Aid. Mr. Voss also indicated that there is no concern about projects being delayed at this time.

- c. Mr. Voss informed the ATP-3 membership of upcoming and ongoing solicitations. First, he provided information related to the Greater Minnesota HSIP solicitation which is currently open through Nov. 27, 2024. He encouraged ATP-3 representatives to inform necessary city and county engineers to apply for HSIP funds since there is a ton of funding for safety projects, particularly in MnDOT District 3. Second, Mr. Voss provided updates around the Local Partnership Program (LPP) solicitation

on behalf of Ms. Tomovic. These updates include changing the selection of LPP projects – moving from an ATP selection process to one that is handled by the District State Aid Office. This is to better align the LPP process with how other MnDOT Districts are handling this program. Mr. Voss said Ms. Tomovic will still notify the ATP of successful LPP funded projects, but the ATP will no longer need to be involved in the selection of projects for funding since these dollars are not targeted to the ATP in the first place.

2. ATP-3 FY 2026-2029 STIP Development Timeline.

- a. Mr. Voss updated the ATP-3 membership on changes to the approved FY 2026-2029 STIP development timeline. These changes include the updated dates and deadlines for the letter of intent process for the Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), and Transportation Alternatives (TA) programs. Concerns were raised by the membership about the Dec. 2, 2024, date to begin the full application phase for TA, CRP, and PROTECT. Upon further discussion, the ATP-3 recommended that this would serve as the final deadline to release the applications, but coordination between the regional planners will be taken to ensure that the applications for each of these programs are released simultaneously, prior to the Dec. 2 deadline to allow for more time for agencies/jurisdictions to complete the application process.

3. FY 2025/2026 Carbon Reduction Program (CRP) Funding Update.

- a. MnDOT District 3 Senior Engineering Specialist and Program Coordinator Jeff Lenz provided an update on the CRP program. At the June ATP-3 meeting, the Partnership awarded \$1,336,000 to the City of Brainerd for their MN 210 pedestrian bridge project (\$1,250,000 in FY 2025 and \$86,000 in FY 2026) on the condition they were able to deliver the project in the timeline the funds would be made available. Mr. Lenz was informed by the City of Brainerd that they would not be able to deliver the project in FY 2025 and the city has requested to delay the project to FY 2026 to allow more time to come up with additional funding needed to complete the project. ATP-3 members expressed concern about the possibility of agreeing to this delay and if the City would be able to come up with the necessary funding to complete this project in FY 2026 or if this project will continuously be delayed. Region 5 Development Commission representative and Brainerd City Councilperson Tiffany Stenglein stated she would confirm with the council on the one-year delay and ensured the ATP that this should be the only request to delay the project. ATP-3 representatives voted to approve delaying the Brainerd Lum Park pedestrian bridge project as requested.
- b. Mr. Lenz also provided an update on the CRP solicitation for the Region 7W Twin Cities urbanized area. The ATP conducted a second solicitation for projects within this urbanized area over the summer. However, no one had applied for the \$240,000 in federal funding available. Mr. Lenz said in working with MnDOT's Office of Transportation System Management (OTSM), the district is planning on incorporating the funds for the Twin Cities urbanized area portion of Region 7W into the larger ATP-3 led solicitation.

4. ATIP Development Committee Recommended ATP-3 Transportation Alternatives (TA) Program Applications and Scoring Changes.

- a. Mr. Lenz reviewed changes the ATIP Development Committee made to the TA applications and scoring guidance. These changes included a detailed explanation and importance of environmental justice at the

beginning of the application, requesting maps at the beginning of the application, creating spaces for fillable text after each bullet point in the application portion, limiting plan supporting documentation to three pages maximum per plan, and additional changes under the feasibility section. In addition, the ATIP Development Committee has recommended requiring applicants receive a letter of support from the appropriate roadway authority if the proposed project is not being completed in the applicant's right-of-way. An additional deadline of Nov. 15 to ensure applicant coordination with the appropriate road authority was added to the application after ATP-3 representative discussion. ATP-3 representatives voted to approve the changes to the TA application and the subsequent changes to the scoring rubric.

5. Letter of Support/Vetting Requirement for Local Applicants Seeking Use of Another Agency's Right-of-Way/Facilities for New Transportation Purpose.

- a. As explained under the previous item, Mr. Voss indicated that coordination with the proper roadway authority and ensuring proper support is important to receive prior to awarding funding. This coordination will ensure that all parties are aware of the proposed project as well as work to identify any concerns that may arise if the project was to be completed. Mr. Voss presented a draft template for consideration to be used by cities and counties when reviewing proposed projects occurring within their respective right-of-way. Engineering representatives of the ATP indicated that it will be imperative that applicants coordinate as soon as possible with the appropriate roadway authority and/or project sponsor (if applicable). This is to ensure the project can appear for the respective county boards and/or city councils for formal support. ATP-3 representatives approved the letter of support template as presented.

6. CRP and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Update.

- a. MnDOT's Office of Sustainability and Public Health CRP Coordinator Anna Pierce reviewed the solicitation material for both the CRP and PROTECT programs. This included an overview of the program, eligible projects for consideration, and the LOI process. On the CRP solicitation, the ATIP Development Committee was not recommending any changes to the CRP application process (such as adjusting the weighting ratios or eliminating projects for consideration). On the PROTECT program, Ms. Pierce indicated successfully funded projects could be incorporated into the state's Resilience Improvement Plan (RIP). If successfully amended into the plan, this could result in a decrease in the local match required for this program – dropping from 20% to 13%. Mr. Voss had inquired if the ATP could solicit CRP and PROTECT funds for FY 2027 instead of doing FY 2027 and FY 2028. This was due to the concern that materials for CRP were distributed to the ATPs in late September and there were changes made to the CRP scoring tool. Ms. Pierce said she was instructed that the solicitation had to be for FY 2027 and FY 2028 with an option to solicit funds for FY 2029. Ms. Pierce said the materials will be finalized within the next few days ahead of the LOI process opening for both the CRP and PROTECT program on Monday, Oct. 7. It should be noted that PROTECT will be handled exclusively at the ATP-3 level. The CRP process will be split between the ATP-3 and the urbanized area of the Saint Cloud APO. APO Senior Transportation Planner and ATP-3 Vice Chair Vicki Johnson provided a brief overview of the APO's CRP process and solicitation information as well. ATP-3 representatives approved the LOI

7. FY 2029 ATP-3 Managed Program Federal Funding Project Solicitation.

- a. Mr. Lenz presented the ATP-3 Managed STBGP application guidance, application, and sample evaluation worksheet. No real changes were made to this application from previous years aside from the required letter of support for projects occurring outside of the applicants' ROW and/or using facilities not owned by the applicant. ATP-3 representatives recommended approval of the FY 2029 STBGP information as presented.

8. FY 2029 ATP-3 Transportation Alternative Program Project Solicitation Kick Off.

- a. Mr. Lenz presented the TA solicitation information. This included a review of the timeline as well as the TA workshops being held in both Baxter and Saint Cloud. Mr. Lenz and Mr. Voss also reviewed the equity point distribution based on historical funding allocation. Based on the historical data, it is expected that Region 5's top scoring TA project will receive an additional 4 points – to be added to the final technical score of the project. ATP-3 representatives recommended approval of the FY 2029 TA program project solicitation kick off information as presented.

9. ATP-3 ATP Managed Program Regional Target Formula Distribution Discussion.

- a. Ms. Johnson had asked the ATP-3 membership to consider revisiting the STBGP target distribution formula. She outlined how the existing formula was developed in 1999 and the data behind that formula was no longer factored into the distribution of STBGP funding targets by MnDOT Central Office to each of the ATPs. Ms. Johnson provided some additional background information behind the development of the current target distribution formula as well as the failed attempt to change the formula back in 2017. As a representative of the APO, she indicated the APO's Policy Board has asked the membership to revisit the formula and update it as appropriate. Ms. Johnson also stated that she would ideally like a formula that would not be so rigid but could adapt to changes in data. The ATP-3 membership was tentatively supportive of considering this at future meetings and requested Mr. Voss track down information from the original formula development in 1999 as well as the initial request to change the formula in 2017. Ms. Johnson cautioned that the APO is willing to explore all options in terms of revising the formula. She did not want the ATP-3 membership to take the proposal – especially the revisions proposed in 2017 – as what the APO was requesting to do.

10. Election of ATP-3 Chair and Vice Chair

- a. ATP-3 representatives reelected Chair Raeanne Danielowski and Vice Chair Vicki Johnson for another two-year term.

Suggested Action: None, informational.



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 Policy Board Meeting
DATE: October 16, 2024

A Policy Board meeting was held on Thursday, October 10, 2024. The Board took the following actions:

1. The Board approved the Final 2050 Metropolitan Transportation Plan (MTP), as recommended by the TAC.
2. The Board approved regional transportation performance targets, as recommended by the TAC.
3. The Board approved regional priorities for the Carbon Reduction Program (CRP), as recommended by the TAC.
4. The Board discussed but tabled approval of a regional cost sharing agreement for future beltline projects until the specifics could be taken back to the decision-making body of each jurisdiction for their consideration.

Suggested Action: None, informational.



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: 2026-2029 Greater MN Highway Safety Improvement Program projects
DATE: Oct. 21, 2024

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the federal government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the federal government uses is the Highway Safety Improvement Program (HSIP). The goal of 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 \$750,000 per location.

The 2026-2029 HSIP solicitation kicked off in early September by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 27.

As approved by the APO's Policy Board at the June 9, 2022, meeting, HSIP projects occurring within the APO's planning area must be reviewed by the APO's TAC and Policy Board prior to being submitted for funding consideration. All proactive/data-driven projects will receive an "equal prioritization" – meaning the APO's Policy Board will not rank/prioritize these projects. All reactive projects will be subject to discussion based preliminary rankings by the TAC with final rankings/prioritization being handled at the Policy Board level.

Stearns County has indicated their intent to apply for this solicitation with the following projects:

- **PROACTIVE/DATA-DRIVEN:** Installation of rural intersection lighting at several locations throughout the county including the following intersections

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

within the APO's planning area: MN 15 at CSAH 74 and CSAH 6 at CSAH 74.

- **PROACTIVE/DATA-DRIVEN:** Ground-in wet reflective edge lines throughout the county including the following roadways within the APO's planning area:
 - CSAH 4 between CSAH 3 and CSAH 2.
 - CSAH 3 between Norway Road and northern county line.
 - CSAH 47 from MN 23 to MN 15.
 - CSAH 8 from MN 23 to MN 15.

Suggested Action: Recommend Policy Board ranking/prioritization for HSIP funding consideration.



Future Regional Arterials and Collectors Study

St. Cloud Area Planning Organization Technical Advisory Committee

October 31, 2024

Agenda

1. Future Functional Classification Segment Identification and Analysis
 - a. Identifying Test Segments
 - b. Understanding System Spacing
 - c. Growth Area Considerations
 - d. Future Volume Outputs from Test FFC Model Run
 - e. Environmental Context Analysis
 - f. Travel Demand Model Outputs

 2. Existing Functional Class Changes
 - a. Segments for potential change

 3. Agency Feedback

 4. Next Steps
 - a. Comments requested from TAC on public review materials by November 5th
 - b. 30-day public comment period starting November 12th
 - c. Open House Thursday, November 14th 3:00-4:00 PM at Great River Regional Library – St. Cloud, Bremer Room
- Reference: Webmap for segment review
<https://bmi.maps.arcgis.com/apps/instant/sidebar/index.html?appid=9a57ac10b4c84867b2d5c2e9ea3d06e3>

St. Cloud Area Planning Organization Future Regional Arterials and Collectors Study

Agency focus groups were held on October 8th and October 9th, 2024 to inform and discuss the future functional classification segment evaluation process with stakeholders. Discussion included recap of the test segment identification process, review of the environmental context analysis, presentation of the segment evaluation process and outputs, and discussion of the future system recommendations process. Existing functional class screening was also reviewed with discussion of segments identified for potential change.

The study segments map, which includes the results of the full screening and evaluation process and agency feedback to date, can be found at the following link:

- <https://bmi.maps.arcgis.com/apps/instant/sidebar/index.html?appid=9a57ac10b4c84867b2d5c2e9ea3d06e3>

Future Functional Classification Segment Identification

The following section describes the future functional classification segment identification process including how segments were screened for inclusion in the evaluation.

Identifying Test Segments

Test segments were identified from the existing functional class screening process, new alignments from the APO's Metropolitan Transportation Plan, and additional connections and new alignments or upgrades from local agencies transportation and comprehensive plans. Potential functional classifications for each screened and new segment were identified using information from the existing functional class screening and local plans. Potential classifications were compared against the network in the area around the segment, and a reasonable option was chosen for each combined with local agency expertise and preference. New segments were adjusted for network consistency.

Future Functional Class System Segment Context Analysis and Evaluation

In addition to including metrics with existing data and information, the analysis included an evaluation of four different future factors critical to the segment evaluation process: system spacing, growth area considerations, future traffic volumes, and environmental constraints.

Understanding System Spacing

Spacing of the segments was evaluated to understand how the existing and planned functionally classed highway system will serve the region. Two buffer sizes were used for this analysis: a three-

mile buffer for interstates and principal arterials, and a half-mile buffer for minor arterials, major collectors, and minor collectors. The half mile buffer area revealed gaps in coverage where no future roadway was identified to serve certain locations. These areas were compared to growth areas and reviewed for potential planned roadway alignments or upgrades of the existing local system to serve these areas.

Growth Area Considerations

The 2050 Saint Cloud APO growth area was included in the test segment context analysis. This growth area is the area where the majority of the urban development is expected to occur over the upcoming 25 years. This information was used in combination with the system spacing buffer areas to understand coverage of the planned functionally classed system.

Future Volume Outputs from Test FFC Model Run

Each test segment was included in a new 2050 travel demand model run. The segment inputs include new test functional classification for some segments as well as new fiscally unconstrained improvements and connections. The volume output from this technical exercise shows how new alignments or roadway upgrades can impact traffic patterns in the region. Each output provides information towards understanding if this is the desired outcome for this roadway. This data is helpful in understanding the impact the test segment changes made to the system; however, decreases or increases in volume are not necessarily significant within a regional model. The purpose of this data exercise is to understand big changes related to changing the function of a roadway or adding a new connection.

Environmental Context Analysis

An environmental context analysis was performed to understand environmental constraints for each study segment and potential future improvements. Environmental factors that were considered include Environmental Justice and Title IV Populations, Wetlands, Drinking Water Sources, Sites of Sensitive or Significant Biological Diversity, DNR Management Areas, Known Historic Properties, Scientific and Natural Area Boundaries, and Steep Slope Areas. Each factor was mapped (see [web map](#) for more details) and any segment that ran through any identified environmental features was flagged (one flag per environmental feature). The webmap identifies segments with 6-8 flags (10% of the segments) and segments with 5 flags (25% of the segments). Identification of these segments through this context analysis represents potential future environmental constraints for agencies to understand as part of any future project.

Existing Functional Class Changes

All existing functionally classed roadways were screened to understand existing functional class designations as part of this study. Screening attributes included AADT, future AADT, trip length, speed limit, median, and primary and secondary intersections per mile. This was a technical exercise with existing roadway data analyzed and compared with FHWA and MnDOT functional classification guidance. Segments received weighted flags based on attributes above or below guidance. All segments with a net of 3.5 flags or more were reviewed further for a potential



recommended change. No segments had a net of or below negative 3 for consideration of a downgrade. Minor Arterials that were flagged for an upgrade were reviewed for potential Principal Arterial designation, but this is a much more stringent and restrictive classification. Upgrades to Principal Arterials were not recommended as part of this study but could be further reviewed in the future. Non-Principal Arterial segments above 3.5 flags are shown for potential upgrade of existing functional classification of a one-step upgrade. One segment was added for Minor Arterial connectivity. The conclusion of the analysis and incorporation of agency feedback identifies six (6) segments for upgrade from an existing Major Collector to a Minor Arterial, and six (6) segments from Minor Collector to Major Collector. In addition, agencies should continue monitoring segments with a net flag of 3.0 for any potential future change in designation.

Next Steps

Agency Feedback

Comments from agencies were received and incorporated into the webmap. Agencies added new segments for a future functional classification designation, removed certain segments, and changed designation based on context analysis. A comment tracker summary is being prepared for review.

Public Review

A formal 30-day comment period will be provided for public review and comment of the study documents, maps, and recommendations. The comment period is scheduled to begin November 12th. Additional comments from the TAC will be accepted through November 5th to incorporate into materials for public review. An in-person public open house will be held on Thursday, November 14th from 3:00-4:00 PM at the Great River Regional Library – St. Cloud in the Bremer Room.



Safe Streets and Roads for All Comprehensive Safety Action Plan

St. Cloud Area Planning Organization

Technical Advisory Committee Meeting

October 31, 2024

Agenda

1. Phase 1 Community Engagement Summary
 - a. Attachment 1: Draft Engagement Summary Report
2. Existing Safety Analysis
 - a. Descriptive Safety Analysis
 - i. Attachment 2: Draft DSA Memo
 - b. High Injury Network
 - i. Attachment 3: Draft HIN Map
 - c. Big Data Analysis
 - i. Attachment 4: Draft Big Data Maps
 1. Mode Share, Bicyclists; Mode Share, Pedestrians; Mode Share, Bicyclists & Pedestrians; Latent Bike & Ped Demand – Trips 1 Mile or Less in Length; Latent Bike & Ped Demand – Trips 2 Miles or Less in Length
3. Next Steps



St. Cloud Area Planning Organization
Safe Streets for All (SS4A) Safety Action Plan

**Public Engagement and
Communications Summary**

October 8, 2024

DRAFT

Table of Contents

Background.....	2
Purpose and Goal	2
Communication Strategies.....	2
Website	2
Social Media and Newsletters.....	3
Print Materials.....	3
Media Coverage	4
Engagement Strategies	4
INPUTiD	4
Survey.....	5
Pop-Up Events.....	5
Groups Engaged.....	5
Who We Heard From.....	7
Gender and Age	7
Ability.....	7
Race/Ethnicity.....	8
Residence, Household Size, & Income.....	8
What We Heard.....	9
Survey Responses.....	9
INPUTiD Comments.....	14
Priorities	28
Attachment 1: Sample Communications.....	29
Attachment 2: Comment Map	38

Background

St. Cloud APO received an FY24 SS4A Action Plan Grant and initiated the Safety Action Plan to create a safer street network. The [Safety Action Plan](#) is a fundamental step in the [Safe Streets for All](#) (SS4A) grant program to significantly improve roadway safety administered by the US Department of Transportation. These plans are aimed to reduce and eliminate serious injuries and fatal crashes affecting all roadway users. Through public engagement and data analysis, roadway safety problems are characterized, and projects and strategies that address the most significant safety risks are identified. According to the USDOT, the SS4A program is guided by the "[Safe System Approach](#), which involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives."

Purpose and Goal

The purpose of public involvement in Safe Streets for All projects 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
3. Informing stakeholders and the community of the impact their input has on the development of regional policies.

Communication Strategies

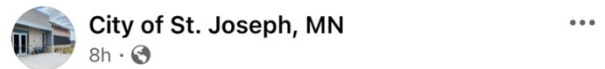
Website

The project website was created on June 7, 2024, and updated with the survey link on August 1. The website is a major part of the overall engagement strategy as a central location for information about the project, communicating how to get involved, providing access to draft plans, and including a digital version of the final plan. People can submit comments through the website either through an online comment form or survey. As of October 1, the website had 806 views. The site will be maintained and updated throughout the remainder of the planning process.



Social Media and Newsletters

Social media facilitated public outreach, informed residents about the project and next steps, and built interest in input opportunities. The St. Cloud APO and project partners supported the project with posts on social media accounts and email to stakeholders to inform the community of the project. Community groups with a social media presence were asked to share with their networks. The St. Cloud APO, cities of St. Cloud, Sauk Rapids, Waite Park, and St. Joseph St. Cloud Chamber, Greater St. Cloud Development Corporation, and other organizations, shared social media postings on Facebook or included information in their newsletters related to the SS4A project, seeking public input. The project update e-newsletter currently has 1,777 subscribers.



The St. Cloud [St Cloud Area Planning Organization](#) is studying ways to make streets safer by reducing the risk and severity of crashes for users of a... See more



Print Materials

A project fact sheet was produced and distributed at pop-up events. This item is also available to stakeholders digitally to be distributed in public locations under their purview. The fact sheet is available in the three main languages in the communities that comprise the St. Cloud Area Planning Organization jurisdiction: English, Spanish, and Somali. This document being translated is a key way to ensure equal opportunity to participate for those in the community for whom English is not their first language. The flyer features a QR code linked to the project website to capture engaged members of the public.

Safe Streets For All
Safety Action Plan

The St. Cloud Area Planning Organization (APO) is writing a transportation safety plan to reduce crashes. We will look at data to identify safety trouble spots and find solutions, but we also need your input.

PROJECT GOALS

COMMITMENT TO SAFETY

COLLABORATION

REPRESENTATIVE ENGAGEMENT

DO YOU DRIVE, WALK OR BIKE IN SARTELL, SAUK RAPIDS, ST. CLOUD, ST. JOSEPH, OR WAITE PARK?

We want to hear from you to identify issues and areas you'd like to see safety improvements.

- Community pop-up events
- Take an online survey
- Provide feedback on the web-based mapping tool
- Participate in focus groups
- Stay informed through communications materials shared throughout the St. Cloud area and online

TIMELINE

- **July - August:** Public engagement and data analysis to identify issues and opportunities
- **September - December:** Seek feedback on proposed improvements and safety projects
- **December - March 2025:** Finalize plan and adopt

Project Contact
 Brian Gibson | gibson@stcloudapo.org | 320-252-7568

Your feedback is important!
 Scan the QR code to learn more
 or visit: bit.ly/stcloudss4a

Media Coverage

The project was picked up by local media source KNSI and published on their website on August 5, 2024

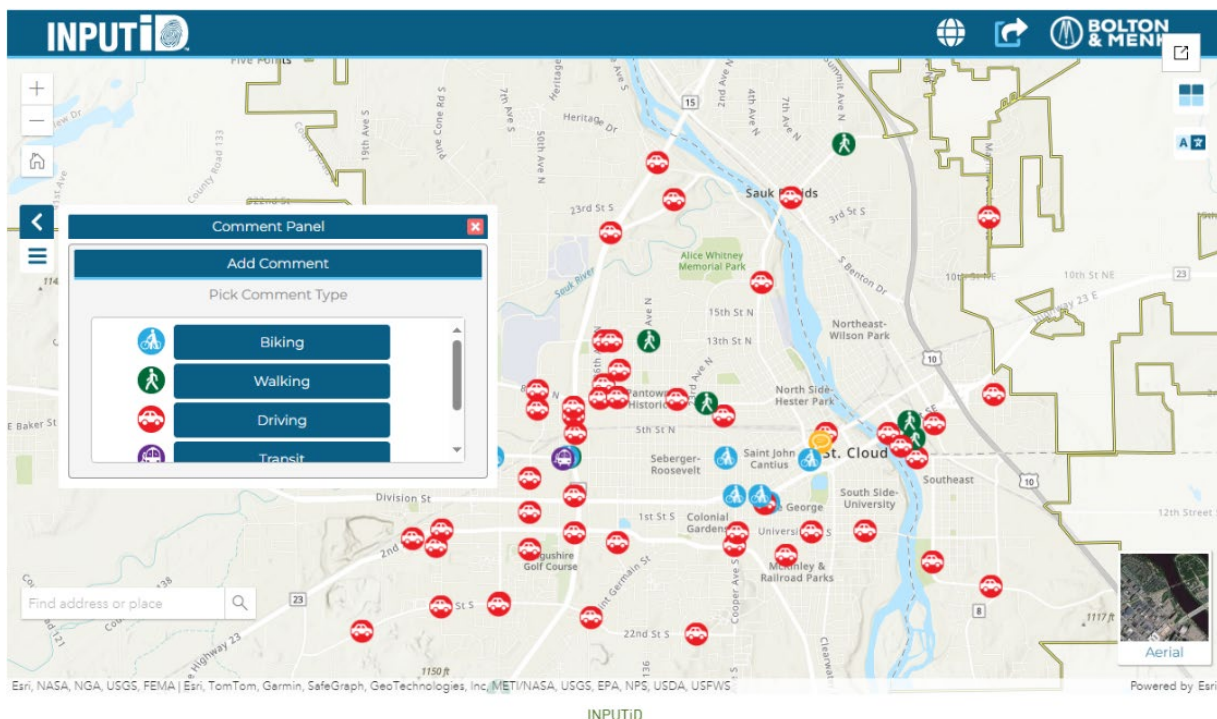


Engagement Strategies

INPUTiD

An interactive comment map called INPUTiD™ was posted on the website. The mapping tool allows people to drop a pin and make a comment. Other people can add to comments and give a thumbs up or thumbs down to indicate whether they agree or not.

As of October 1, 2024, the map had received 115 comments. This tool has allowed for identifying areas of public concern and created a dialogue about traffic and safety issues.



Survey

Online surveys are an efficient, cost-effective way to gather information about project concerns and to learn more about the project area and the audience involved. The survey aims to gather input on the existing conditions in this region. The digital survey was available in English, Spanish, and Somali and distributed via the project website, email, social media, and QR code. As mentioned in the Communication Strategies section, project partners were encouraged to share the link to the survey. Online distribution was the primary communication of this survey; paper copies in English, Spanish, and Somali were printed as available at pop-up events. 93 responses were received on the survey before closing on October 1, 2024.

Pop-Up Events

Pop-ups were used to engage the public at community events listed below to collect input on existing conditions and identify areas of concern. These pop-ups targeted large community events in each city to reach the public who would not otherwise attend a public meeting. The following pop-up events were held in each of the following communities:

- Night to Unite – 408 Park Meadows Dr, Waite Park, MN – August 6, 2024, 4:00 PM – 7:00 PM
- Summertime By George – Lake George, St. Cloud, MN – August 7, 2024, 4:00 PM – 6:30 PM
- Sartell Farmers Market – Sartell Community Center, Sartell, MN – August 12, 2024, 3:00 PM – 6:00 PM
- Rock the Riverside – 195 River Ave S. Sauk Rapids, MN – August 15, 2024 – 5:00 PM – 9:00 PM
- St. Joseph Farmers Market – Lake Wobegon Trailhead – August 16, 2024 – 3:00 PM – 6:00 PM
- MetroBus Downtown Terminal – St. Cloud, MN – September 6, 2024 – 9:00 AM – 12:00 PM

Due to weather conditions, these events had varying degrees of success, with Summertime by George generating less than normal public contact because of the rain. Nonetheless, each pop-up contributed to public awareness of the project and gave members of the public opportunities to engage in person. Across the first five of these events, conversations occurred with over 110 citizens.

Groups Engaged

To broaden the sample size reached by the survey and increase the resemblance of the sample to the community demographically, the following organizations were contacted:

St. Cloud Area Outreach Groups		
Organization	Key Groups Represented	Contact Information
St. Cloud Chamber of Commerce	Business Community	Emily Bertram <ebertram@stcloudareachamber.com>
Salvation Army	Un-homed, BIPOC, Impoverished	Nathan North nathan.north@usc.salvationarmy.org
St. Cloud Community Out Post House	African Community, African American Community, impoverished	Stg. Sayre stcloudcophouse@gmail.com
St. Joseph Jaycees	Adults under 40	stjosephjayceesmn@yahoo.com

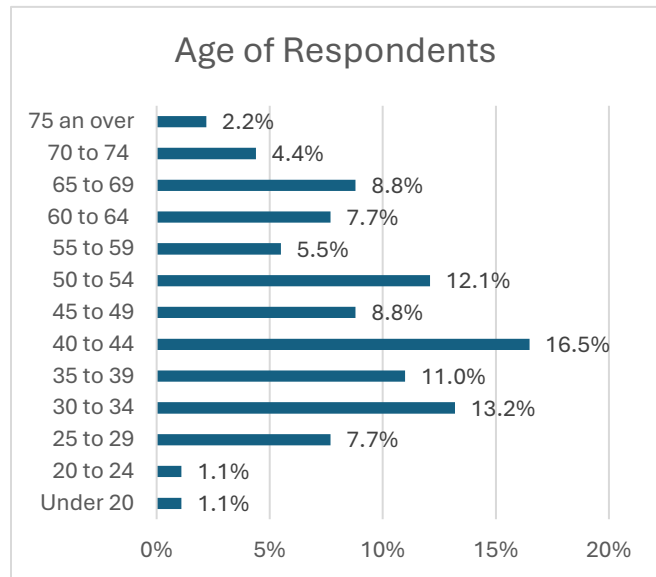
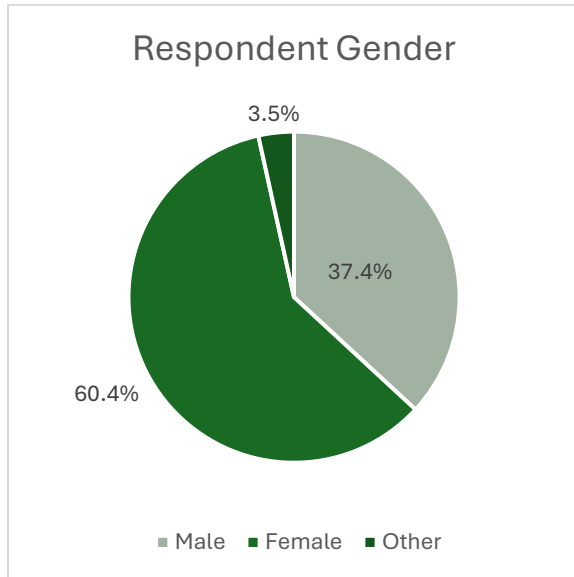
Sartell American Legion Post 277	Veterans, elderly	Chuck Haselkamp chuckhaselkamp@charter.net
Central Minnesota Community Empowerment Organization	BIPOC organization	info@cmceogroup.org
Central Minnesota Council BSA	Youth	Gerry Granum gerry.granum@scouting.org
WACOSA	Disabilities physical and cognitive	info@wacosa.org
Initiative Foundation	Nonprofit	Brian Voerding <BVoerding@ifound.org>
ISD 742	Youth and Parents	Contacted directly by St Cloud APO
Towards Zero Deaths Coalition	Law Officers	Presented at Group Meeting Virtually
Greater St. Cloud Development Corporation	Business Community	

Contacting these fourteen groups was intended to increase project awareness and access to as many people as possible from all sectors of the regional community.

Who We Heard From

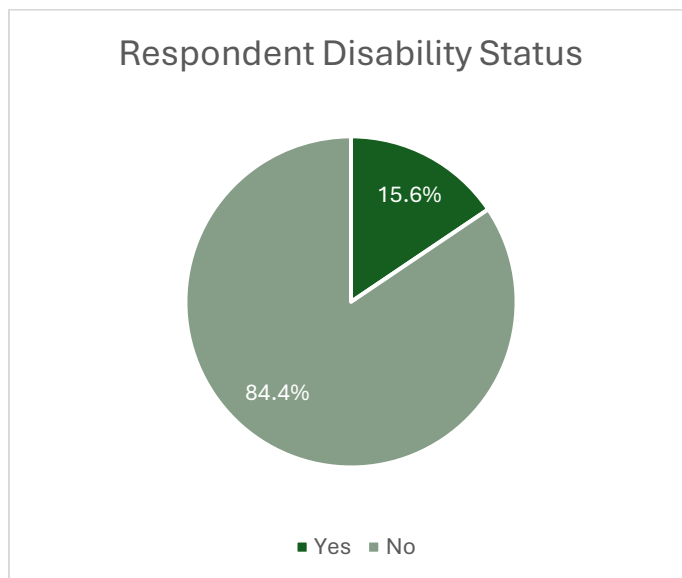
Gender and Age

Throughout phase one, the survey respondents were more frequently female than male. The majority of respondents were working-age between 30 and 54. Less than 10% of the survey respondents were under 30, and less than 15% were over 65.



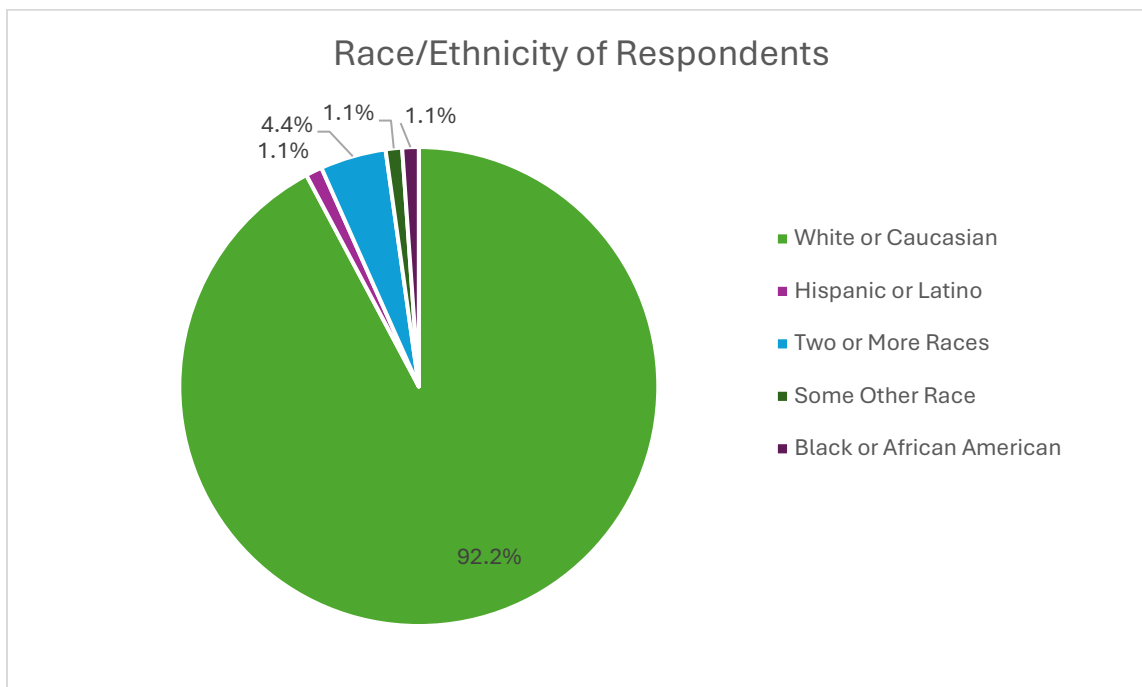
Ability

Nearly 16% of respondents indicated they had a disability, which is similar to the population for the five-city area. The survey did not solicit the specific details of the disabilities respondents live with.



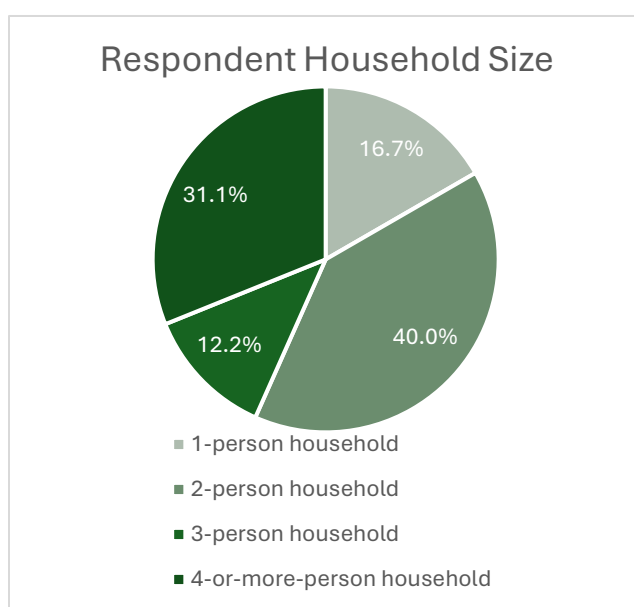
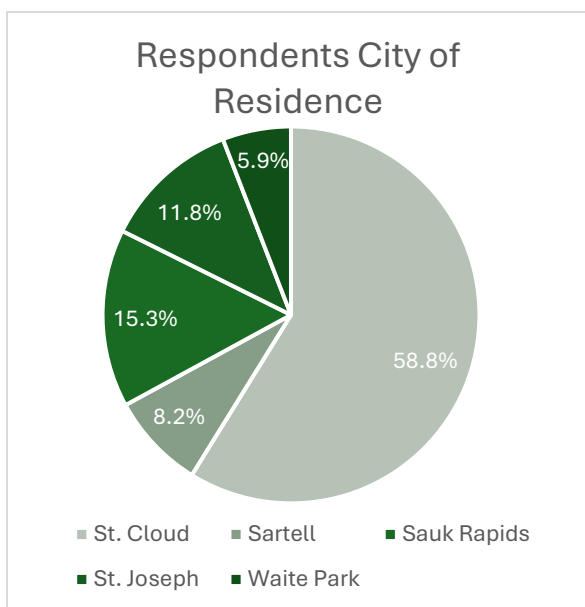
Race/Ethnicity

The respondents were predominantly white, with over 90% identifying as white and the second-highest portion identifying as two or more races.

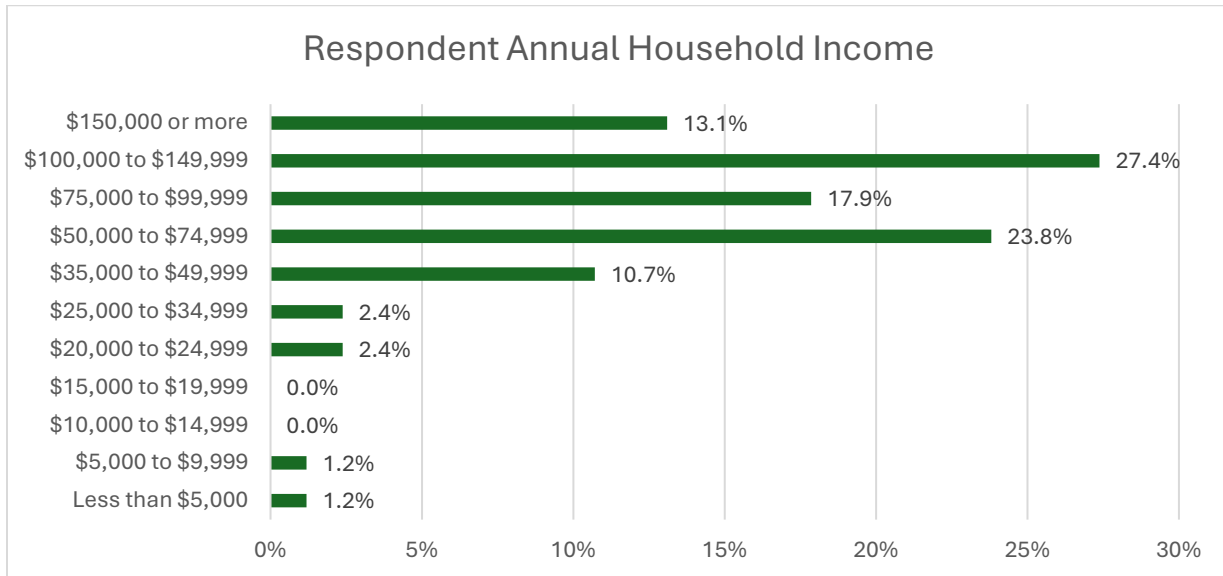


Residence, Household Size, & Income

The majority of respondents, 58.8%, were residents of St. Cloud, while 41.2% were residents of Sartell, Sauk Rapids, Waite Park, and St. Joseph combined. Among the respondents, 56.7% lived in one—or two—person homes. Slightly less than one-third of respondents lived in a home of four or more persons.



Respondents frequently came from high-income households, with 40.5% having annual incomes over \$100,000. The portion of respondents who fell under the poverty line was lower than the population poverty rate.



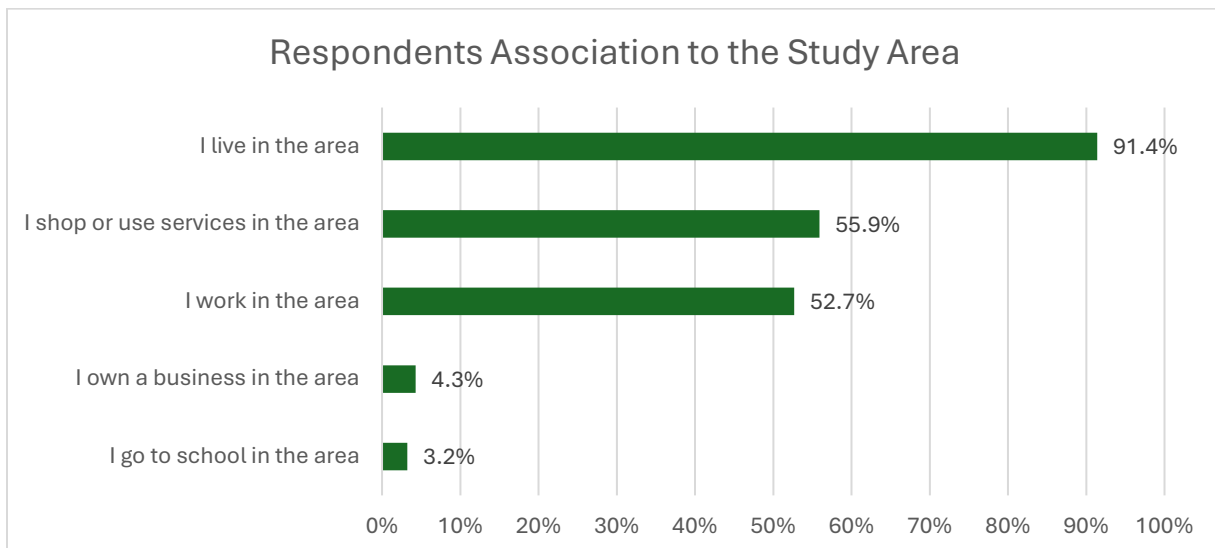
What We Heard

Survey Responses

Survey Questions 1 – 4

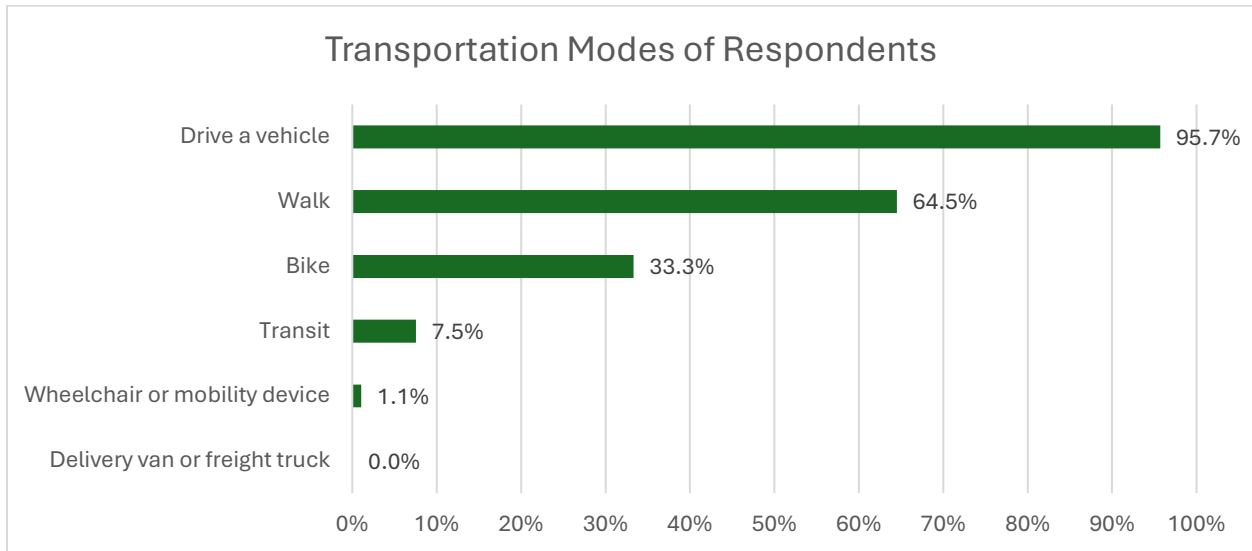
Association to the Study Area

Nearly 56% of respondents indicated that they shop and use local services in the study area and 53% work in the area.



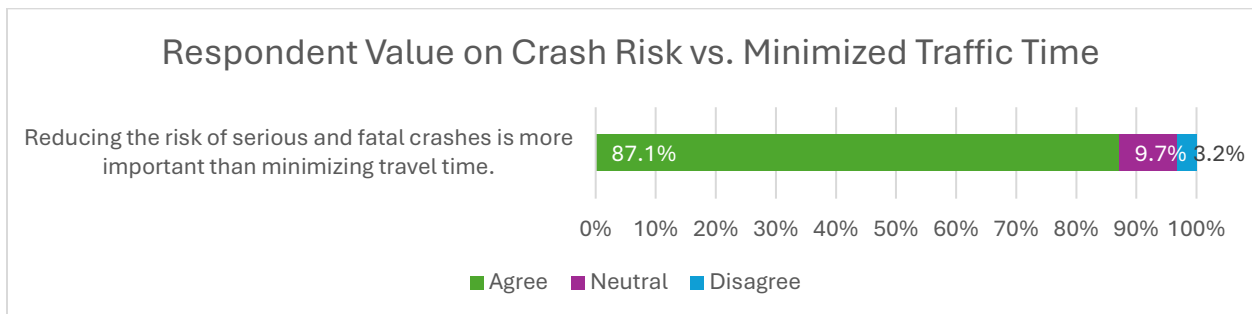
Transportation Used by Respondents in the Study Area

Most respondents drive in the area, and two-thirds walk in the study area. The portion of respondents who are transit users is 7.5%.



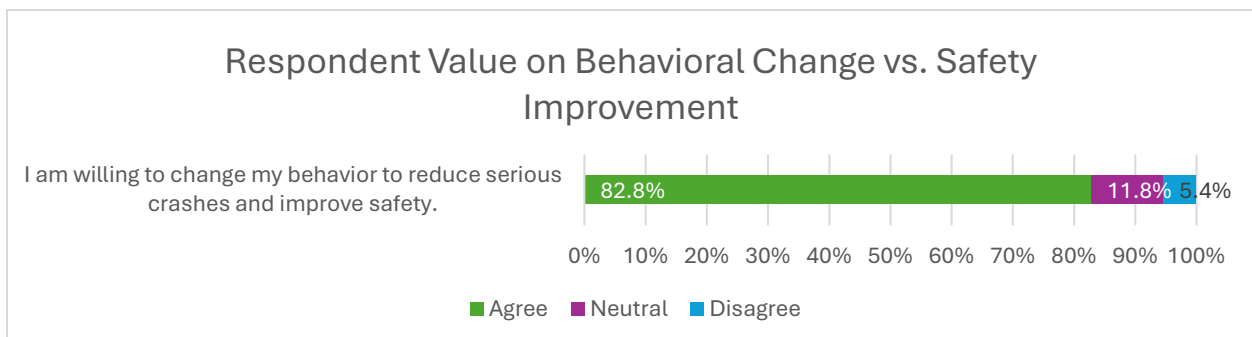
Risk of Crashes vs. Minimizing Traffic Time

Based on the response to question about preferences, an overwhelming majority of respondents indicated that addressing safety concerns is more important than addressing travel time.



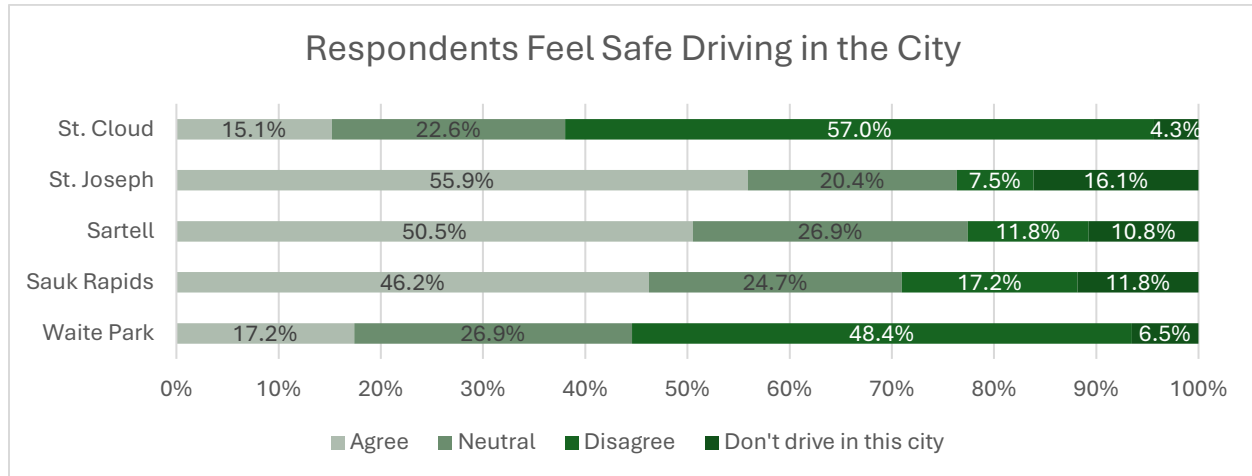
Behavioral Change vs. Safety Improvements

The concern about safety is also reflected in the responses to the question about whether people are willing to change their behavior to make travel safer, with 82% responding they are willing to change.



Safety Driving in the City

Respondents indicate that they feel least safe driving in Waite Park and St. Cloud, with only 17.2% and 15.1% of respondents considering it safe to drive there, respectively, and 57.0% and 48.4%, respectively, indicating they feel unsafe. This is compared to the other cities in the study area, where 55.9% to 46.2% of respondents consider driving safe. Most respondents disagree that driving in St. Cloud is safe.



In addition to the questions that asked respondents to indicate their level of agreement, they were given an open-ended section to add additional comments. An analysis of written responses identified the most common concerns.

Analyzing this for its themes, the most common topic among those submitted relates to

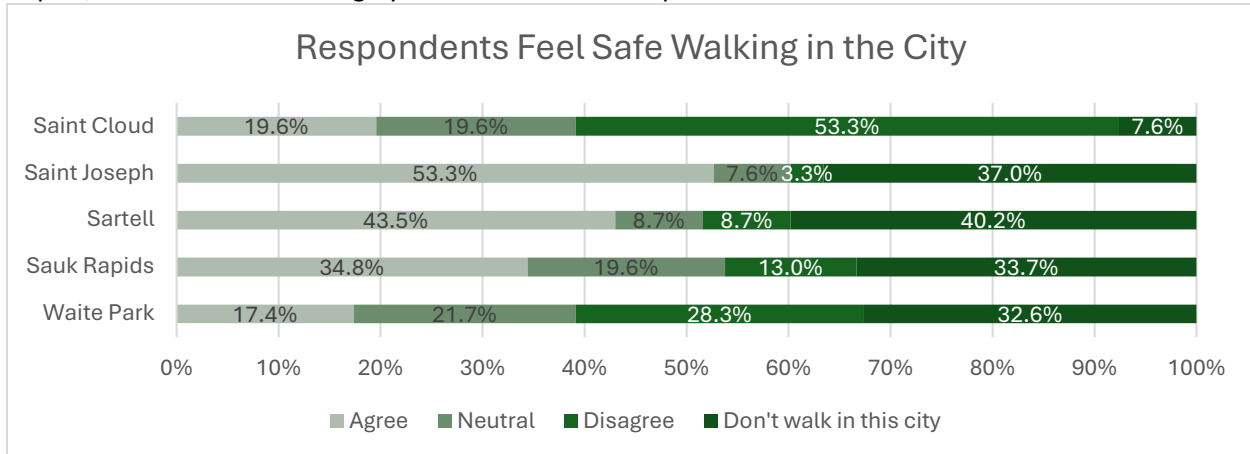
- red-light violations
- the incidence of distracted drivers,
- overutilization of signals causing congestion.

These themes in the comments highlight how drivers are concerned with driver behavior.

Intersections that were frequently referenced as areas of concern include the intersections on Highway 15 and the MN 23 corridor.

Safety Walking in the City

St. Cloud had the highest percentage of respondents that disagree that they feel safe walking in the city, with 53.3% disagreeing that they feel safe. Waite Park had the second highest percentage, with 28.3% disagreeing. It should also be noted that the rate of people that do not to walk in St. Joseph, Sartell, Sauk Rapids, and Waite Park is roughly a third or more of respondents in these cities.



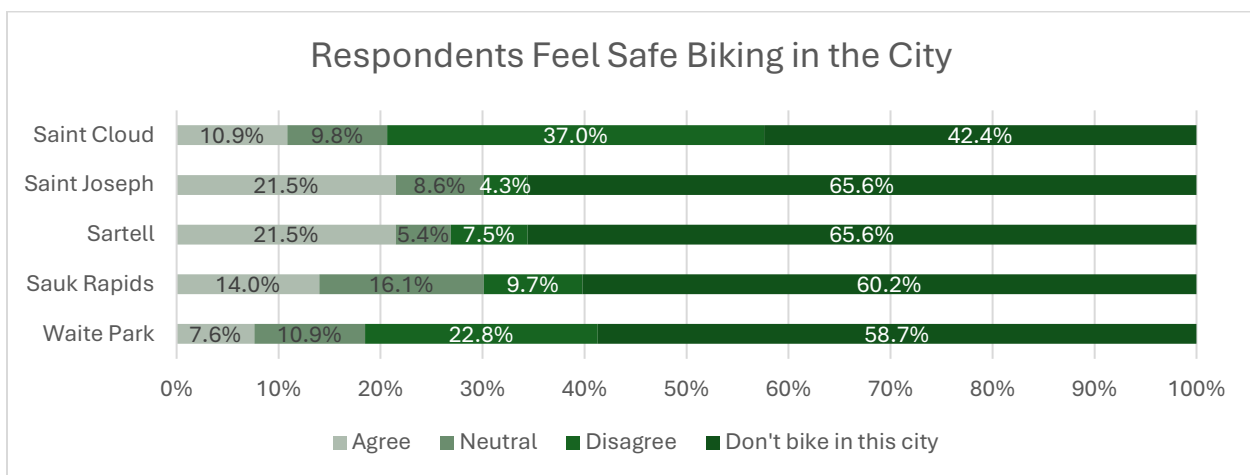
Analysis of the open-ended questions identified these comment themes or concerns.

- Issues with pedestrian infrastructure or a lack of infrastructure. Lack of sidewalks or the disrepair of items such as crossing signals and sidewalks as hindering the walkability of the study area.
- Prevalence of inconsiderate drivers. Negative interactions with vehicles and the experience with poor driver behavior.

Few specific areas were mentioned as specific intersections of note; most were in the same corridors as the driving issue areas, Hwy 15, Hwy 23, and University Drive.

Safety Biking in the City

A majority of respondents indicated that they don't bike within the five cities, with the exception of St. Cloud. The highest percentage of respondents that disagreed that they felt safe biking were in St. Cloud (37%) and Waite Park (22.8%). The highest percentage of respondents that agreed that they felt safe biking were in Sartell (21.5%) and St. Joseph (21.5%).

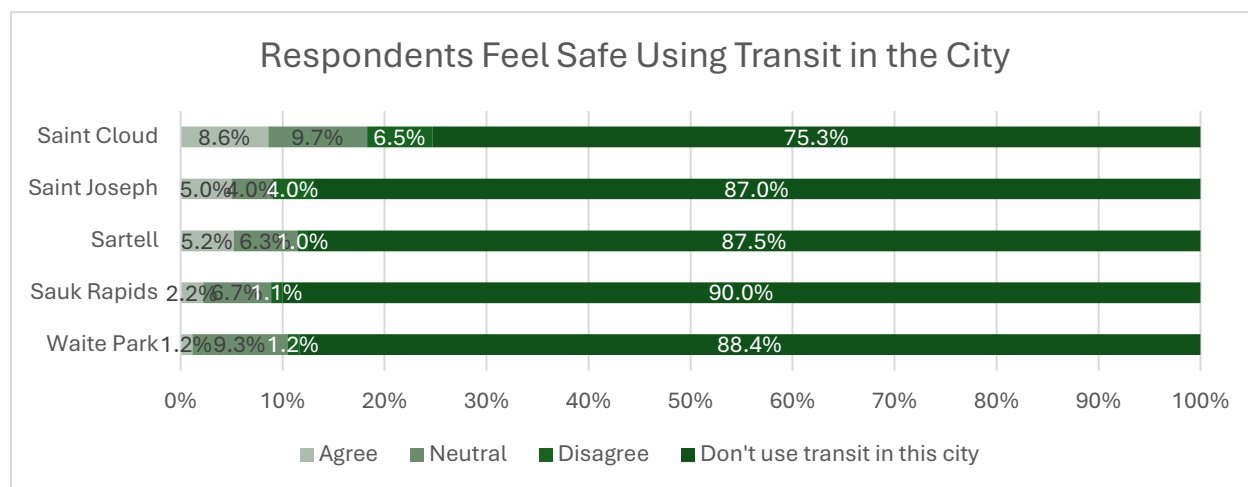


Respondents indicated that the primary reason for not biking was that the lack of bike infrastructure prevented biking in the study area. Infrastructure that people would like to see includes bike lanes and connections from large multifamily developments to the nearest biking-friendly roadways.

Many respondents cited that driver behavior makes it difficult to bike in the study area. A few respondents stated that bicyclists are a safety problem due to roadway vehicle conflicts and sidewalk pedestrian conflicts.

Safety Using Public Transit in the City

Very few respondents indicated that they use transit in the study areas. Of those that do, roughly two-third indicate that they feel safe or were neutral.



The main reason people do not take transit is that the transit routes do not go to the destinations needed or at the times needed.

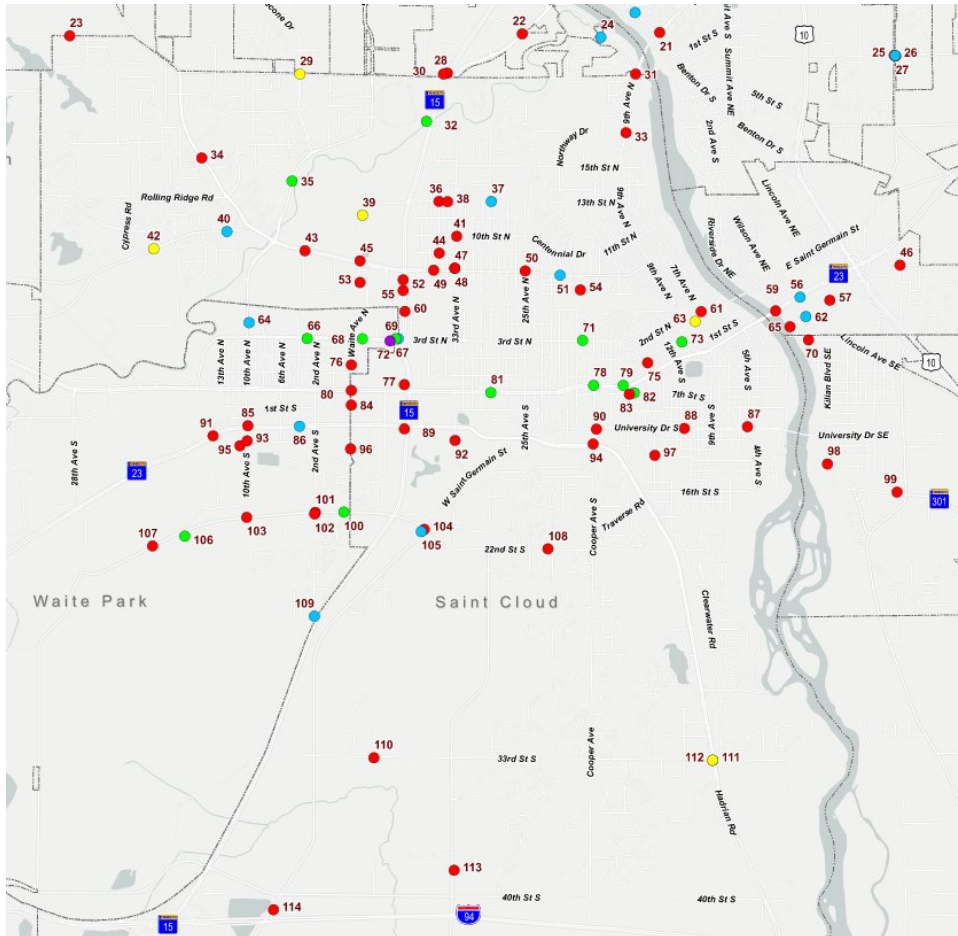
The main safety-related concerns were dissatisfaction with the infrastructure at stops and the safety of the stops due to traffic issues. A few respondents stated that they feel the busses used are too large for the perceived passenger loads.

INPUTiD Comments

St. Cloud

The areas or intersections that received the most comments were:

- Hwy 15 Corridor
- Hwy 23 Corridor
- Intersection of Cooper and University Drive
- St. Cloud State University



Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
23	Driving	There is no reason for the speed limit to be 30mph when the context of this road is rural. Houses are set back, there is a cornfield on one side, and there is no curb and gutter. This is a

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
		rural road and should have a speed limit like one. If people aren't happy with that, then the road needs to be reconstructed/designed slower (narrow lanes, curb and gutter, roundabouts, vertical objects close to the road).
24	Walking	A separated trail on this segment would be great to connect Sartell to Sauk Rapids/St Cloud.
28	Driving	People drive wrong way on diamond
29	Other	Should be a roundabout. Too much time wasted waiting for nobody at the signal. Roundabout would reduce speeds and lower severity of crashes.
30	Driving	Interchange works great but wish signals could be timed better. I think a roundabouts at the ramps would work better but overall no complaints.
31	Driving	Should be a roundabout. 9th Ave northbound left turn takes multiple cycles to get through. I usually have to wait here for nobody in off-peak times.
32	Biking	Need another trail crossing of the Sauk River for bikes/peds. Everyday I see people biking on the shoulder of Hwy 15 which is completely unsafe. There are a lack of other crossing opportunities for peds/bikes of the Sauk River in this area to connect to key destinations just north of the river such as medical facilities and grocery stores. I would advocate for a separated trail bridge over the Sauk River in this area that would alleviate this pressure and encourage more walking/biking instead of the forced habits of having to drive for these short trips.
33	Driving	Consider roundabout. Speed and poor visibility an issue for walking, biking and driving
34	Driving	If we want people to drive slower or even the speed limit, then the road shouldn't look like a racetrack (narrow it up, reduce lanes, put in roundabouts).
35	Biking	Bike path just kind of ends, here and is very rough at this last portion and there is little to no shoulder to use. This would be a great spot to connect to the Wobegon by rivers edge park!
36	Driving	The hedges and or trees the block a drivers view of the road when trying to make a left turn onto 13th St N.
37	Walking	I have had two children tell me they have almost been hit by a car here at this intersection. My son was hit by a car but was unhurt. If they could get a crossing guard or small pedestrian bridge it will help keep the kids safe.
38	Driving	The hedges and or trees the block a drivers view of the road when trying to make a left turn onto 13th St N.

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
39	Other	This signal is not needed 99% of the time. It wastes time for any driver. Put in a roundabout instead.
40	Walking	Something needs to be done to get drivers to yield for pedestrians
41	Driving	People, including business vehicles are always running the stop signs at this 4 way stop. This is a walking route for students going to both Madison Elementary and Apollo High school and on the training routes for any of the teams who run on the roadways. There have been multiple accidents or near misses here.
42	Other	Street Lighting is insufficient along Ridgewood Rd from Veterans Drive to Figerhut Area. Speed along Ridgewood at Veterans Drive (Westwood School) very dark at nite and during winter sidewalks are not shoveled. Must walk in street, with speeding (over 30 MPH) cars on Ridgewood Rd.
43	Driving	Turning left off of Anderson Ave. onto Westbound Veterans has a very short light (often turning yellow as the first car is in the intersection) and an excessively long wait time between green lights.
44	Driving	People are blowing stop signs in this whole neighborhood.
45	Driving	This light turns red right as the people who just crossed highway 15 approach in the mornings. Encourages running of yellow and red lights
47	Driving	Going straight in a turn lane, cutting off traffic
48	Driving	Going straight in a turn lane, cutting off traffic
49	Driving	Veterans drive is tricky because there a 2 lanes each direction with a significant amount of people either turning R or going straight. There are enough people that turn left to make traffic stop abruptly with many drivers who go straight trying to weave from lane to lane to avoid getting stuck behind someone turning. Getting stuck behind a left turning vehicle is particularly challenging because you can be stuck for a while due to oncoming traffic.
50	Driving	Almost always have to stop at this light. Very rarely hit it when it is green and oftenhit it as it is turning yellow when on veterans drive. Encourages running yellow/red lights
51	Walking	There is a crosswalk that often gets ignored by drivers. At rush hour there are a lot of people turning off veterans and the people trying to go straight towards 9th are often weaving through lanes to avoid having to stop and wait. Even to stop for a pedestrian as a driver is challenging because of the

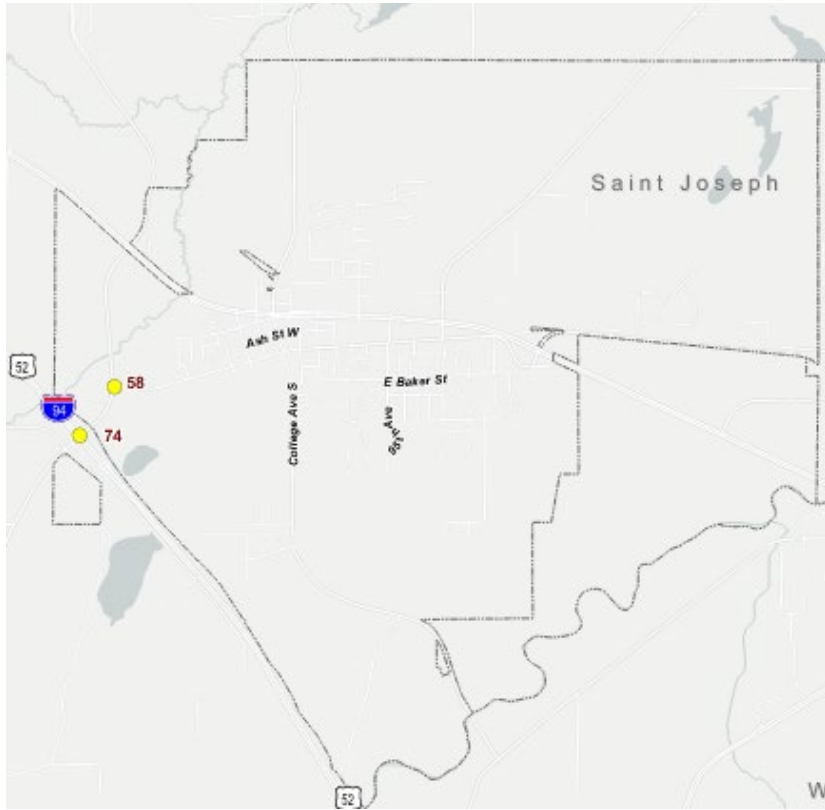
Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
		amount of traffic behind you. As you approach, there is also a curve that makes it so you are having to see the pedestrian, see the crosswalk, and react fairly quickly
52	Driving	People don't seem to notice there is no yield sign here and are often backing up traffic trying to merge onto 15
53	Driving	When turning left out from kwik trip you cannot see to the right over the the grass when making a left turn. It's scary because you cannot see what is coming. It's a legit guess
54	Driving	This is a bad spot.. 7th st n and 12 ave n. People stop at the cornor when they dont have to, some people dont even stop when they are suppose to. It is a mess at this intersection
55	Driving	Terrible backups and quick stops once you hit this bridge with cars exiting 8th street. Especially between 7-9AM and 4-6PM
60	Driving	cannot see over the hill. we need a flashing "traffic is stopped" sign or better sight visibility.
61	Driving	I noticed that when driving from the west that an additional stop light on the right hand side is needed on the traffic light.
63	Other	I place this on the courthouse as this is a comment about St. Cloud as a whole. The nickname of St. Cloud should be the "City of Stop Lights". The amount of stop lights and how poorly timed they are encourage running red and yellow lights. During the winter, I often find myself having to make a split second decision of running a yellow or trying to stop and hoping I don't slide into intersections. I do not understand the function of stop light operation nor do I understand the capabilities of AI, but it really seems like there should be a better technology to decrease running of red/yellow lights by improving the flow of traffic through manipulation of stop lights
70	Driving	I live on this intersection & watch people run 7th & Wilson SE dozens of times a day. 7th & Riverside SE 3-way stop is also ignored just as frequently.
71	Biking	Tree growth is not adequately maintained which forces bicyclists into the traffic lane
73	Biking	I have appreciated the recent addition of a dedicated, well-marked bike lane on this short (2-block) stretch of St. Germain Street.
75	Driving	Blind Spot for the stop sign heading south. There is a sign in front of the stop sign
77	Driving	Signal Lights at Division St and 2nd Street, on Highway 15 are NOT timed properly. Highway 15 traffic northbound from I-94 backs up

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
		for miles, on Hwy 15, during afternoon hours. Sync the signal lights to smooth the flow of traffic and unnecessary accidents.
79	Biking	No shoulder or bike lane on this stretch, causing motorists to often aggressively pass bicyclists or veer into the left lane (partially or fully), often without signaling or warning, causing other motorists to react.
82	Biking	Tree growth is not adequately maintained which forces bicyclists into the traffic lane - from Washington Memorial east to 14th Ave. S on both sides of the street
83	Driving	Bushy/tree growth makes it difficult to see left (south) down Washington Memorial Drive when at the stop sign facing west on 7th Street. Motorists often approach from the south on Washington Memorial with their right turn signal on, but don't turn onto 7th Street, instead going all the way past intending to turn right onto Hwy 23. This often causes confusion and near-collisions. I drive this way 1-2 times weekly and see this nearly every time.
87	Driving	<p>Worst round a bout in the entire area, should never have been put here. Too many pedestrians, young drivers, and way too much traffic for a circle. Stop light needed here to reduce accidents.</p> <p>Reply Comment Agreed, When you need to look to the left for car to enter the circle and then to the right for peds. it gets a little dicey</p>
88	Driving	Speeding is a constant issue on University Drive, especially between 9th Ave S and Cooper Ave, sometimes including drag racing.
89	Driving	The merge lane headed South on 15 needs to be extended. It is so sharp and you can't accelerate. I've had or seen many near accidents here,.
90	Driving	One of the worst designed. Cooper should be straight with a turn to University. The dual turn right headed south, and then people realize they have to cross 2 lanes to turn left onto Roosevelt. 50% of the time I drive here this happens.
92	Driving	people making u-turns from costoc
94	Driving	This new dual lane to Cooper has created a "drag race". Dangerous as well is the turn arrow still remained in the center straight lane for some time.
97	Driving	This road gets WAY too problematic during pick-up. Traffic is messy.
98	Driving	Four-way stop here seems a bit unnecessary

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
99	Driving	How about teaching the somalians that a red stop sign means stop and that the speed limit is 30, not 70???
104	Driving	<p>Two left turn lanes onto w st Germain, but far left one consistently has driver not stay in turn lane and cut off the other left turn driver in right lane. Please have one left turnone straight, and one right turn. No need or 2 left turns and only 1 straight and right combined.</p> <p>Reply Comment This signal shouldn't be here as all it does is cause unnecessary congestion. It should be a roundabout which would reduce the pavement area needed while lessening congestion.</p>
105	Walking	How can a community allow a business or apartments to build and not put in connecting sidewalks? Very congested area and no sidewalks to get to Kwik trip from any of the apartments. DUH! Not even good business sense!
110	Driving	<p>This stoplight SHOULDN'T exist. Goes agains the reason 33rd St S exists-to keep traffic flowing. Too many people turning right out of Tech going North, barely yield when it's red. Many times I'm stopped there, with many others and nobody is going to the school. Also, now with clinic on north side, many turning, which triggers the light, and since no turn late going west, backs up traffic-make this a roundabout like it should have been day 1.</p> <p>Reply Comment Red left turn arrow going to the clinic should be a flashing yellow arrow</p>
111	Other	Needs to have crossing on the south side of 33rd St S crossing Roosevelt. Many trail users have to cross twice to get to the park that is on the South side of the road
112	Other	Needs to have crossing on the south side of 33rd St S crossing Roosevelt. Many trail users have to cross twice to get to the park that is on the South side of the road

St. Joseph

The comments related to the City of St. Joseph were centered around the end of the city where I-94 intersects with the city and continues north. Both comments express a desire for a roundabout in the area to increase efficiency and safety.

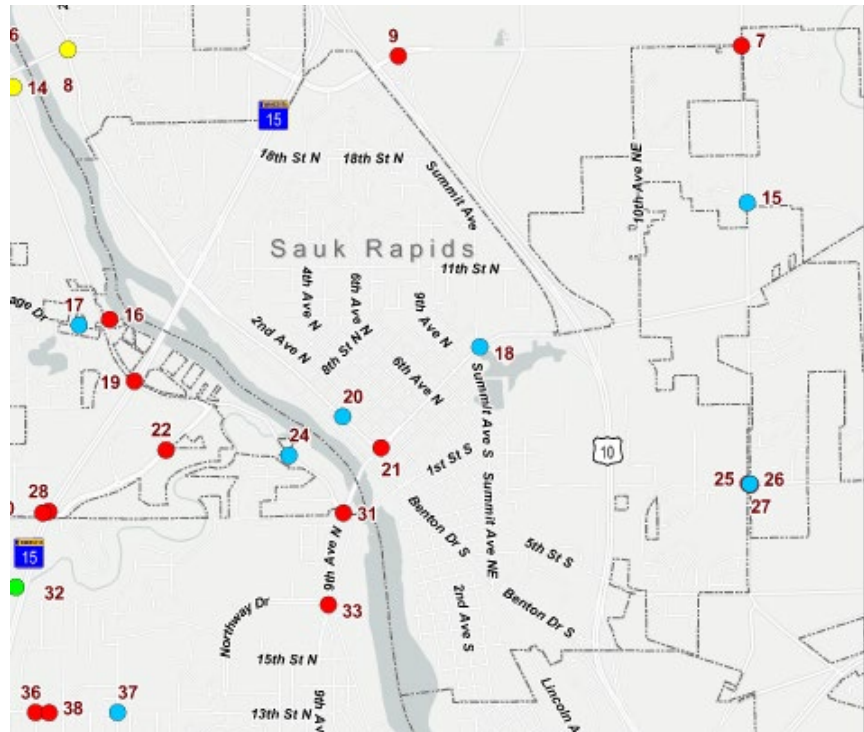


Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
58	Other	Excited about roundabout coming in future.
74	Other	CSAH 2 under I-94 has a lot going on. No turn lanes on CR 2 to get onto ramps or Frontage Rd, adjacent trail and crossing, people speeding through here, etc. There should be a teardrop roundabout at the north ramps with WB I-94 entrance/exit, and a 6-leg larger roundabout at the south ramps and the frontage road intersection, combined. This would solve all the risks with this interchange and move traffic nicely while accommodating peds/bikes.

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
5	Walking	I love the RRFB at this crossing. I cross with my young kids routinely.
6	Driving	cannot see traffic coming over the hill when turning onto or off of riverside
8	Other	Signal seems worse than all way stop before it. Most of the time waiting for nobody. Should be a roundabout to reduce congestion.
10	Walking	The roundabout is such a great improvement for non-motorists and motorists compared to the old signal.
11	Other	Roundabout would be great to accomodate peds/bikes getting across. I use with my family to get to Watab park routinely. Also would help with vehicles trying to turn onto or cross 2nd St S.
12	Walking	difficult to cross on foot, difficult to cross in a vehicle. dangerous high foot-traffic area. very congested for the amount of business nearby
13	Other	The signal seems to be worse than the all-way stop before it. This should be a mini roundabout. Traffic has to stop for no reason most of the time.
14	Other	Replace signal with roundabout. It will reduce congestion and force traffic to drive slower in area. Otherwise, traffic routinely is doing 40 mph through here until they hit the curve by DeZurik's north of here.
15	Walking	newly painted crosswalks noone stops and drive to fast
17	Walking	Need to complete last gap of trail on Heritage Dr to Riverside Ave.
19	Driving	<p>The acceleration lanes onto HWY 15 from river road are too short to speed up to 60MPH. People frequently stop and wait for all the traffic on 15 to pass before merging instead of accelerating which holds up traffic and causes back ups.</p> <p>Reply Comment I don't think extending the lanes will encourage these drivers that stop to not stop. Often enough, people don't understand the merge sign that is in place and default to yielding to traffic regardless. More of a driver education issue.</p>
22	Driving	Driving wrong way on roundabout
24	Walking	A separated trail on this segment would be great to connect Sartell to Sauk Rapids/St Cloud.

Sauk Rapids

The data in Sauk Rapids is mainly centered on Mayhew Lake Rd near the high school and downtown on Benton Dr. S.

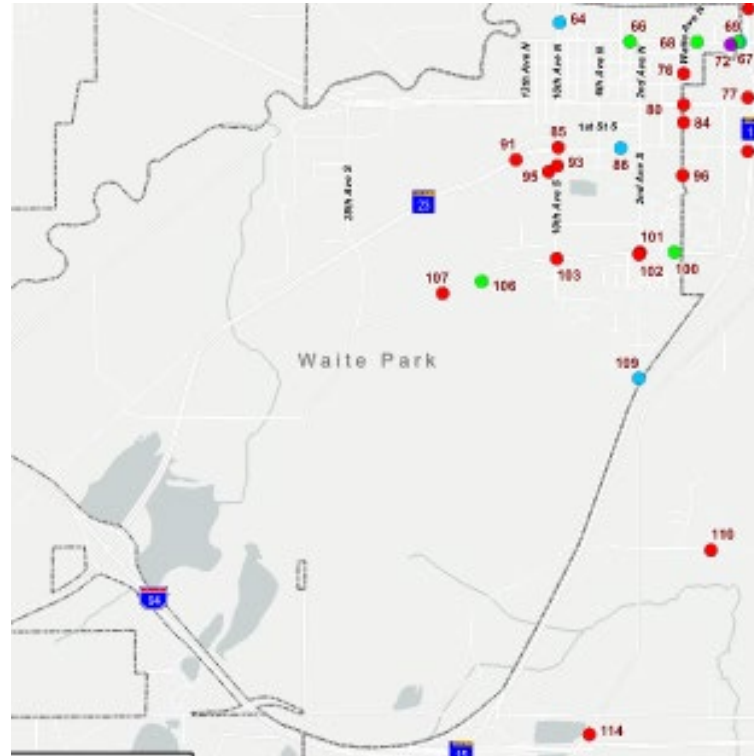


Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
7	Driving	Very busy intersection. Can be difficult to turn onto Mayhew Lk Rd.. Traffic is consistent which makes it difficult to find a 'break' to make a turn, especially during school arrival/dismissal times. Reply Comment Agree. Should be a roundabout.
9	Driving	Need a roundabout. Limited sight distance when exiting Hwy 10.
15	Walking	newly painted crosswalks noone stops and drive to fast
18	Walking	cannot see east bound traffic on 2nd street if youre at the east-side cross walk in the roundabout.
20	Walking	Cars are ignoring the new lights used by pedestrians to cross Benton Drive.
21	Driving	Stop light too fast and people run the light Reply Comment Stop light not safe for pedestrians, especially those crossing in front of traffic turning right on to the bridge Reply Comment Or for pedestrians as cars turn off the bridge south onto Benton Drive

		<p>Reply Comment</p> <p>Agree with comment. Roundabout should be considered. Intersection is very wide already.</p>
25	Driving	<p>Too many cars are passing on the right what a car is waiting to turn left. There are many close calls with cars not yielding.</p> <p>Reply Comment:</p> <p>The added amount of traffic in the last 10-15 years have also caused more accidents at this intersection. A set of lights to slow traffic would be nice. No many speeding. Not sure a round about would help. The swamp grass causes line of sight issues when getting on Mayhew Lake from 15th St NE. Many pull out past the stop signs (they don't stop behind and then pull out)</p>
26	Walking	<p>When cars make a turn off Mayhew Lk Rd onto 15th St. NE, people often illegally drive on the shoulder to pass which makes it very dangerous for pedestrians.</p>
27	Driving	<p>Very busy intersection. People are often speeding on Mayhew Lk Rd. which can make it difficult for crossing traffic. When making a turn off Mayhew Lk Rd onto 15th St. NE, people often illegally drive on the shoulder to pass.</p> <p>Reply Comment</p> <p>Agree. Should be a roundabout.</p>

Waite Park

The majority of the comments for Waite Park occur along the Hwy 23 Corridor and on Division St. (CSAH 75).



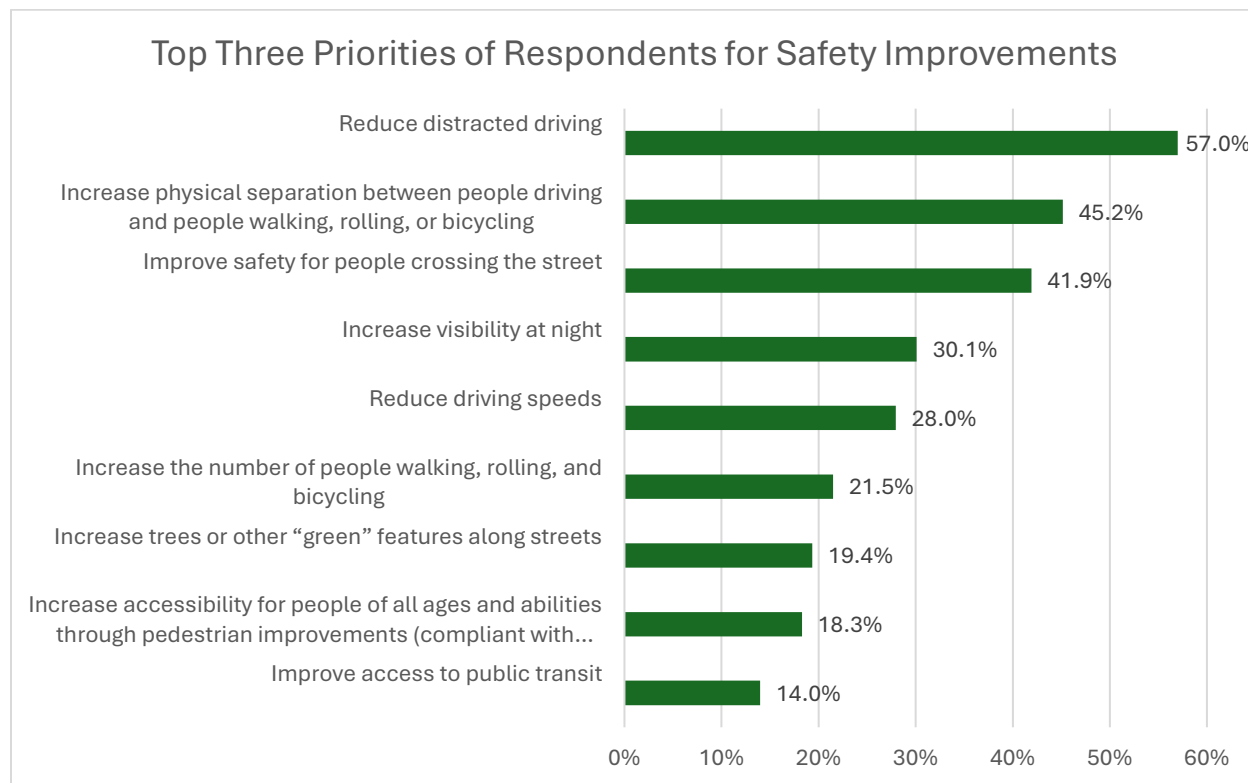
Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
64	Walking	There needs to be something to get drivers to yield to pedestrian
66	Biking	Tree grow is not sufficiently maintained. Forces bicyclists to weave in and out of traffic
67	Biking	Road is too narrow. Needs a shoulder, bike lane, or trail
68	Biking	Heading east, the bike path ends and cyclists had to ride in traffic to get across Hwy 15 via 3rd Street. A bike lane or bike path would be a worthy extension from the Wobegon into St. Cloud residential and downtown areas.
69	Walking	No sidewalks on this side of the road connecting to the trail farther west on 3rd St.
72	Transit	We need a transit bus stop on this part of 3rd street. Lot of foot traffic and shops along this stretch of 3rd street
76	Driving	This road is absolutely awful with the mall and the businesses on across Waite Ave. The traffic by Walgreens and into the mall. Worse design ever
80	Driving	Every signal from Hwy 15 to 10th Ave along Division St and 2nd St S do not have enough approach lanes on the north-south streets. Waite Ave at Division St is notorious for northbound queues because many people

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
		try to turn right but can't because it's a shared thru-right lane.
84	Driving	Road in front of Cashwise is a mess. Too many cars turning into both sides of Waite Ave and way too many accidents
85	Driving	Turning left from Hwy 23 to 10th Ave S is really bad. Cars stop to turn into Menards and cars trying to turn left get stuck in the intersection or only half onto 10th when the light turns red.
86	Walking	Who would want to walk in this area? The sidewalk is narrow and adjacent to Hwy 23. Not ideal for people.
91	Driving	Needs a turn lane! and a way to go east from 1st St S.
93	Driving	Put a concrete median to control the access management issues present. Place a roundabout at the intersection with Parkway Dr and/or 3rd St S for the location for cars turning right out Menards to U-turn to head back north.
95	Driving	need to do something about the road in front of Menards. It is so dangerous, way to many accidents and people pulling out in front of others,
96	Driving	The road in front of Cash Wise needs something done. Way too many cars turning/stopping/pulling out. Accidents way to frequently
100	Biking	This area is crazy how. As you head west on here, walking or biking the road shoulder just gets narrower and narrower!
101	Driving	Worst four way stop in area. Rolling stops, self created turn lanes, and not following right of way consistently seen hhave police actually write ti a roundabout. A roundabout would solve all of the problems listed.
102	Driving	This 4 way stop is a nightmare. I thought it was going to be changed to a roundabout at some point but it never did. Many accidents at this 4 way stop. With the additional of the Metro Bus west transit hub on 2nd Ave S, this will only increase the amount of traffic with the buses and create further accidents.
103	Driving	This 4 way stop is awful. Many cars don't stop when heading west and east on 7th. I have seen way too many accidents here. Reply Comment A roundabout would solve these issues, and I believe it should be implemented.
106	Biking	Connect Rockville Bike Trail to St Cloud near Quarry Park.
107	Driving	Route used to navigate to Hwy 23

Following is a summary of the comments that relate to the dots on the map.	Mode	Comment
109	Walking	Continue sidewalk so bikers and walkers can access Granite view road all the way to 33rd. Bikers and walkers shouldn't have to walk on small shoulder or ditch or take up a lane of traffic that goes from 30 to 55 to 30 again in a span of 200 yards.

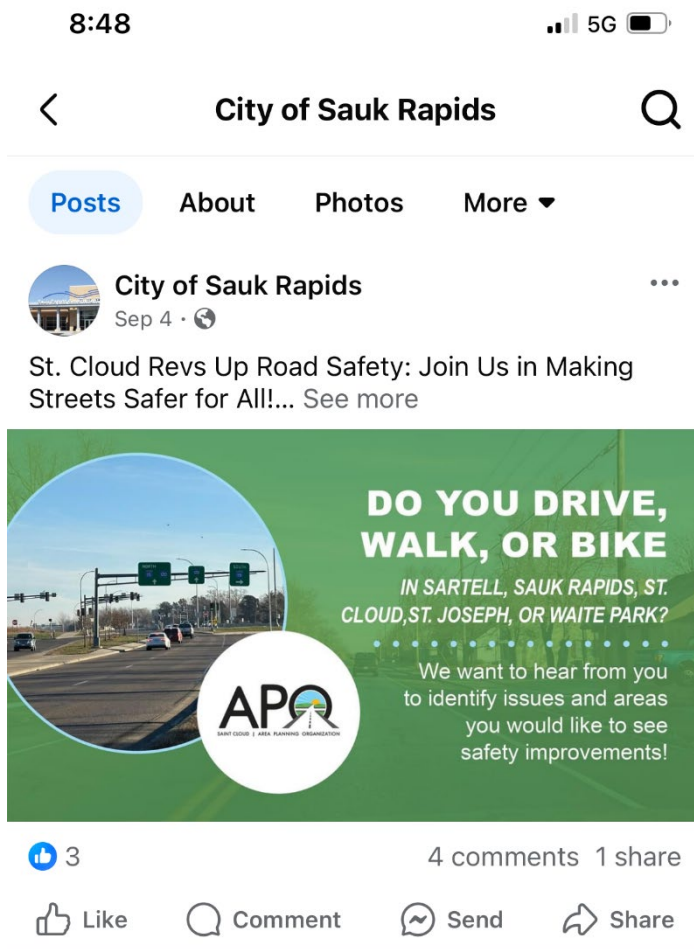
Priorities

Respondents were asked to list their three top priorities for safety improvements in the study area; the following answers were received:



In the open-ended comments, enforcing traffic laws was another priority that respondents listed. Several respondents feel this as a key to correcting poor and inconsiderate driving in the study area.

Attachment 1: Sample Communications



Posts

About

Photos

More ▼

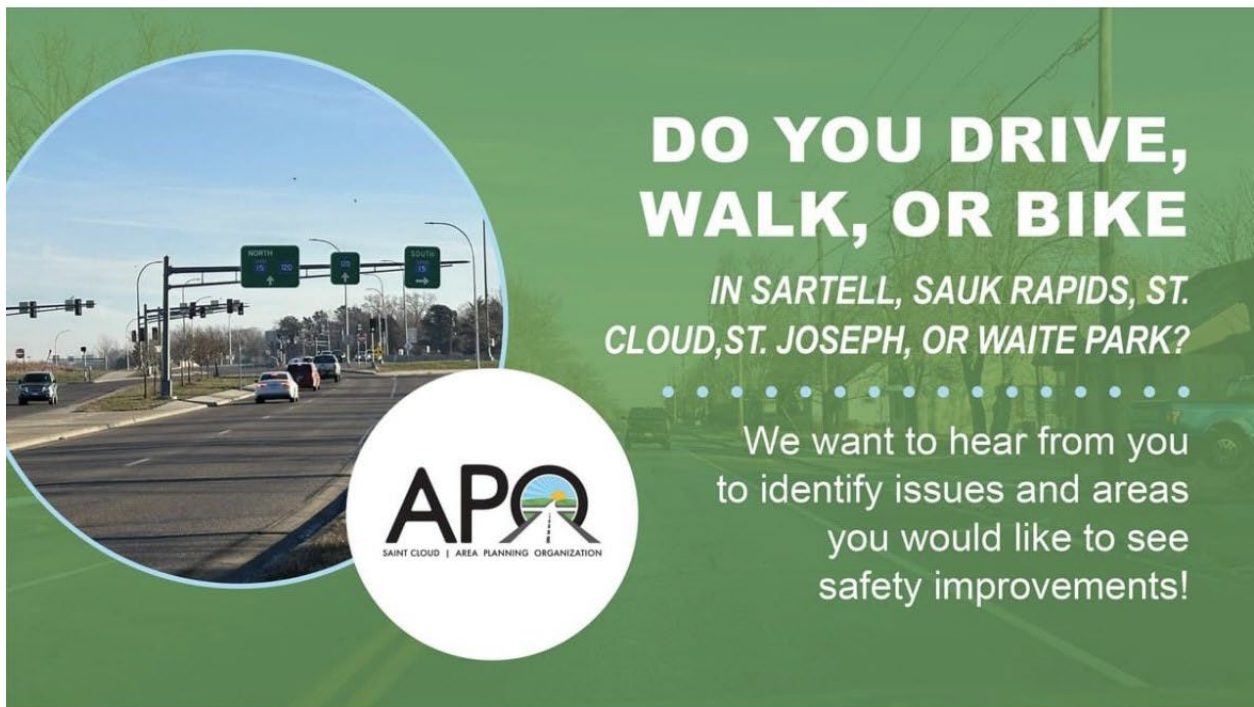


St Cloud Area Planning Organization



Aug 5 · 

Saint Cloud Revs Up Road Safety: Join Us in Making Streets Safer for All!... See more



 You and 3 others

 Like

 Comment

 Send

 Share

7:17



< St Cloud Area Planning Orga...  

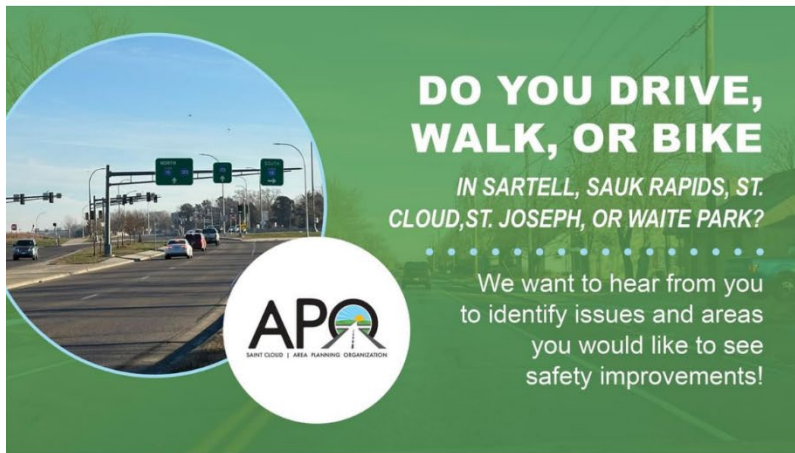
Posts About Photos More ▾



St Cloud Area Planning Organization

8h · 

Saint Cloud Revs Up Road Safety: Join Us in Making Streets Safer for All!... See more





 2

 Like  Comment  Send  Share



St Cloud Area Planning Organization

1d · 

New buses   anyone? That's just a few of the items [Metro Bus](#) is planning on purchasing to continue providing necessary transit serv... See more



Home



Video



Friends



Marketplace



Notifications



Menu

Posts

About

Photos

More ▼

Engagement



St Cloud Area Planning Organization



2h · 

 Saint Cloud Revs Up Road Safety: Join Us in Making Streets Safer for All!    ... See more

**DO YOU DRIVE,
WALK, OR BIKE**

*IN SARTELL, SAUK RAPIDS, ST.
CLOUD, ST. JOSEPH, OR WAITE PARK?*

.....

We want to hear from you
to identify issues and areas
you would like to see
safety improvements!

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION

 1

1 share

 Like

 Comment

 Send

 Share

Posts

About

Photos

More ▼



St Cloud Area Planning Organization



Jul 16 · 

Saint Cloud Revs Up Road Safety: Join Us in Making Streets Safer for All!... See more



 3

 Like

 Comment

 Send

 Share

7:18



City of St. Cloud, MN



Posts

About

Photos

More ▾



City of St. Cloud, MN



9h · 🌐



ci.stcloud.mn.us

St. Cloud APO would like your input!

👍 1

1 share



Like



Comment



Send



Share



City of St. Cloud, MN



11h · 🌐

St. Cloud APO would like your input!
Do you drive, walk, or roll in the St. Cloud metro area? Then we'd like your input!
<https://www.ci.stcloud.mn.us/CivicAlerts.aspx?aid=2463>

👍

You and 2 others

1 share



Like



Comment



Send



Share



Home



Video



Friends



Marketplace



Notifications




Menu

7:19



< City of St. Joseph, MN 🔍

Posts About Photos More ▾


 **City of St. Joseph, MN** 8h · 🌐

The St. Cloud [St Cloud Area Planning Organization](#) is studying ways to make streets safer by reducing the risk and severity of crashes for users of a... See more



👍 1 2 shares

👍 Like 🗨 Comment 📧 Send ➦ Share

 **City of St. Joseph, MN** 2d · 🌐

Pop up Splash pad was a hit! Thank you St Joseph Fire Department, Traut Wells, and Wandering Cow!



Home Video Friends Marketplace Notifications Menu

7:18



City of St. Cloud, MN



Posts

About

Photos

More ▾



City of St. Cloud, MN



9h · 🌐



ci.stcloud.mn.us

St. Cloud APO would like your input!

👍 1

1 share



Like



Comment



Send



Share



City of St. Cloud, MN



11h · 🌐

St. Cloud APO would like your input!
Do you drive, walk, or roll in the St. Cloud metro area? Then we'd like your input!
<https://www.ci.stcloud.mn.us/CivicAlerts.aspx?aid=2463>

👍

You and 2 others

1 share



Like



Comment



Send



Share



Home



Video



Friends



Marketplace



Notifications



Menu

8:47

5G

< City of Waite Park, Minnesot...  

Posts About Photos More ▾



City of Waite Park, Minnesota
Government



Sep 4 · 

Do you drive, walk, or roll in the St. Cloud metro area? Then we'd like your input! The St. Cloud APO is studying ways to make streets safer by re... See more



 Like  Send  Share



City of Waite Park, Minnesota
Government



Aug 29 · 

Next week, Garbage and Recycling service will be delayed one day as a result of the Labor Day Holiday. Please share this information with your neighbors.



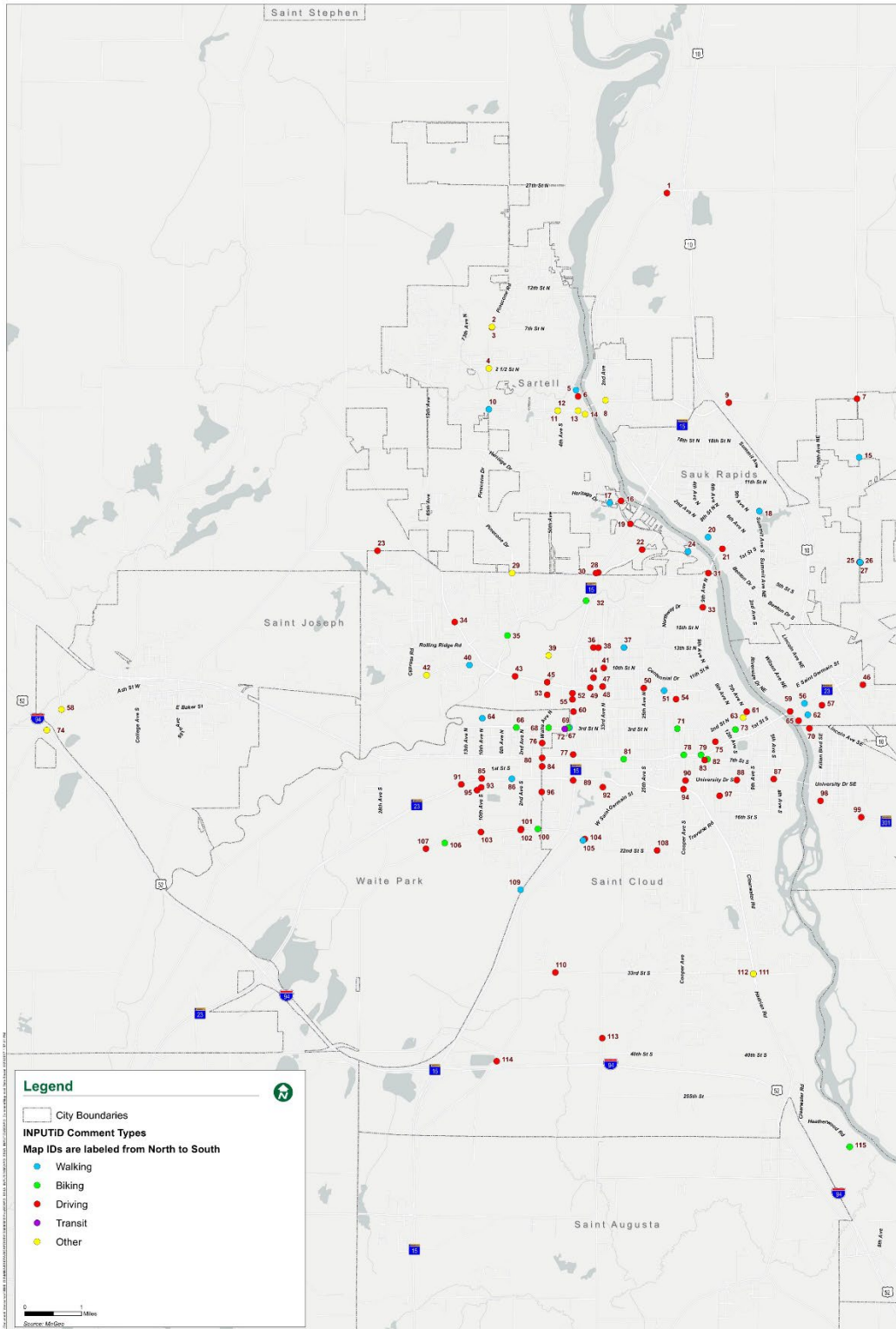
 Home  Video  Friends  Marketplace  Notifications  Menu

Attachment 2: Comment Map



Safe Streets for All (SS4A) Safety Action Plan
St. Cloud APO

INPUTID Comments
October 2024





212 3RD AVENUE N.
SUITE 352
MINNEAPOLIS, MN 55401

612.584.4094
TOOLEDESIGN.COM

DRAFT MEMORANDUM

October 21st, 2024

To: Brian Gibson, St. Cloud APO
Organization: St. Cloud APO, Minnesota
From: Kevin Kroll, Dean Chamberlain, PE – Toole Design
Project: St. Cloud APO Comprehensive Safety Action Plan

Re: Task 5.1 Descriptive Crash Statistics Report Update

Contents

Introduction2

Summary of Key Findings2

Descriptive Crash Analysis Methodology3

 Crash Data Overview3

Study Limitations3

 Exposure data3

Descriptive Crash Analysis4

 General Crash Trends4

 Crash Causation7

 Environmental Characteristics9

Disclaimer: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Data products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "...shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data." If you should attempt to use the information in this report in an action for damages against any jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

Introduction

This memo summarizes the results of the descriptive crash analysis conducted for the St. Cloud, Minnesota Area Planning Office (APO) Comprehensive Safety Action Plan. This memo provides a data-driven basis for understanding the scope of fatal and serious injury (FSI) crashes in the St. Cloud APO over the most recent ten years of crash data, representing the years 2014 through 2023, but focusing on the past five years of data (2019-2023). This memo focuses on high-level FSI crash trends and identifies both region-wide areas of concern and city specific issues for St. Cloud, St. Joseph, Sartell, Sauk Rapids, and Waite Park to identify opportunities to reduce crashes through proven, innovative, and comprehensive strategies.

Summary of Key Findings

Primary Study Period: 2019-2023

Total Crashes: 7,226

Fatal Crashes: 19

Serious Injury Crashes: 100

Minor Injury Crashes: 503

Total Fatal and Serious Injury (FSI) Crashes: 119

Total Fatal and Injury (FI) Crashes: 622

Crashes by Year: Looking in the extended study period of 2014 through 2023, in 2015, the APO had the highest FSI crash total (9), the highest number of serious injuries occurred in 2023. Over the past 10 years, the amount of Fatal crashes is remaining relatively consistent, while the number of serious injury crashes is trending dramatically upward, and the amount of non-FSI crashes has decreased.

Injury Severity: While most crashes are minor, an average of approximately 22 crashes per year have resulted in a death or serious injury over the past decade.

FSI Crashes by Mode:

- **Motor Vehicles:** Motor vehicle crashes account for 96.7% of all crashes in the St. Cloud APO area. Of these vehicle-only crashes there were 76 motor vehicle crashes that resulted in a fatality or serious injury over the last 5 years. This includes 9 fatal crashes and 67 serious injury crashes.
- **Vulnerable Road Users:** Vulnerable Road Users (VRU) are those unprotected by a vehicle, like pedestrians and bicyclists. Of the 7,226 crashes in the St. Cloud APO over the five-year period, 154 crashes (2.1%) involved a pedestrian or a bicyclist. But, of the City's 119 FI crashes, 29 (24.3%) involved a pedestrian or bicyclist (6 involved a fatal crash and 23 involved in a serious injury).

FSI Crashes by City

St. Cloud had the highest total number of FSI crashes (79) from 2019-2023, which was 66.2% of all FSI crashes in the St. Cloud APO urbanized area. Sauk Rapids had the highest number of FSI crashes relative to all crashes (2.8%) compared to the region's average of 1.6%.

Leading FSI Collision Type: Angle crashes and Head-On crashes produced the highest number of known FSI crashes across the study period, each consisting of 25.2% and 12.6% of FSI crashes in the St. Cloud APO urbanized area respectively. 52% of FSI crashes were classified as unknown or "other" collision type.

St. Cloud experienced a higher-than-average proportion of FSI head-on collisions. Sartell had a higher-than-average proportion of FSI angle crashes.

Environmental Characteristics:

- **Weather Conditions:** The majority of FSI crashes occurred in clear (86.6%) conditions. Of crashes occurring in clear conditions, only 1.7% resulted in a FSI crash. However, in sleeting, hailing, or freezing rain conditions, 5.9% of crashes resulted in a FSI crash, meaning crashes in those conditions were more frequently serious.
- **Pavement Conditions:** The majority of FSI crashes occurred in dry conditions (75.6%). The next-most common pavement condition types for FSI crashes was wet pavement (12.6%) and snow- or ice-covered pavement (10.9%). No pavement condition type showed a significant increase in the proportion of FSI crashes.
- **Lighting:** The majority of FSI crashes occurred in daylight conditions (56.3%). This leaves 47.3% of FSI crashes which occurred in twilight or dark conditions in the APO urbanized area. Over 67% of FSI crashes involving a bicyclist or pedestrian occurred in dark conditions. This percentage was higher in St. Cloud (73.7%) and Sartell (75%).
- **Hour of the Day:** FSI crashes tend to occur most frequently during the afternoon and evening periods and less commonly during morning and overnight periods. However, crashes occurring in the early morning hours tend to produce a higher percentage of FSI crashes (8.8% of all crashes are FSI from 2:00-3:00 AM, the highest of any hour window). A higher-than-average number of FSI crashes occurred in St. Cloud in the early morning hours.

Descriptive Crash Analysis Methodology

The descriptive crash analysis methodology consisted of data collection, consolidation, and analysis based on provided crash data. A series of high-level descriptive summary tables and charts attempt to capture relationships between crash data factors and attributes. These statistics examine broader crash trends and patterns, providing insights to inform which variables deserve further examination. They also guide the development of new behavioral safety programs, policy modifications, and safety-focused engineering countermeasures. This report provides planners, engineers, and decision makers with high-level data to help respond to historical crash patterns and determine which crash factors tend to produce the most crashes across the roadway system.

Crash Data Overview

Crash data used in this analysis was retrieved from the Minnesota Crash Mapping Analysis Tool (MnCMAT2), accessed on July 7, 2024 for crashes from 2014 to 2023. It consists of all crash data from 2014 through 2023 within the St. Cloud APO urbanized area. However, this memo and analysis focus on fatal and serious injury crash data in the St. Cloud APO urbanized area during the years 2019 through 2023.

Study Limitations

Exposure data

The analyses reported in this memo do not adjust for motor vehicle, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of traffic or pedestrian and bicycle volumes, which is also referred to as exposure.

As an example, pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it indicates that people are more likely to walk in light conditions than in dark conditions.

Descriptive Crash Analysis

General Crash Trends

Crashes by Year

Figure 1 shows the number of FSI crashes by year in the St. Cloud APO urbanized area from 2014 to 2023, while Figure 2 shows the number of Vulnerable Road Users (VRU) crashes for the same period. Overall, FSI crashes increased during this time mostly due to an increase in the number of serious injuries. The number of fatalities remained relatively constant each year in the St. Cloud APO, especially over the past five years. Fatal and serious injury VRU crashes are trending slightly downward over the period.

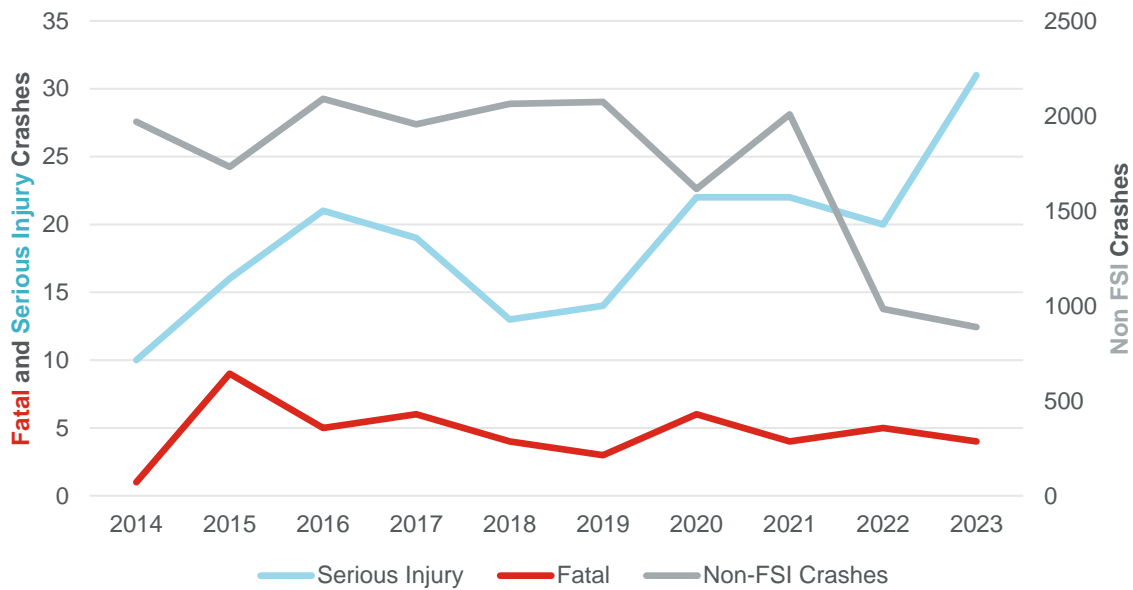


Figure 1: FSI Crashes by Year, 2014-2023

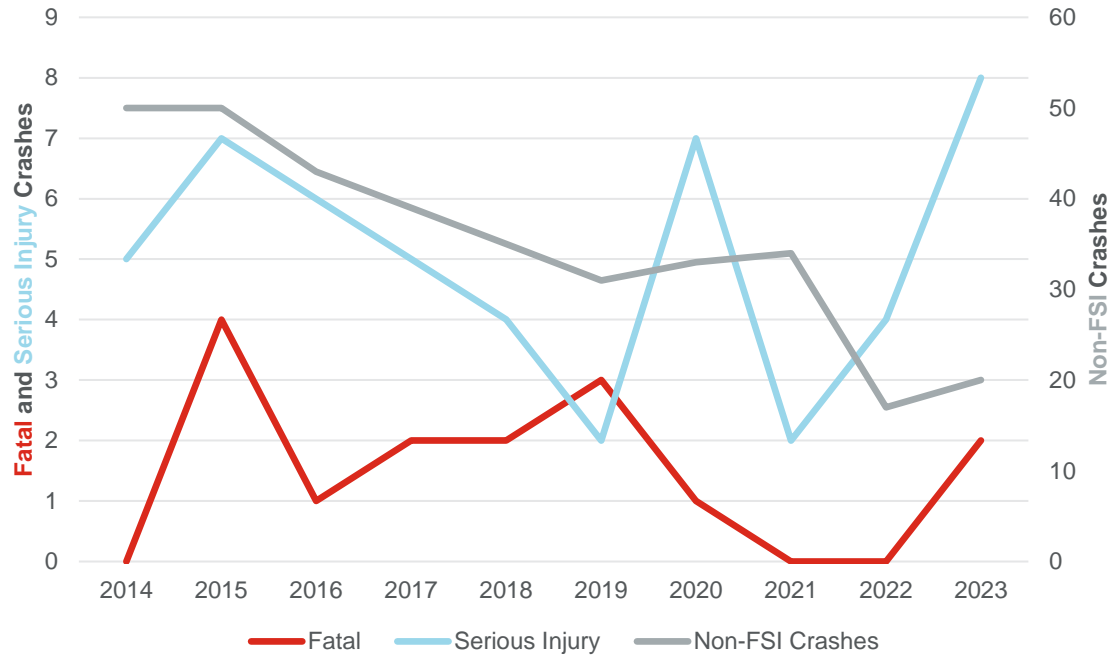


Figure 2: VRU Crashes by Year, 2014-2023

Crashes by Time of Day

Figure 3 shows the amount of FSI crashes occurring at different times of day and days of the week. It shows that FSI crashes are most likely to occur in the afternoon hours from 3 PM-6 PM and that FSI crashes occur most commonly on Mondays.

Figure 4 shows the number of fatal and serious injury crashes separately by time of day. The number of fatal crashes stays somewhat consistent across the 24-hour period, but the number of serious injuries significantly increases, rising at around 10 AM and peaking at around 4 PM. Figure 5 shows the percentage of FSI crashes as a proportion of all crashes over the day. While there are fewer crashes occurring in the early morning hours, that time period tended to produce a higher proportion of FSI crashes relative to all crashes.

	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Total
12AM-3AM	3	0	3	0	3	3	1	13
3AM-6AM	1	2	0	0	1	2	0	6
6AM-9AM	1	2	1	1	1	2	2	10
9AM-12PM	3	3	1	1	1	2	0	11
12PM-3PM	2	2	5	3	2	2	4	20
3PM-6PM	4	6	2	3	5	6	2	28
6PM-9PM	0	6	1	1	2	3	1	14
9PM-12AM	1	4	4	3	3	1	1	17
Total	15	25	17	12	18	21	11	119

Figure 3: Total Crashes by Time of Day, 2019-2023

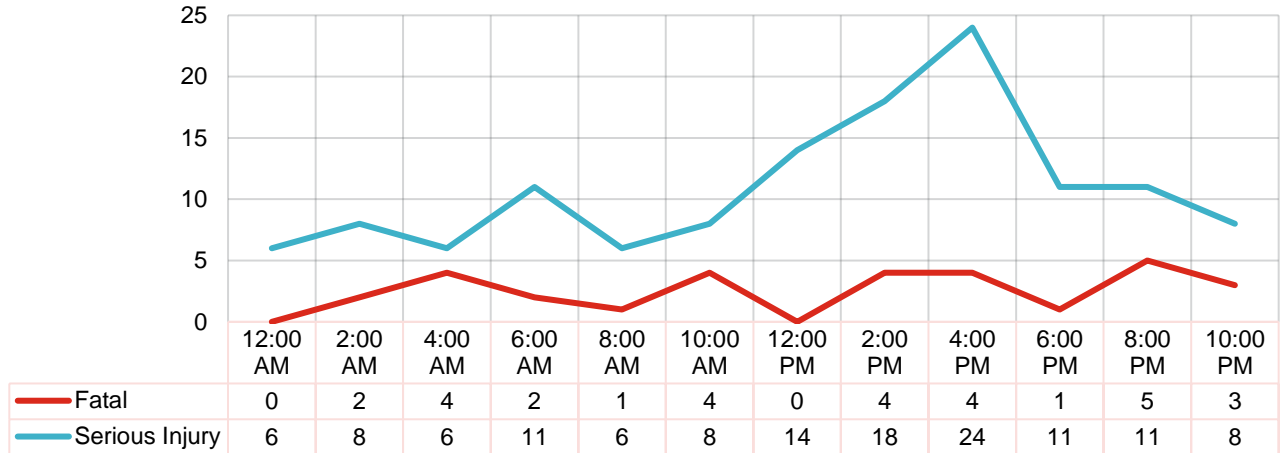


Figure 4: Fatal and Serious Injury Crashes by Time of Day, 2019-2023

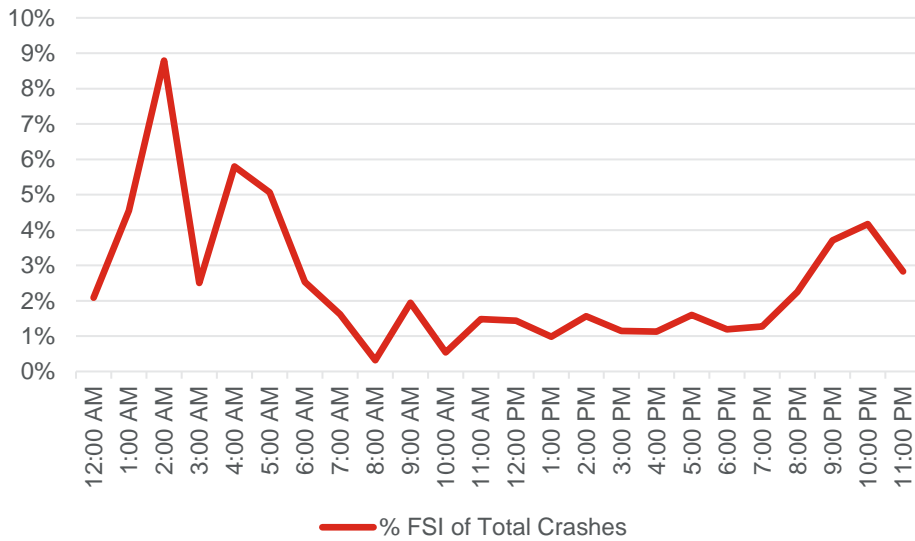


Figure 5: Percentage of FSI Crashes by Time of Day (FSI Crashes as a percentage of All Crashes), 2019-2023

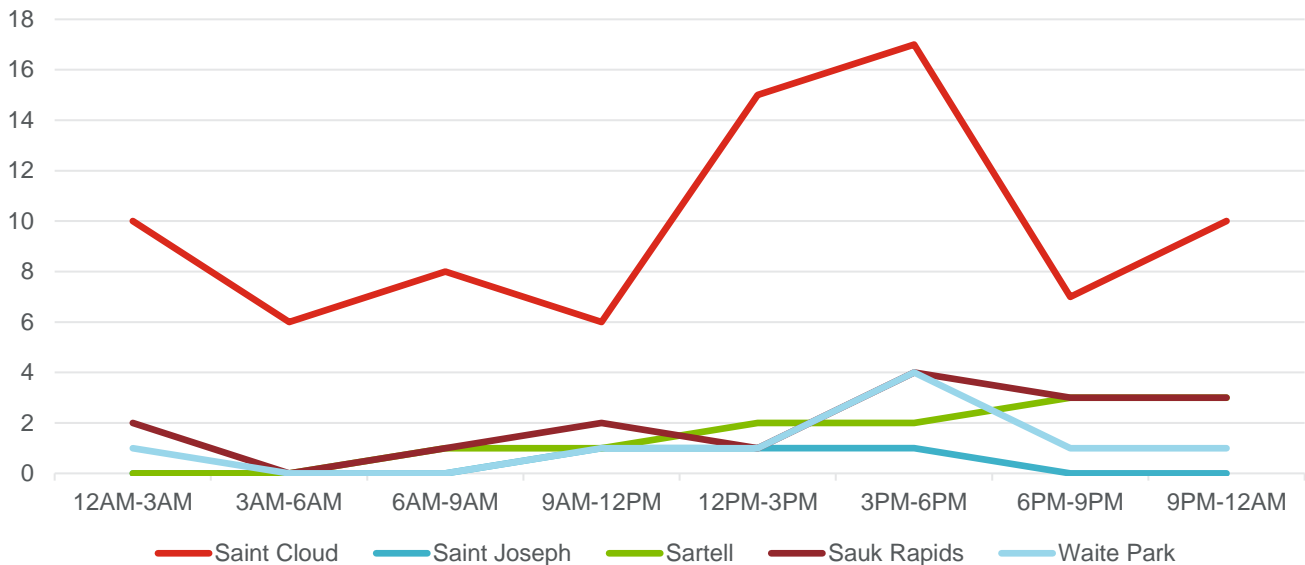


Figure 6: FSI Crashes by City and Time of Day, 2019-2023

Crashes by Mode

Crashes by Mode and Severity

Table 1 shows crashes by mode of travel and severity level in the St. Cloud APO urbanized area. Overall, vehicle crashes occurred most frequently but commonly had a lower severity level (80% of these crashes were “property damage only” meaning no person sustained an injury). Still, there were 76 FSI vehicle crashes over the previous 5 years.

Pedestrian- and bicyclist-involved crashes were more likely to be severe in the APO urbanized area. 27% of all pedestrian-involved crashes result in a fatal or serious injury, while 11.6% and 16.5% of bicycle and motorcycle crashes result in a FSI, respectively. This is compared to only 1.6% of all crash modes producing a fatal or serious injury crash.

Table 1: FSI Crashes by Mode and Severity, 2019-2023

	Pedestrian	Bicyclist	Vehicle	Motorcycle	Total
Fatal	6	0	9	4	19
Minor Injury	27	40	404	32	503
Possible Injury	23	23	970	19	1,035
Property Damage Only	4	8	5,537	20	5,569
Serious Injury	14	9	67	10	100
Grand Total	74	80	6,987	85	7,226

Crashes by Mode and City

The majority of FSI crashes for each travel mode occurred in the City of St. Cloud, however there were proportionally higher pedestrian FSI crashes in St. Joseph (2 of the 3 FSI crashes in the community involved a pedestrian), bicyclist crashes occurred more frequently in Sartell and Sauk Rapids, and motorcycle crashes occurred more frequently than the area average in Sauk Rapids and Waite Park.

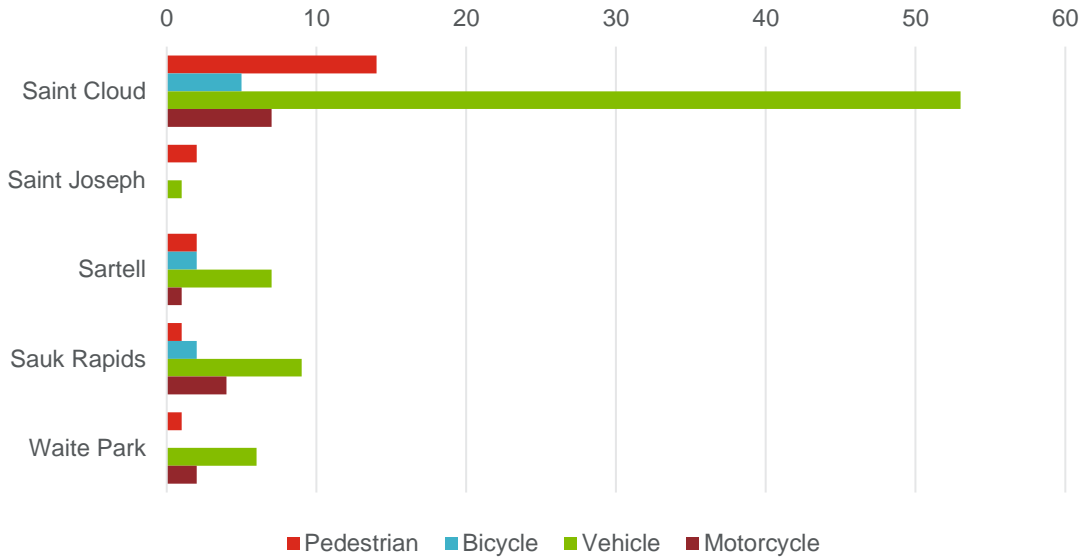


Figure 7: FSI Crashes by City and Mode, 2019-2023

Crash Causation

Collision Types

Figure 8 shows the total number of FSI Crashes for each cited crash causation in each of the five cities in the APO urbanized area. Of the different collision types, Head-on crashes produced the highest number of FSI crashes relative to total crashes (4.6% of crashes were FSI). Other/Unknown FSI crashes also occurred more frequently relative to all crashes (3.8%).

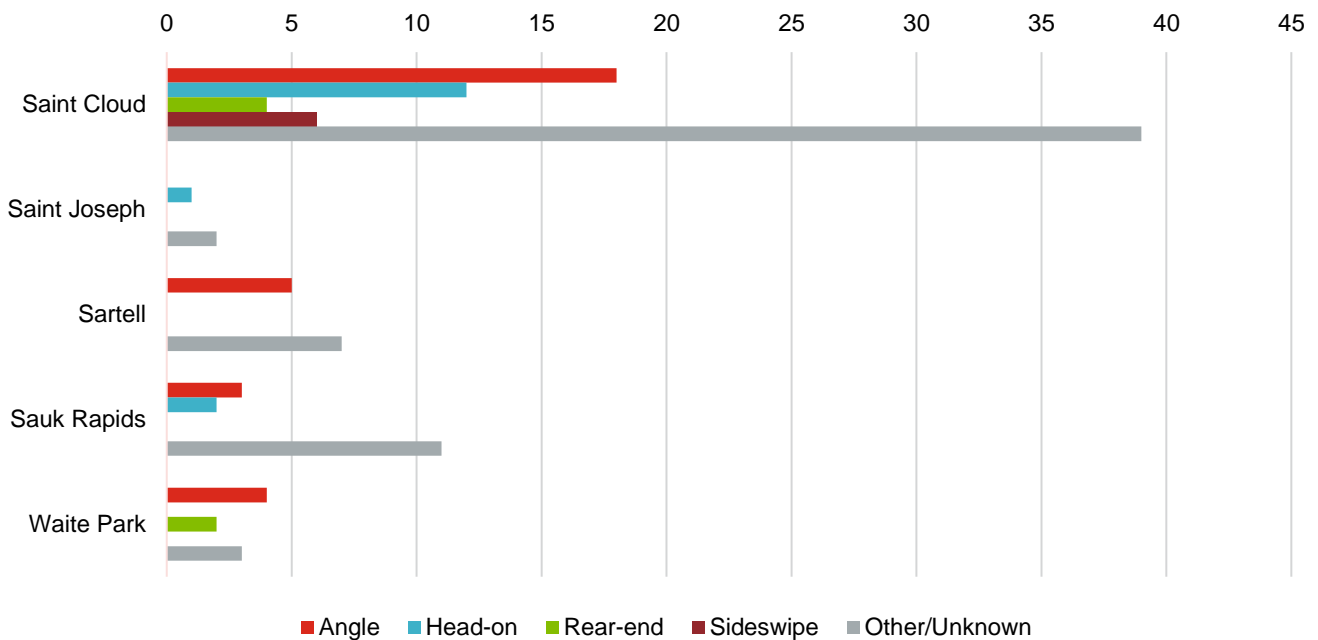


Figure 8: Total Amount of All Crashes (includes non-injury crashes) by collision type, 2019-2023

Contributing Factors

MnCMAT2 data records factor(s) that the responding police officer believes contributed to a crash occurrence. Figure 9 shows the contributing factors that produced the highest number of FSI crashes relative to all crashes. Crashes where a driver was driving on the wrong side of the road produced a very high percentage of FSI crashes, as did crashes where a driver was speeding, ran a stop sign or red light, or was driving erratically or dangerously. This data shows several driver behaviors associated with higher crash severities. It should also be noted that other driver behavioral crash factors like driver distraction and sleep deprivation are notoriously hard to collect and verify, so while they are not recorded in this data, they likely impact crash frequency and severity as well.

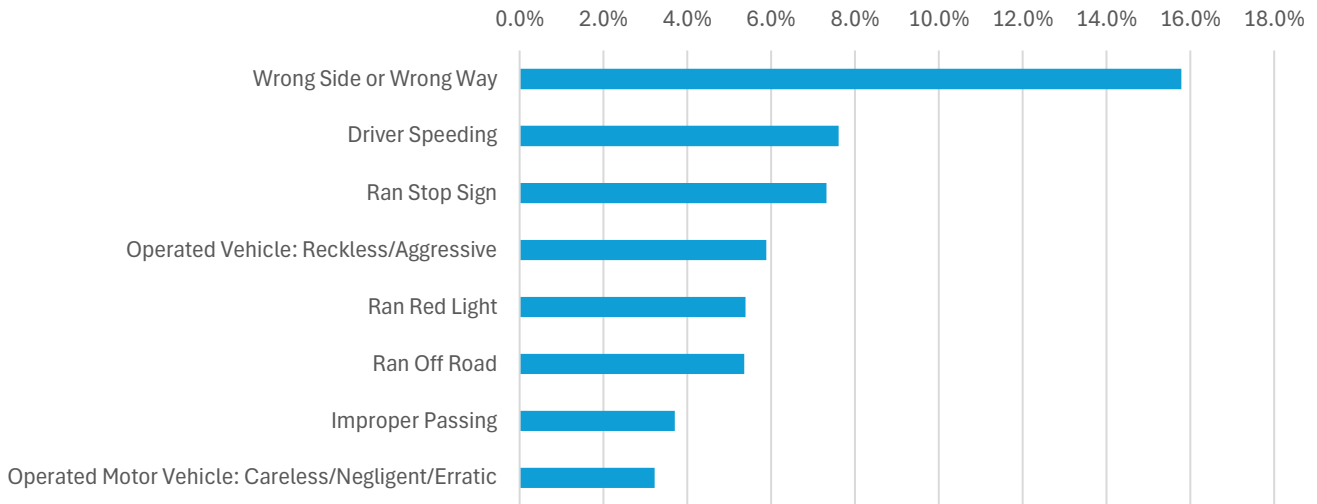


Figure 9: Percentage of FSI Crashes by Contributing Factor, 2019-2024

Environmental Characteristics

Weather Conditions

The majority of FSI crashes in the St. Cloud APO urbanized area occurred when the weather was clear, not during winter weather or rain. However, Figure 10 shows the number of FSI crashes relative to all crashes was significantly higher when sleet, hail, and freezing rain were reported (5.9%). Crashes reported when it was raining or even winter weather conditions did not show an increase in crash severity. Generally, the weather and crash trends seemed to align with the following factors:

- Drivers are generally more cautious and driving more slowly during rainy and snowy weather
- People walking and biking do so less often during rainy or snowy weather compared to clear weather.

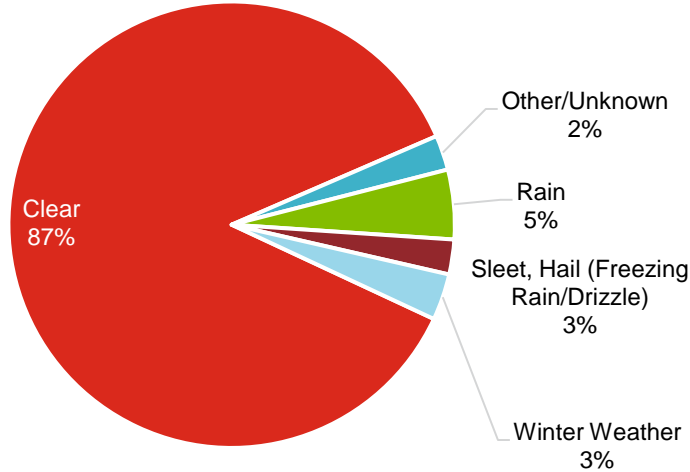


Figure 10: FSI Crashes by Weather Conditions, 2019-2023

Pavement Conditions

Again, the majority of FSI crashes occurred in dry pavement conditions, however a slightly higher proportion of FSI crashes tended to occur when the roadway was wet. This was not the case when wintry conditions were present.

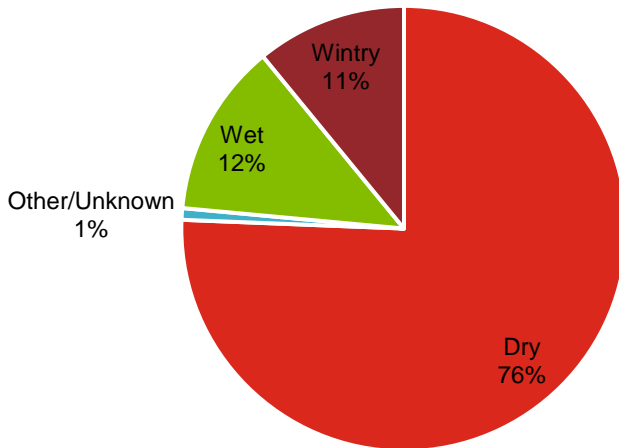


Figure 11: Percentage of FSI Crashes by Pavement Conditions, 2019-2023

Lighting Conditions

Figure 12 shows the percentage of FSI crashes by lighting condition. The majority of FSI crashes in the St. Cloud APO urbanized area occurred during daylight conditions. But when comparing FSI crashes to all crashes, the proportion of crashes in Dark (street lights off) (6.9%), dark – Lighted (2.5%), and Dark – Not Lighted (4.2%) were much higher than daylight conditions (1.3%), meaning that crashes in dark conditions were more likely to result in a fatality or serious injury, especially when street lighting was not present or working.

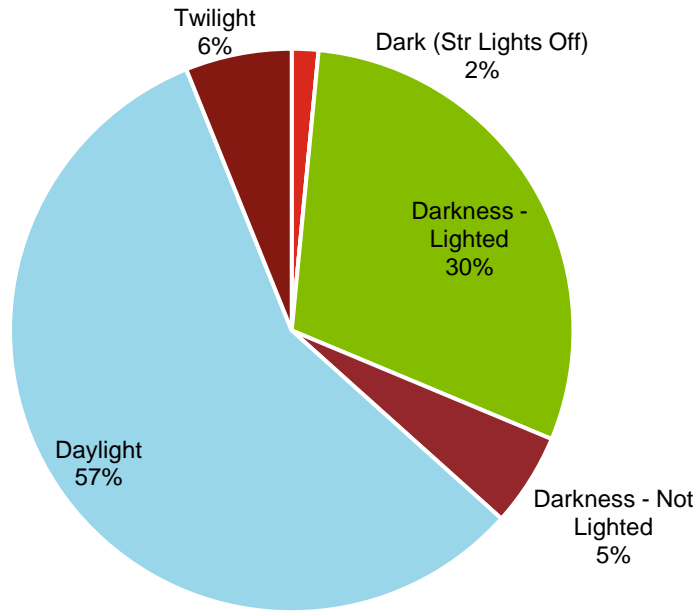
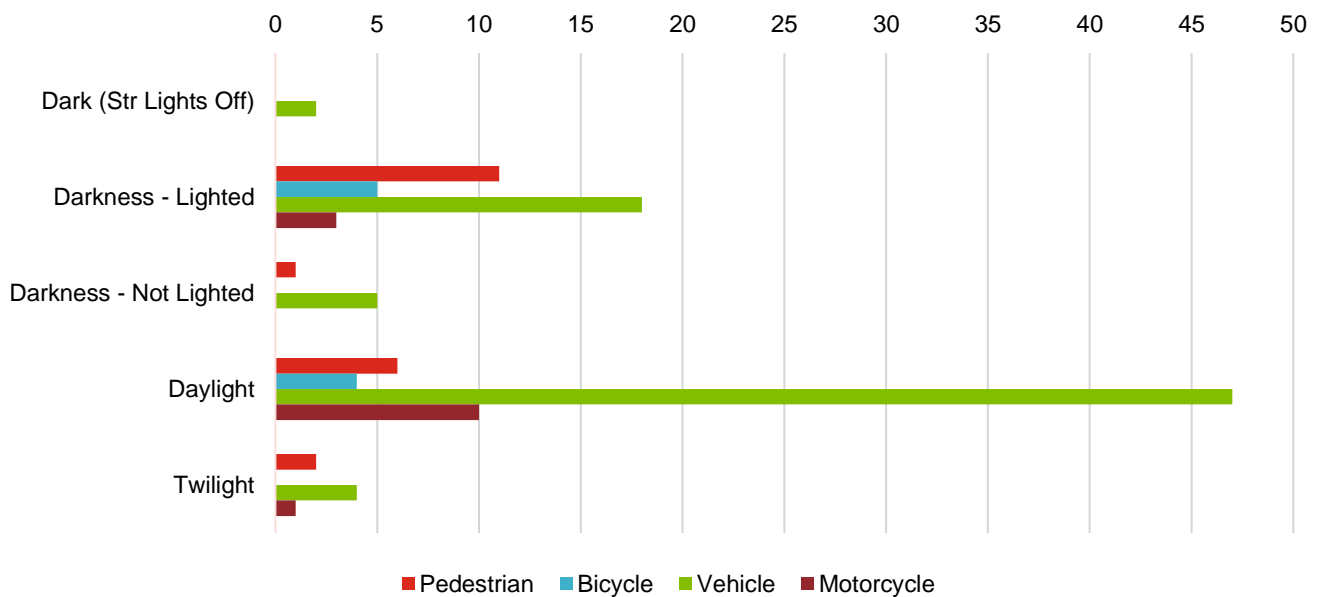


Figure 12: Percentage of FSI Crashes by Lighting Condition, 2019-2023

Lighting Conditions by Mode

Lighting conditions can also have an especially large effect on crashes involving a VRU. Pedestrians saw increased proportions of FSI crashes in Dark – Lighted conditions and at twilight when the low sun may have affected visibility. Bicyclists saw similar increased proportions of FSI crashes in dark – lighted conditions. Vehicle crashes had an increased proportion of crashes that occurred in Dark – not lighted conditions.



Nighttime Pedestrian and Bicycle Crashes by City

In the APO urbanized area, 70% of pedestrian and 56% of bicyclist FSI crashes occurred in dark conditions, and occurred most frequently in St. Cloud and Sartell, as seen in Figure 13.

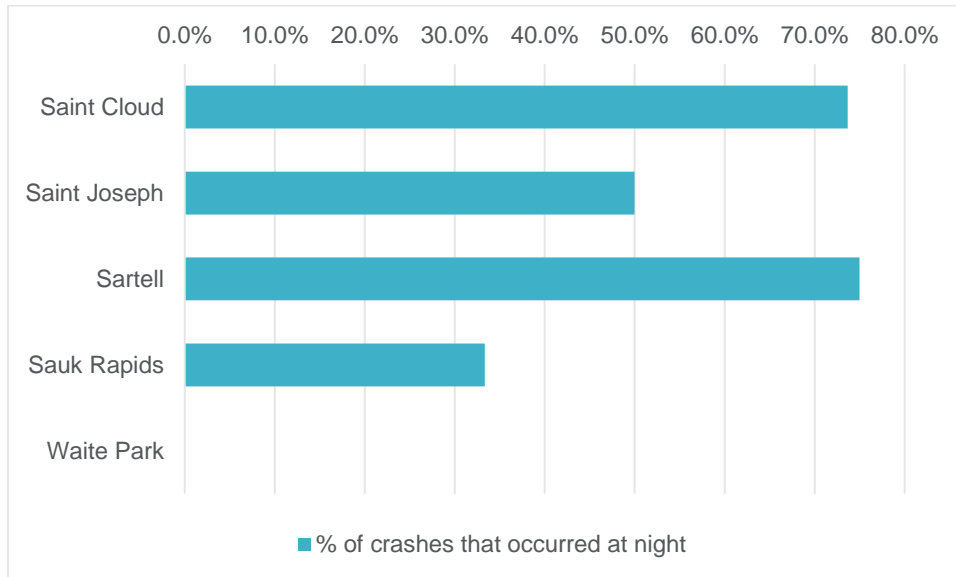


Figure 13: Percentage of FSI Pedestrian and Bicycle Crashes that Occurred in Dark Conditions, 2019-2023

Descriptive Safety Analysis Summary

While the number of fatalities has remained relatively constant over the previous five years, the number of serious injuries has increased from 14 in 2019 to 31 in 2023. During this same period the total number of all crashes has decreased.

In 2021 and 2022 there were no fatal crashes involving a VRU but there were 2 that occurred in 2023. Serious Injury crashes involving VRUs increased to their highest levels in 2023.

The number of FSI crashes occurring over a 24-hour period varies, but generally increases in the afternoon and early evening. Crashes in the early morning hours occur less frequently, but proportionally produce more FSI crashes. Along with this, pedestrian and bicyclist FSI crashes occur more frequently at night (dark conditions). Vehicle crashes occurred more frequently when lighting was not present.

While the vast majority of FSI crashes occurred in clear weather with dry pavement conditions, there was a higher proportion of FSI crashes relative to all crashes occurring in sleeting, hailing, or freezing rain conditions.

Several contributing factors were linked to higher proportions of FSI crashes relative to all crashes, including wrong way driving, speeding, and not stopping at a stop sign or light. These contributing factors were present in the collision type data as well, where head-on crashes and angle crashes tended to occur more frequently and caused proportionally higher FSI crashes.



212 3RD AVENUE N.
SUITE 352
MINNEAPOLIS, MN 55401

612.584.4094
TOOLEDESIGN.COM

DRAFT MEMORANDUM

October 21st, 2024

To: Brian Gibson, St. Cloud APO
Organization: St. Cloud APO, Minnesota
From: Kevin Kroll, Dean Chamberlain, PE – Toole Design
Project: St. Cloud APO Comprehensive Safety Action Plan

Re: Task 5.2 High Injury Network Analysis

Contents

Introduction2

Crash Data Sources2

Development of High Injury Network2

 Analysis Process2

Sliding Windows Analysis Methodology2

 Sliding Window Score Thresholds4

 High Injury Network Maps4

Disclaimer: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Data products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "...shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data." If you should attempt to use the information in this report in an action for damages against any jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

Introduction

Toole Design has prepared the following High Injury Network (HIN) maps as part of the St. Cloud APO Comprehensive Safety Action Plan. The following memo describes the consultant team's crash data sources, methodologies, and thresholds for the development of the maps created. Development of this HIN emphasizes that the key goal of the safety action plan is the elimination of fatal and serious injury crashes.

Crash Data Sources

Crash data used in this analysis was retrieved from the Minnesota Crash Mapping Analysis Tool (MnCMAT2), accessed on July 7, 2024, for crashes from 2014 to 2023. It consists of all crash data from 2014 through 2023 within the St. Cloud APO urbanized area. However, this memo and analysis focus on fatal and injury crash data in the St. Cloud APO urbanized area during the years 2019 through 2023.

Development of High Injury Network

The development of the HIN is a key element of a safety plan to help identify where severe crashes have occurred at the greatest density over the study period. The HIN development process involves counting fatal and serious injury crashes along each corridor throughout the region, calculating severity-weighted crash density scores for each corridor, and identifying roadway segments that meet an established score threshold for each transportation mode. The analysis process and related thresholds are described in the following sections.

Analysis Process

The process of defining scoring thresholds and examining those segments with the highest scores is done using the following steps:

1. Map the sliding window analysis results for all modes collectively and each mode individually.
2. For each mode, determine the threshold score required to be included in the HIN for that mode. This step eliminates streets that have a lower severity-weighted crash density, prioritizing segments that have higher frequencies of severe crashes.
3. Produce maps that show the segments that meet the threshold for all modes collectively and each mode individually.

Sliding Windows Analysis Methodology

Sliding window analysis helps safety professionals understand and quantify safety performance along a transportation network, identifying segments with the highest densities of severe crashes. The analysis works by determining the number and severity of crashes along a roadway segment (the window) and sliding that window along the network at set intervals. In this approach, the window is moved along a corridor, computing the length-weighted number of crashes by density and severity by mode that occurred within each successive segment.

To perform this HIN analysis, all roads were split based on road segments, and then combined into corridors based on name and functional class. The analysis segment windows extended 0.5 miles in length and slid along the network at 0.1-mile increments. A lateral buffer of 50 feet on either side of the segment was used to capture crashes that may not be precisely aligned within the roadway.

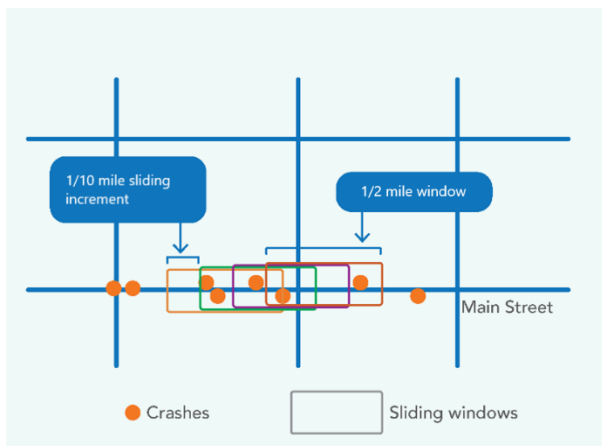


Figure 1. Sliding Window Analysis Schematic

Both intersection and segment crashes were included in this evaluation, as the focus was on overall corridor conditions. Crash events occurring within the bounds of an intersection were counted on both corridors for the purposes of identifying the HIN. An example of a sliding windows analysis is shown in Figure 1. The sliding window analysis was conducted for individual transportation modes including motor vehicle, motorcycle, bicycle, and pedestrian. Additionally, the analysis was conducted for all modes together. For crashes involving multiple modes, a crash was assigned a single mode based on the most vulnerable mode involved. For example, a crash between a motor vehicle and a bicyclist would be classified as a bicycle crash, but it would not be included in the “motor vehicles only” HIN analysis.

The score for each window was determined based on the frequency and severity of crashes by mode. Fatal (K) crashes were given a weight of 5, serious injury (A) crashes were given a weight of 2, minor injury (B) a weight of 1, possible injury (C) crashes a weight of zero, and PDO (O) crashes a weight of zero. These weightings were selected based on the goal of placing a strong focus on severe crashes, particularly fatal crashes, while still incorporating moderate severity crashes to supplement the relatively low frequency of higher-severity crashes. Once the weights are established and applied to the crashes, the number of crashes is aggregated to each window, incorporating the crash severity weighting. For example, if a segment had one K crash, two A crashes, three B crashes, two C crashes, and five O crashes, it would receive a score of 12: $(1 \times 5) + (2 \times 2) + (3 \times 1) + (2 \times 0) + (5 \times 0)$. This weighting places a greater focus on higher severity crashes. Crash severity weightings are summarized in Table 1.

Table 1. Crash Severity Weightings

Severity Level	Crash Weighting
Fatal (K)	5
Serious Injury (A)	2
Minor Injury (B)	1
Possible Injury (C)	0
Property Damage Only (O)	0

Sliding Window Score Thresholds

Setting the sliding windows score threshold for each mode will determine which corridors are selected for inclusion in the HIN. Thresholds are determined based on an iterative process to select values which highlight a manageable portion of the roadway network with the greatest opportunity for safety improvement. These scores may differ by transportation mode. For example, a score of 2 may be high for the bicycle network, but relatively low for a motor vehicle network since there are generally more motor vehicle crashes than bicycle crashes. A segment that meets or exceeds the score threshold for that mode will be included in that mode's HIN. Selected thresholds are summarized in Table 2.

Table 2. High Injury Network Thresholds

Mode	Threshold Score
All Modes	10
Motor Vehicle	9
Motorcycle	2
Bicycle	2
Pedestrian	2

High Injury Network Maps

Once HINs have been developed for all modes as well as each individual mode using the methodology and score thresholds defined in the previous sections, they are mapped to provide a summary of analysis outputs. The final HINs are visualized in a series of maps alongside fatal and serious injury crashes on the following pages.

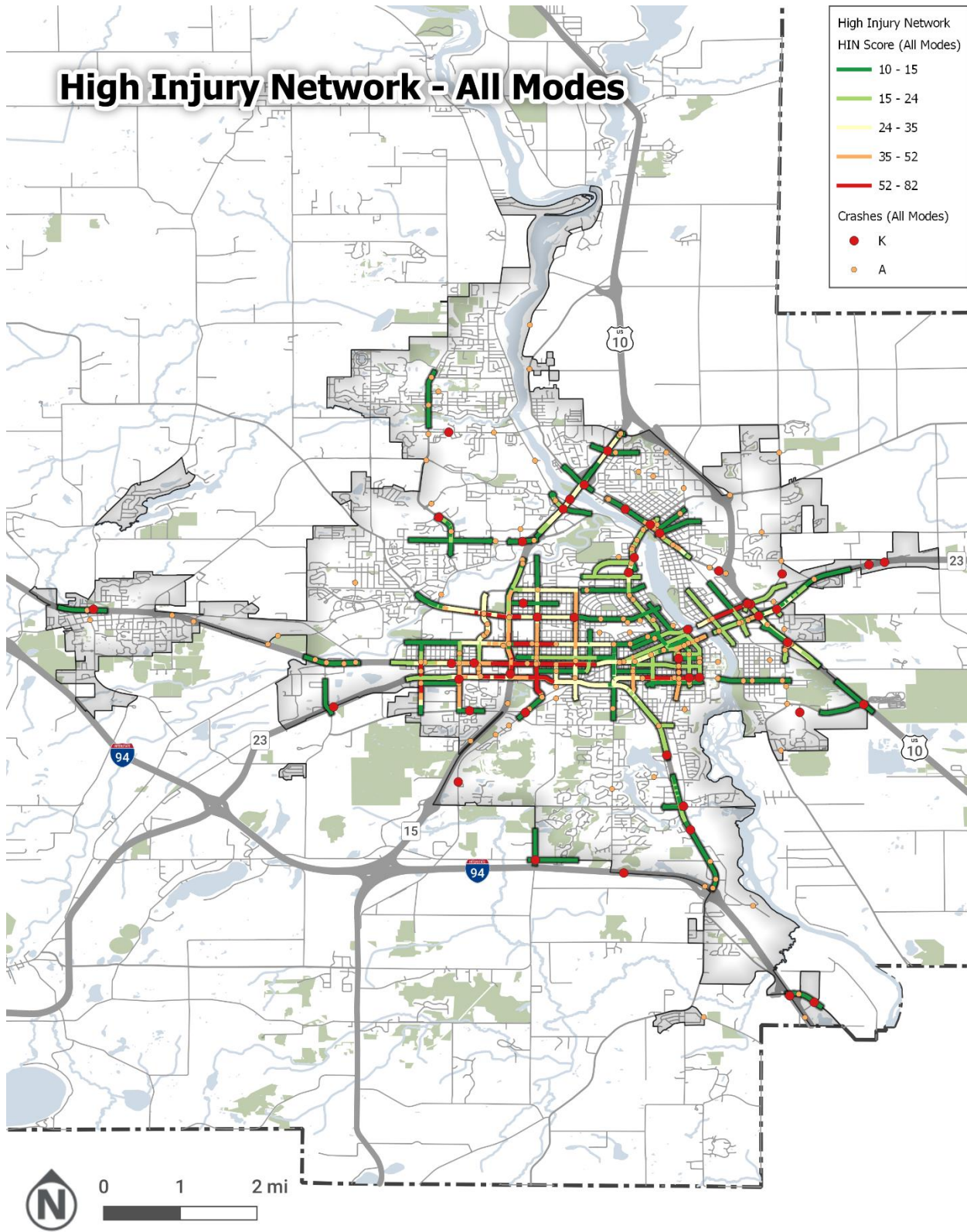


Figure 2. High Injury Network - All Modes

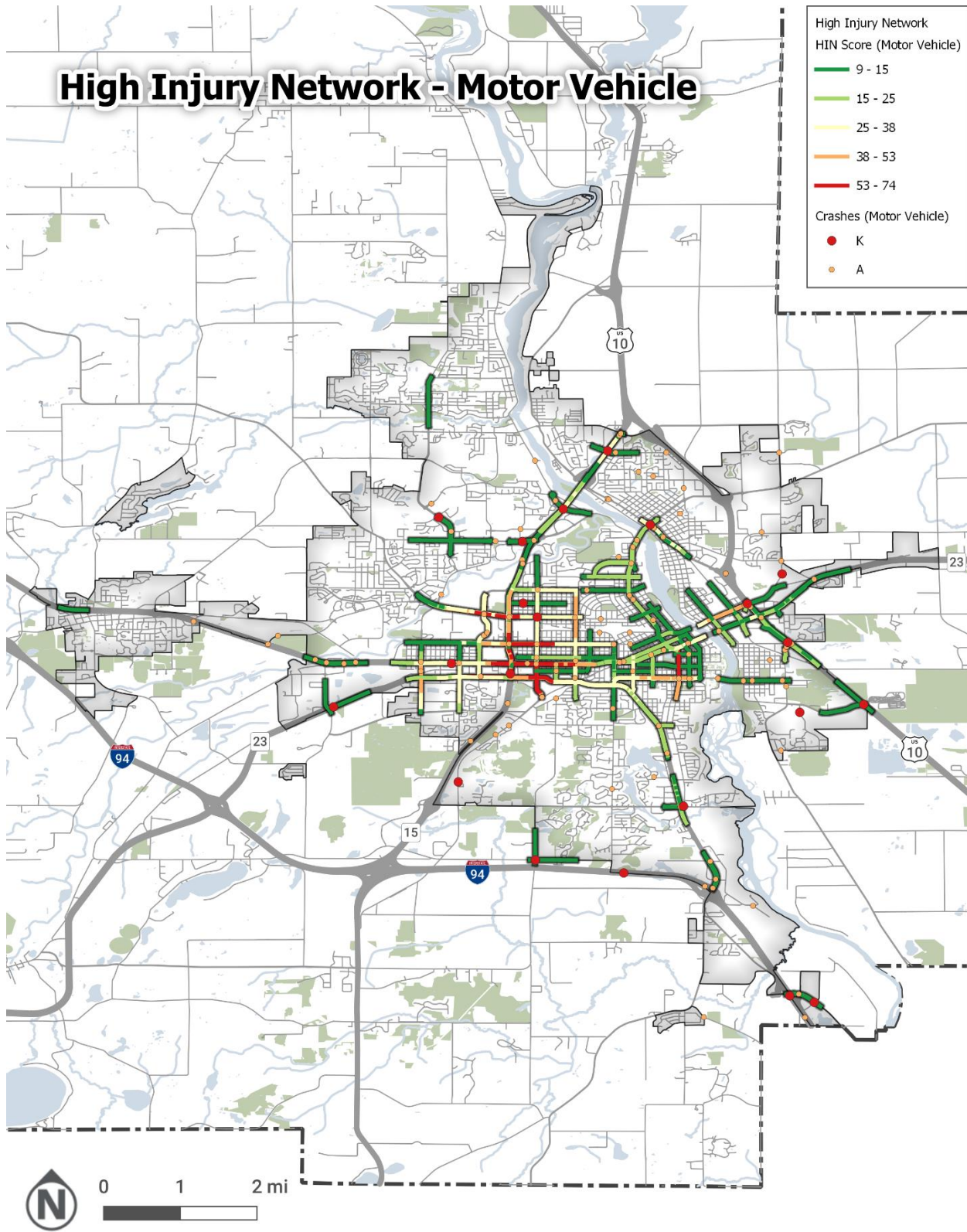


Figure 3. High Injury Network - Motor Vehicle

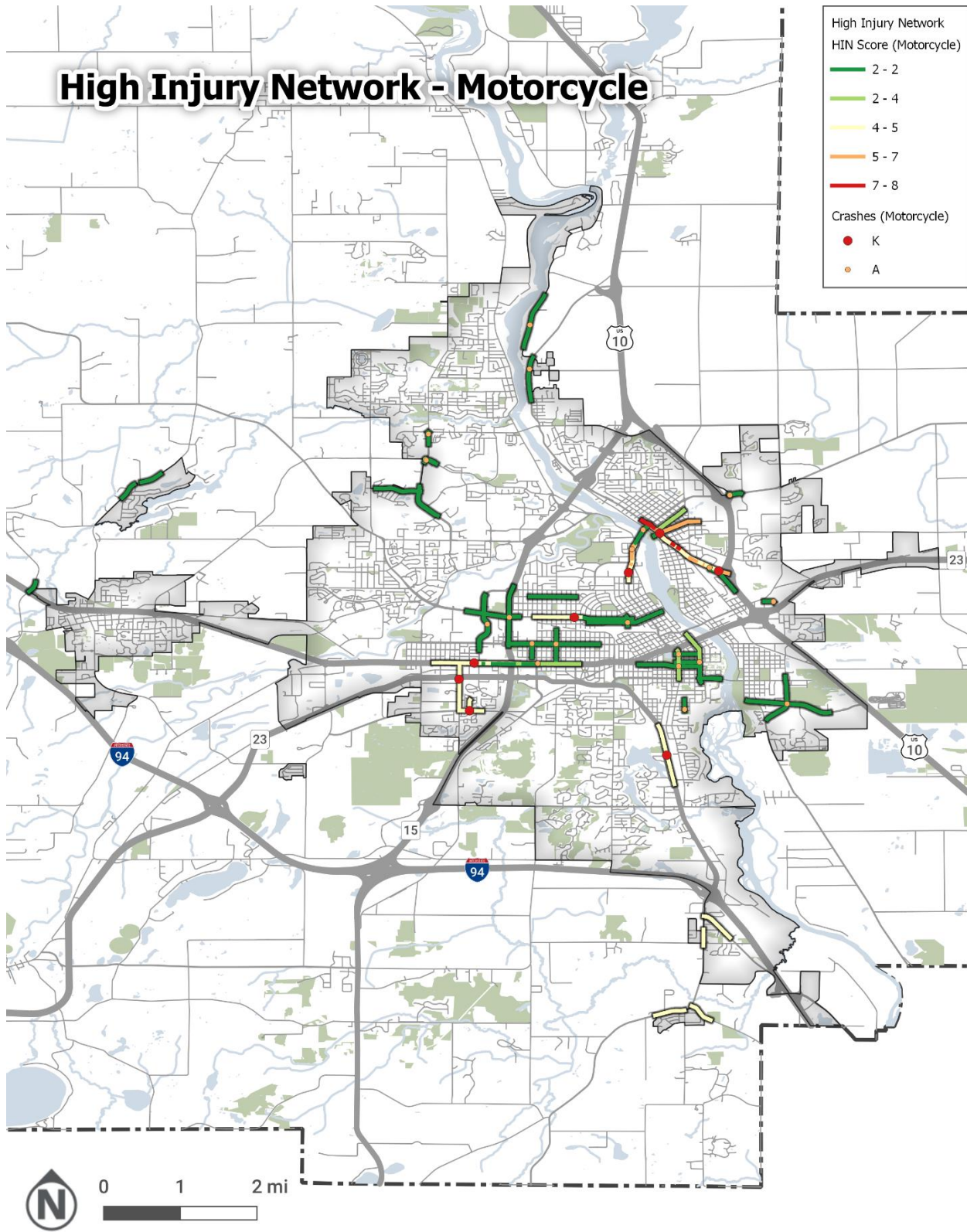


Figure 4. High Injury Network - Motorcycle

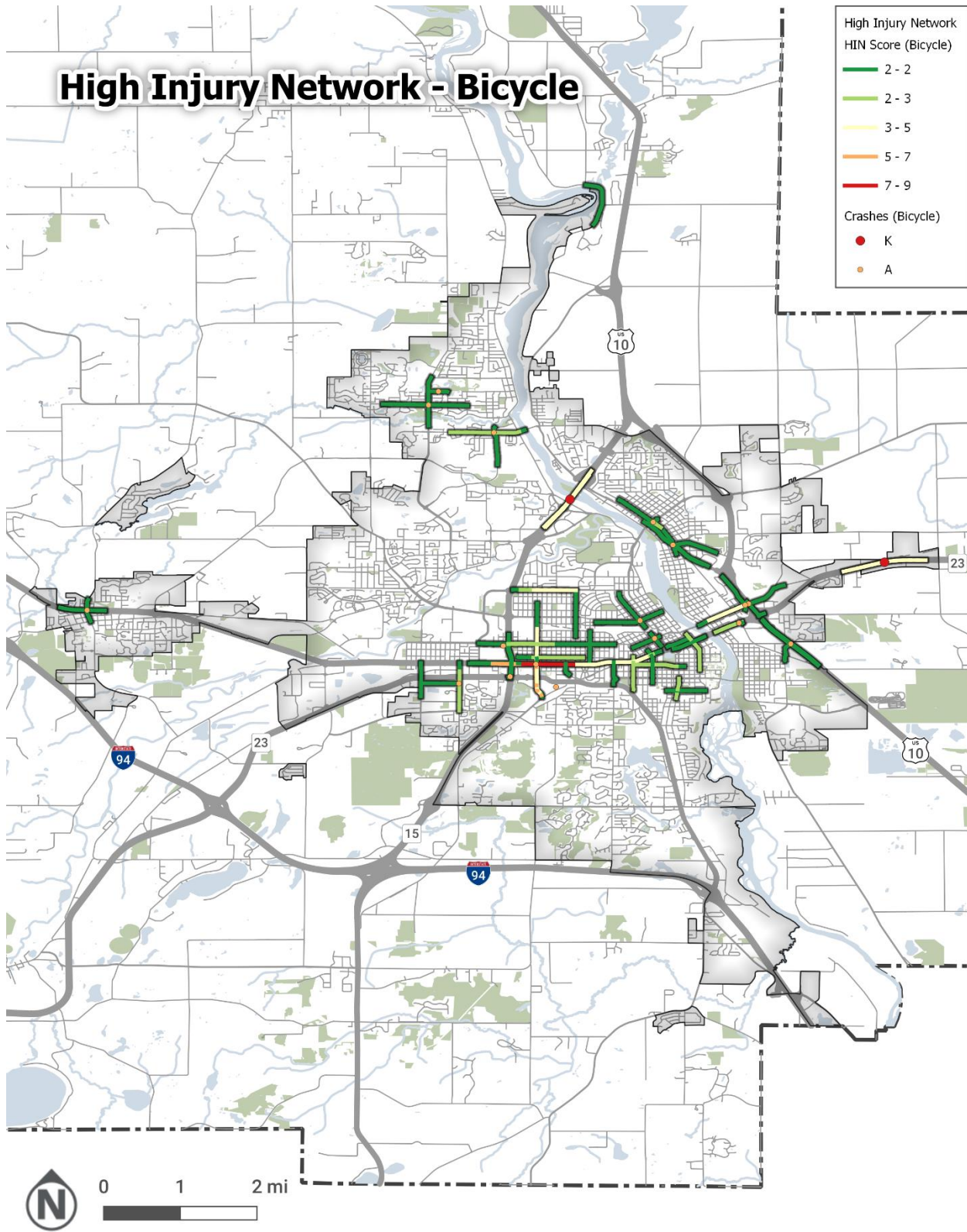


Figure 5. High Injury Network - Bicycle

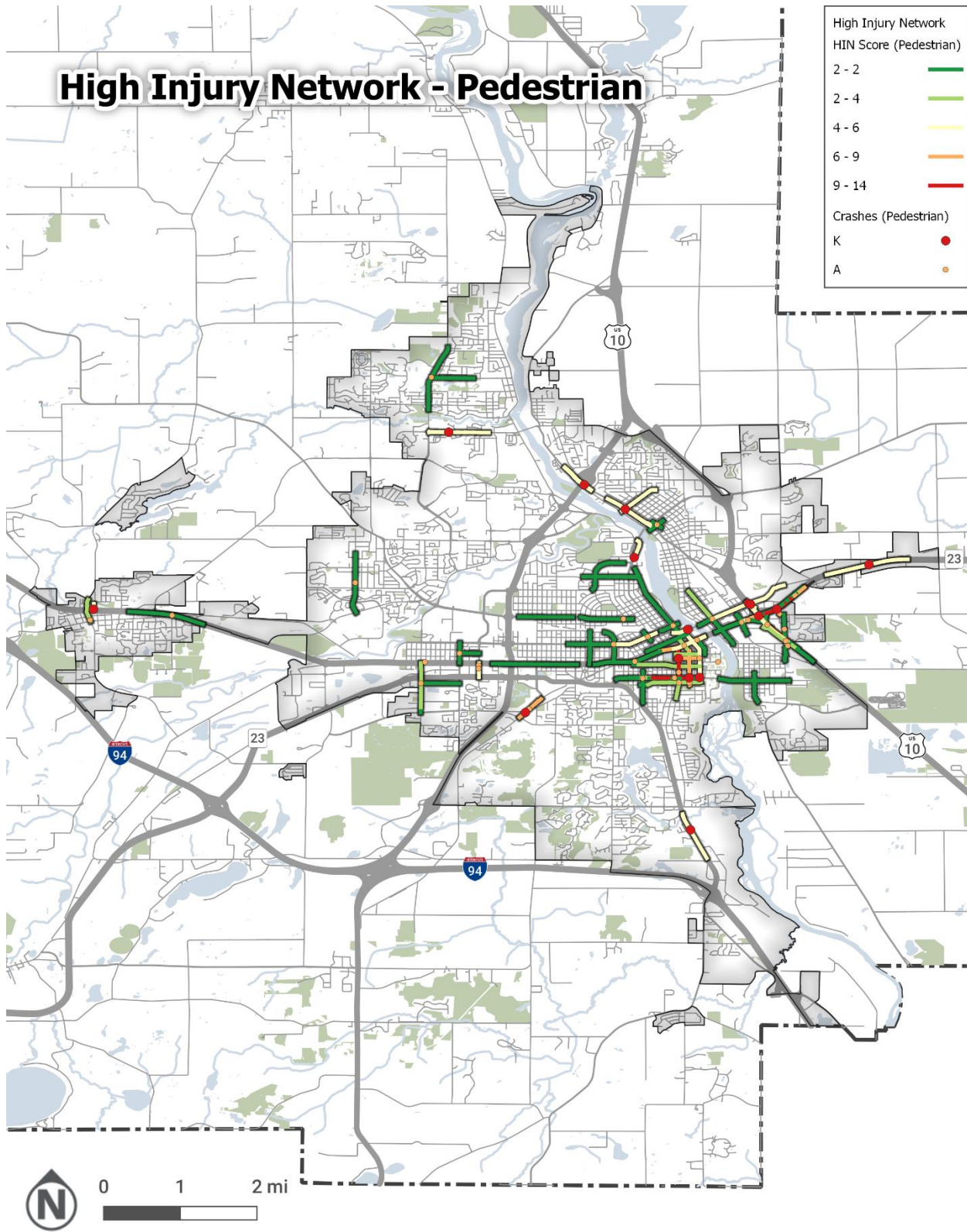
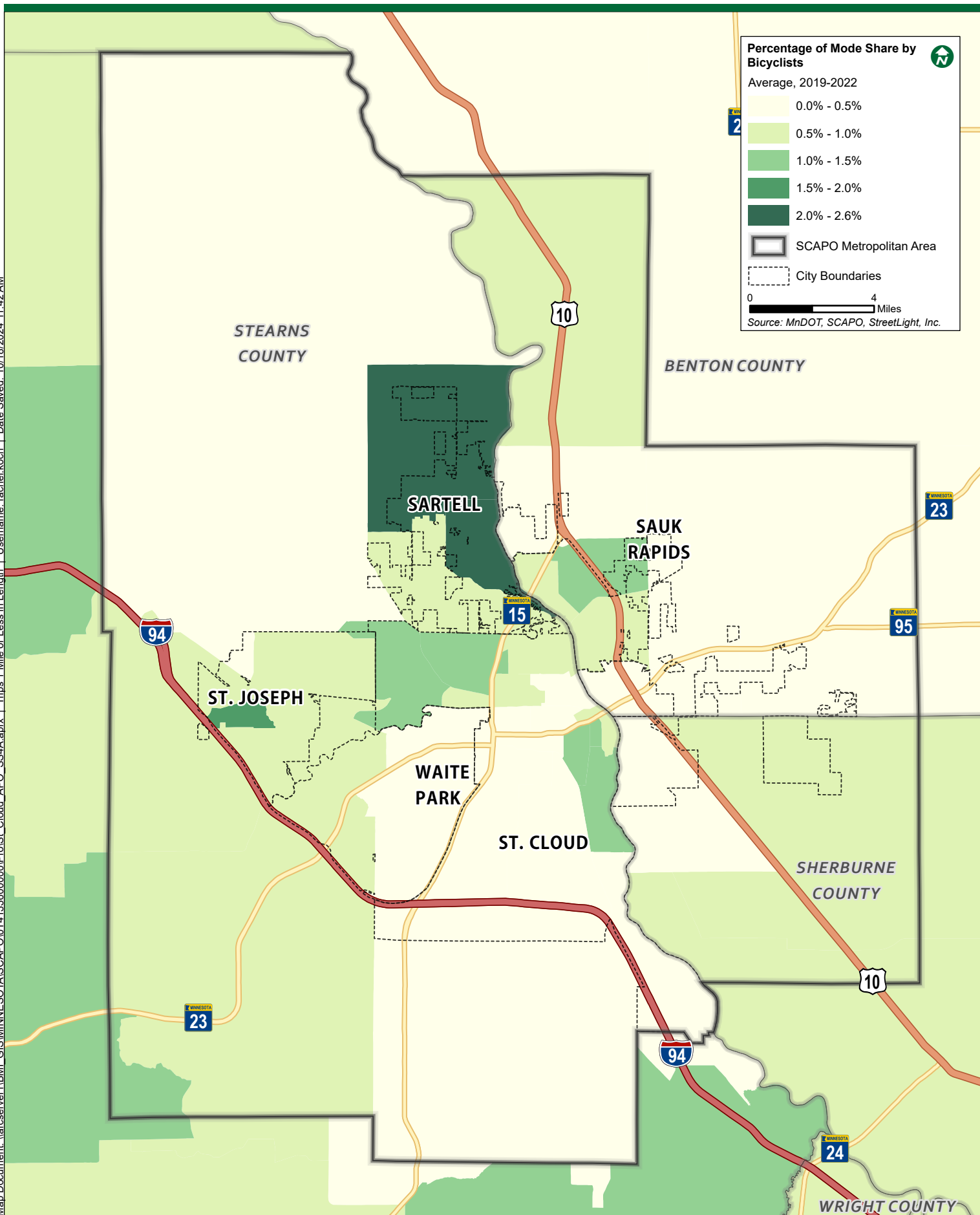


Figure 6. High Injury Network - Pedestrian

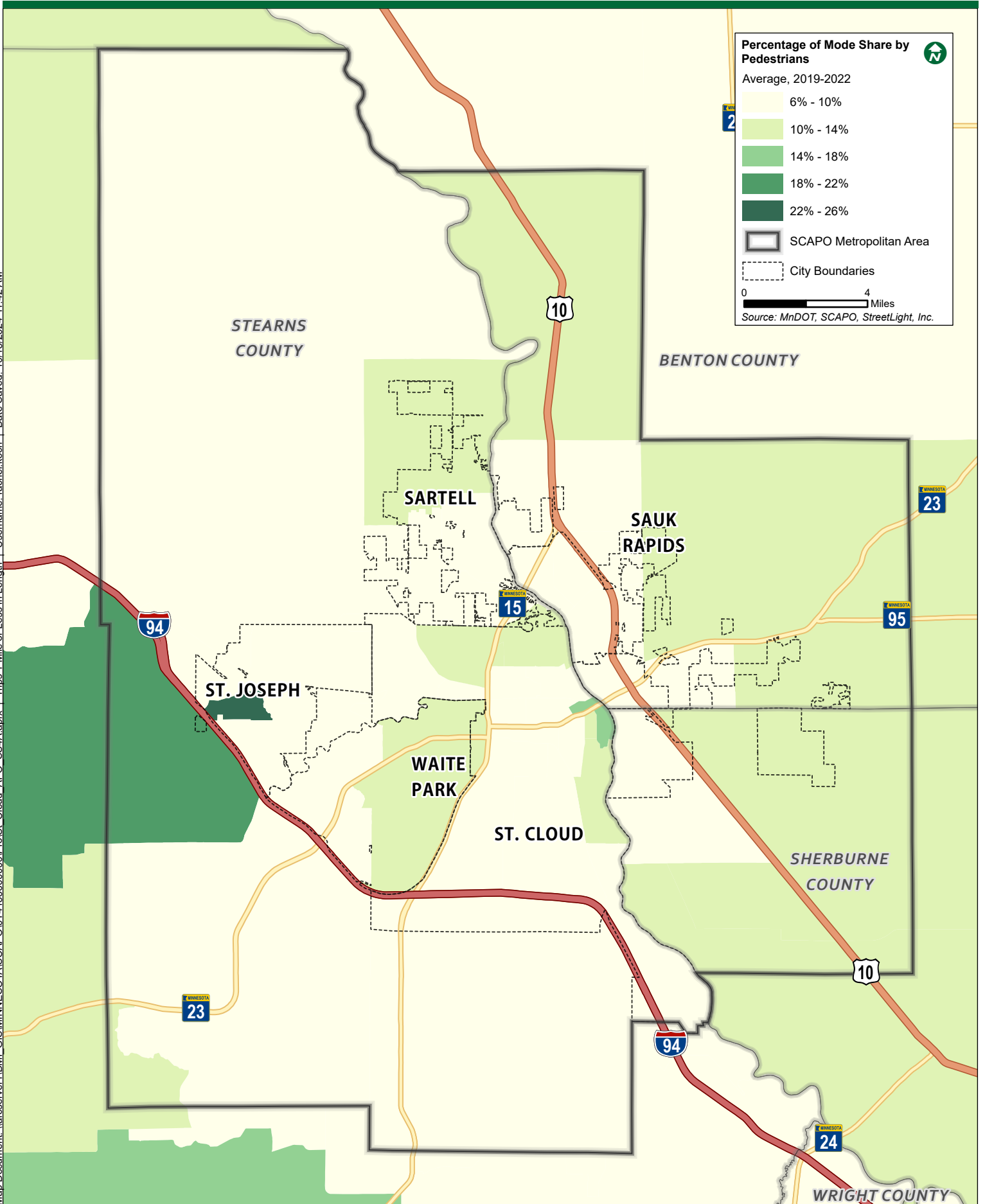


Map Document: \\arcserver1\BMI_GIS\MINNESOTA\SCAPO\0T4133600000\Pro\St_Cloud_APO_SS4A.aprx | Trips: 1 Mile or Less in Length | Username: rachel.koch | Date Saved: 10/19/2024 11:42 AM



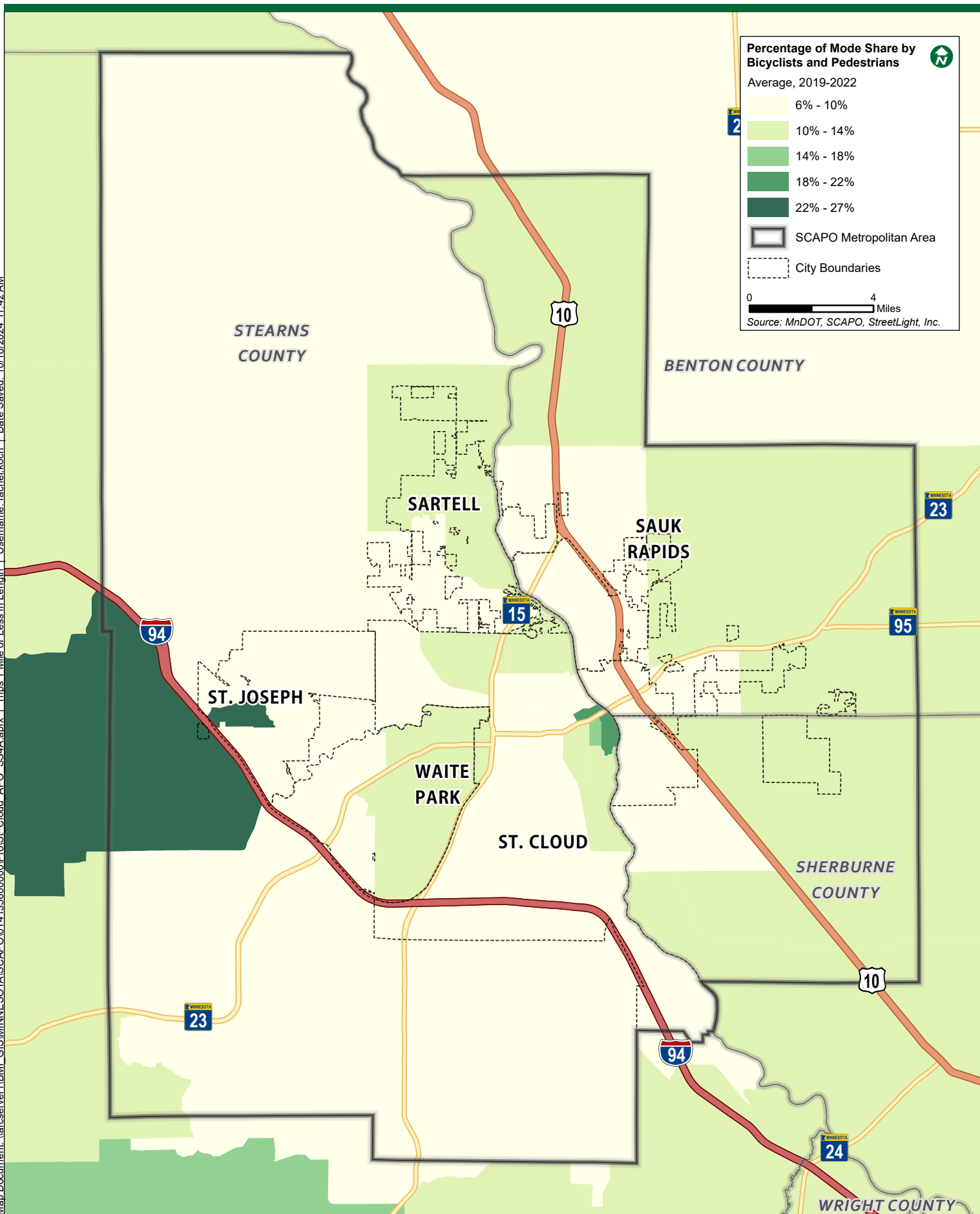


Map Document: \\arcserver1\BMI_GIS\MN\NETO\SCAPO\OT4133600000\Pro\St. Cloud_APO_SS4A.aprx | Trips: 1 Mile or Less in Length | Username: rachel.koch | Date Saved: 10/19/2024 11:42 AM



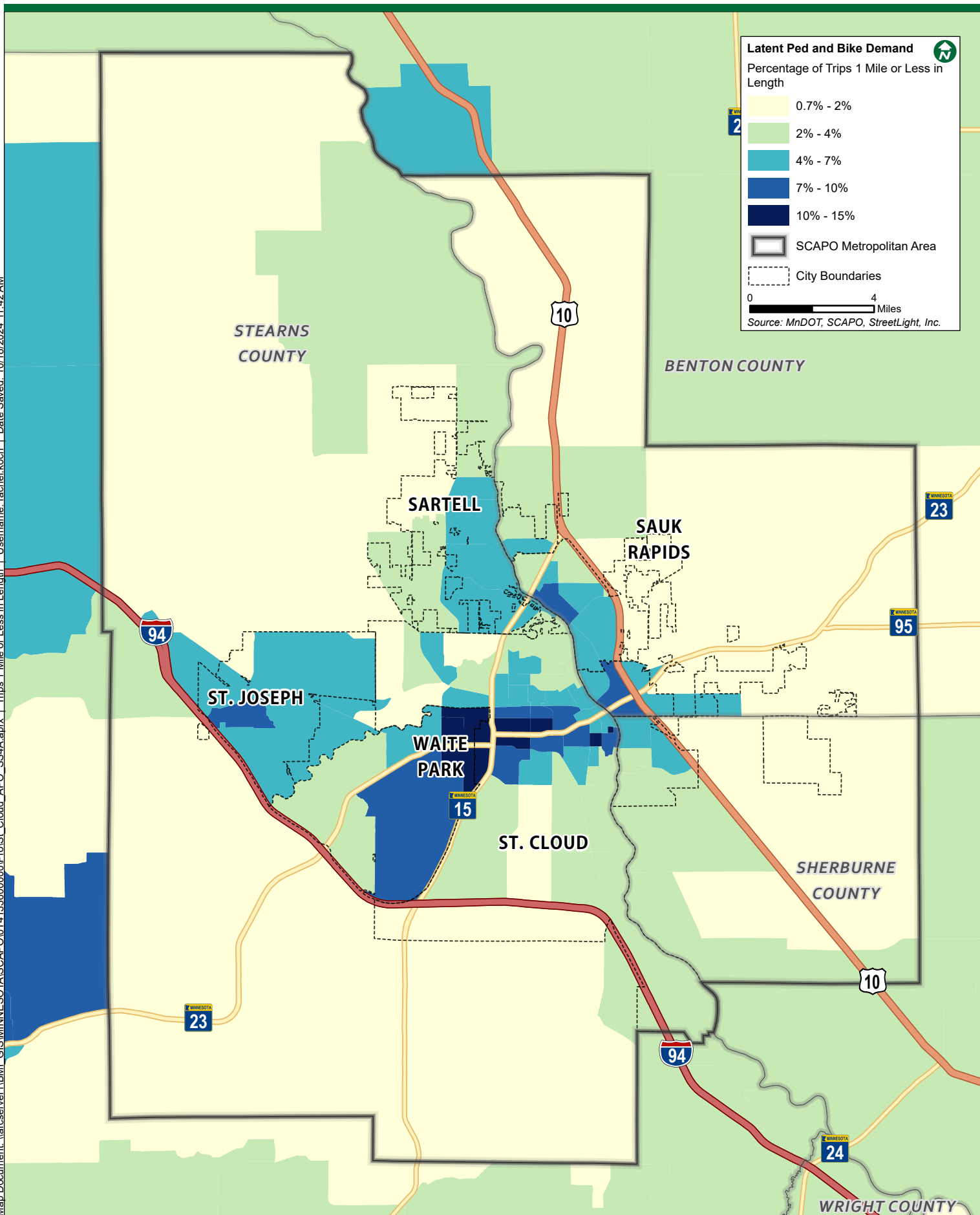


Map Document: \\arcserver1\BMI_GIS\MINNESOTA\SCAPO\0T4133600000\Pro\St. Cloud_APO_SS4A.aprx | Trips: 1 Mile or Less in Length | Username: rachel.koch | Date Saved: 10/19/2024 11:42 AM





Map Document: \\arcserver1\BMI_GIS\MINNESOTA\SCAPO\0T4133600000\Pro\St_Cloud_APO_SS4A.aprx | Trips 1 Mile or Less in Length | Username: rachel.koch | Date Saved: 10/18/2024 11:42 AM





Map Document: \\arcserver1\BMI_GIS\MN\FOT\SCAPO\OT4133600000\Pro\St_Cloud_APO_SS4A.aprx | Trips 2 Miles or Less in Length | Username: rachel.koch | Date Saved: 10/18/2024 11:42 AM

