

AGENDA

APO TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING

THURSDAY, FEB. 6, 2025 – 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-D**)
 - a. Approve minutes of Nov. 20, 2024, TAC meeting (**Attachment A**)
 - b. Receive the 2024 TAC Attendance Record (**Attachment B**)
 - c. Receive staff report of Jan. 9, 2025, Policy Board meeting (**Attachment C**)
 - d. Receive staff report of Jan. 22, 2025, Active Transportation Advisory Committee (ATAC) meeting (**Attachment D**)
4. Presentation on the Electric Vehicle Infrastructure Needs Assessment (**Attachment E**), *Beth Kallestad, MnDOT Office of Sustainability and Public Health Principal Sustainability Planner*
 - a. **Suggested Action:** None, informational.
5. Consideration of amendments and administrative modifications to the FY 2025-2028 Transportation Improvement Program (**Attachments F1-F2**), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
6. Consideration of Functional Classification Change Request for Heatherwood Road (**Attachments G1-G2**), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
7. Consideration of the FY 2029 Surface Transportation Block Grant Program (STBGP) applications (**Attachments H1-H9**), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend final ranking/proposed prioritization for Policy Board approval for funding.

8. Consideration of the FY 2027-2029 Carbon Reduction Program (CRP) applications
(Attachments I1-I3), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action:** Recommend proposed prioritization for Policy Board approval for funding.
9. Consideration of the FY 2029 Transportation Alternatives (TA) applications
(Attachments J1-J3), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action:** Recommend final ranking/proposed prioritization point distribution for Policy Board approval.
10. Other Business & Announcements
11. Adjournment

English

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Somali

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

Spanish

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

SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Wednesday, Nov. 20 @ 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. Wednesday, Nov. 20, 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
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell
Joe Norenberg	City of Waite Park
Steve Voss	MnDOT District 3

Non-Member Attendees:

Vicki Johnson	APO, Senior Planner
Trina Ness	APO, Administrative Specialist
Angie Stenson	Bolton & Menk
Ian Jacobson	Bolton & Menk
Tad Erickson	MnDOT District 3

Online Attendees:

Jeff Lenz	MnDOT District 3 Program Coordinator
James Stapfer	APO, Planning Technician
Andrew Babb	Bolton & Menk
Angie Tomovic	MnDOT District State Aid
Erika Shepard	MnDOT MPO Program Coord. Central Office

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Oct. 31, 2024, TAC meeting.

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

CONSIDERATION OF ADMINISTRATIVE MODIFICATIONS TO THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM.

Ms. Johnson stated the STIP is ready and approved by the FHWA/FTA. She then reviewed two proposed changes to the APO's FY 2025-2028 TIP. The changes include:

- City of Saint Cloud's CRP Project, the Lincoln Avenue SE sidewalk project advancing to FY 2025 and increasing in cost from \$125,000 to \$272,000.
- City of Sartell's Pinecone Road/Seventh Street North traffic signal installation advancing to FY 2025 and clarifying project description to include pedestrian improvements associated with the project.

No public comment period was necessary for these changes.

There were two technical corrections processed regarding the FY 2025-2028 TIP which were:

- City of Saint Cloud 22nd Street S. reducing project cost by \$300,000.
- WACOSA increased its 2025 vehicle project costs by about 10%.

Ms. Teich motioned to recommend Policy Board approval of the administrative modifications to the FY 2025-2028 Transportation Improvement Program (TIP). Mr. Byrd seconded the motion. Motion carried.

FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION

Ms. Stenson presented the agenda for the Future Regional Arterials and Collectors discussion. She gave an update on public engagement including an online survey that is available through Dec. 13, 2024, and encouraged all TAC members to share the survey on their jurisdiction's social media and websites.

Specific revisions and adjustments to current webmap consist of:

- Connection of minor collectors in Sartell.
- Changes to the 19th Avenue /27th Street future alignments in Sartell.
- CR 121 change to future minor arterial from Jade Road to CR 138.

Follow up questions:

- Saint Joseph: Discussion of 12th Avenue vs. 20th Avenue as future minor arterial.

Mr. Sabart recommended keeping the future minor arterial at 20th Ave. in Saint Joseph.

There will be a follow up with TAC members the week of Dec. 16, 2024, regarding any input that is received during the public comment period or on the online survey.

Ms. Stenson stated any additional feedback – from the TAC or the general public – received by the Dec. 13 deadline will be addressed (as appropriate) prior to the completion of the final TDM run of the future functional classification system vision.

Ms. Stenson continued with discussion regarding the access spacing technical memo which summed up the current agency spacing guidelines which include the

updated MnDOT access spacing guidelines to be released in early 2025. The MnDOT proposed memo lays out nine land use context areas that are included in the access spacing guidelines. Ms. Stenson is seeking feedback as to whether the TAC would want to add a table illustrating an example of regional access spacing guidance into the memo. TAC members suggested the definition of what is considered primary access versus secondary access.

Mr. Glaesman stated that regarding the City of Saint Cloud jurisdiction this document isn't defensible but rather the ordinances and policies in place by each city/county are what are defensible. With that said, Mr. Glaesman said he does like the high-level table and believes it would be beneficial as long as AADT is provided.

Ms. Stenson also provided a review of the right-of-way preservation technical memo. This memo contains an inventory of member agency right-of-way preservation guidelines, policies, and ordinances. She is seeking input on how TAC representatives would like to approach a discussion of right-of-way at a regional level. Ms. Stenson provided examples which included:

- Identifying average, planning level widths.
- Developing an additive approach based on roadway feature assumptions.
- Including a table with illustrative adjustments to width based on adjusted features.

She also provided two additional tables for discussion and feedback:

- Right-of-Way Preservation Guidance by Facility Type with Feature Assumptions. This table includes various right-of-way preservation guidance for various features such as utility zones, lane widths, shoulder widths, medians, boulevards/rural ditches, and trails.
- Right-of-Way Preservation Guidance Context Adjustments. This table outlined both the standard preferred right-of-way width by facility type and also provided an adjusted right-of-way consideration in the event specific context did not allow for the full standard.

TAC reps indicated they preferred to show the maximum amount of ROW needed due to the pressures already put forth by developers to reduce ROW requests and they also liked the idea of a second table. Additionally, Mr. Sabart indicated the need for the preferred ROW guidance also be consistent with various cross sections used in the development of the APO's 2050 MTP. Ms. Johnson indicated she will be sure to track those down and provide them to the Bolton & Menk team to review for consistency.

Ms. Stenson then presented the technical memo on existing functional classification screening which is similar information to the July 2024 TAC memo. It describes screening criteria, ranges, and weighting and includes discussion of screening results for segment inclusion in further analysis for future functional class. They added the requested analysis for identification for candidate segments for existing functional class changes:

- 11 segments were identified for potential changes to the existing functional class:
 - Six segments from major collector to minor arterial.

- Five segments from minor collector to major collector.

Ms. Stenson reminded TAC members that all revisions to the future network and the technical memos will need to be made prior to the Dec. 13, 2024, deadline.

Ms. Stenson reviewed the technical memo review on the context analysis and system vision. She stated it is similar to the October 2024 TAC memo. It describes study segment identification process. Discussion of context analysis methodology including spatial analysis approach for system spacing, growth areas, projected volumes from test model run, and environmental context analysis. She reviewed the focus groups and agency feedback summary along with system vision summary. She reminded members that MnDOT mandates that roadway functional class needs to be reevaluated every 10 years.

Ms. Stenson went on to present the next steps, which consist of a 30-day public comment period along with the online survey that runs through Dec. 13, 2024.

Technical items that need to be completed are:

- Revisions to study documentation.
- Engagement summary report.
- Travel Demand Model run of future functional class system vision.

Ms. Stenson again gave the project website link and asked members to share on their jurisdiction's social media and websites.

OTHER BUSINESS AND ANNOUNCEMENTS

- HSIP grant applications are due Wednesday, Nov. 27, 2024.
- STBGP grant applications are out and due to Ms. Johnson by 3 pm on Jan. 10, 2025.
- TA grant applications are out and due to Mr. Lenz by 3 pm on Jan. 10, 2025.
- CRP applications within the urbanized area are open, but not posted online. Contact Ms. Johnson for information. Applications are due to Ms. Johnson by 3 pm on Jan. 10, 2025.
- CRP applications outside of the urbanized area are open but not posted on the APO's website. Please contact Ms. Johnson or Mr. Lenz for information. Applications are due to Mr. Lenz by 3 pm on Jan. 10, 2025.
- TIP amendments are due to Ms. Johnson by Dec. 16, 2024.

ADJOURNMENT

The meeting was adjourned at 11:08 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: 2024 TAC Representative Attendance
DATE: Nov. 20, 2024

As stated in Section 3.5 of the Bylaws of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC):

"There is no attendance requirement for individual representatives. However, attendance records of each Primary Voting Representative and Alternate Voting Representative will be kept and annually reported to member units to help ensure that each member unit is being represented to the extent that they so desire."

During calendar year 2024, 11 TAC meetings were held. Below is the meeting attendance record by member jurisdiction and/or applicable agency representatives serving on the APO's TAC.

Member Unit	Primary Rep Attendance	Alternate Rep Attendance	*Non-Voting Capacity Attendance	No Attendance
Saint Cloud Metro Bus	11	--	--	--
Minnesota Department of Transportation	8	--	2	1
City of Saint Cloud – Representative 1	11	--	--	--
City of Saint Cloud – Representative 2	9	2	--	--
City of Saint Joseph	8	2	--	1
City of Sartell	10	1	--	--
City of Sauk Rapids	5	1	--	1

Member Unit	Primary Rep Attendance	Alternate Rep Attendance	*Non-Voting Capacity Attendance	No Attendance
City of Waite Park	5	2	--	4
Benton County	9	--	1	1
Sherburne County	9	--	1	1
Stearns County	11	--	--	--
LeSauk Township	--	--	--	11

**Non-Voting Capacity Attendance denotes representatives who attended the TAC meeting via Microsoft Teams. Their presence and participation have been noted, however, due to their virtual attendance, these individuals were not allowed to vote and their presence did not count toward the establishment of a quorum.*

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: January 13, 2025

A Policy Board meeting was held on Thursday, January 9, 2025. The Board took the following actions:

1. The Board approved the following annual resolutions:
 - a. Investment Procedures
 - b. Paying Certain Claims
 - c. Newspaper of Record
2. The Board approved an administrative modification to the Transportation Improvement Program, as recommended by the TAC at their November 20, 2024 meeting.
3. The Board approved a resolution authorizing MnDOT to act as the APO's fiscal agent for the Tier 1 Environmental Impact Statement for the 33rd Street South bridge corridor.
4. The following representatives were elected as officers:
 - a. Jared Gapinski (Benton County) – Chair
 - b. Jeff Westerlund (LeSauk Township) – 1st Vice Chair
 - c. Jake Anderson (St. Cloud) – 2nd Vice Chair
 - d. Adam Scepaniak (St. Joseph) – 3rd Vice Chair
5. The Board elected Jared Gapinski as its representative to the Area Transportation Partnership.

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: Alex McKenzie, Associate Transportation Planner
RE: Staff report on the January 22, 2025, Active Transportation Advisory Committee meeting
DATE: January 22, 2025

The Active Transportation Advisory Committee (ATAC) conducted a hybrid meeting (in-person and via online Zoom) on Jan. 22. Members of the Age-Flourishing Saint Cloud – Transportation and Mobility Workgroup participated in discussions and made recommendations.

The members discussed the Transportation Alternatives (TA) regional priority points at this meeting for FY 2029 solicitations. After discussion, the members recommend the following rankings:

1. City of Saint Cloud – 22nd Street S.
2. City of Sauk Rapids – Mayhew Lake Road (CSAH 1).

Based on the ranking, the ATAC has decided to appropriate the 10 regional priority points to the City of Saint Cloud’s 22nd Street S project and the five points to the City of Sauk Rapids Mayhew Lake Road (CSAH 1) project.

Suggested Action: None, informational only.



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: Electric Vehicle Infrastructure Needs Assessment
DATE: Jan. 22, 2025

The Minnesota Department of Transportation (MnDOT) is in the process of preparing for the consumer shift from internal combustion engine vehicles to electric vehicles (EVs) anticipated to occur over the next several decades. To identify priority areas for EV charging infrastructure, as well as to work toward meeting the state's carbon reduction and electric/zero-emission vehicle targets, MnDOT is in the process of developing the Minnesota Electric Vehicle Infrastructure Needs Assessment (MnEVINA).

The MnEVINA tool will be used to identify gaps in the EV charging infrastructure network as well as identify and prioritize corridors for improvement and implementation for light-duty vehicles.

MnDOT's Principal Sustainability Planner with the Office of Sustainability and Public Health, Beth Kallestad, will be attending the Feb. 6, 2025, TAC meeting to present on the process of the MnEVINA work as well as field any questions TAC representatives have regarding the work MnDOT is doing in terms of EVs.

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: FY 2025-2028 Transportation Improvement Program Amendments
DATE: Jan. 17, 2025

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

Several changes have been proposed to the APO's FY 2025-2028 TIP from the following entities: City of Sauk Rapids, Minnesota Department of Transportation, WACOSA, A Home for the Day, Benton County, Saint Cloud Metro Bus, and the City of Sartell.

City of Sauk Rapids

- 2026
 - **191-090-003.** ****AC****2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028). Due to the need for additional water main work that will occur underneath the railroad tracks, the city is requesting to increase the project cost from \$737,834 to \$900,000. The cost increase of \$162,166 will be reflected under the local contribution. Funding breakdown as follows: STIP Total: \$309,733; Total AC: \$590,267; Other/Local: \$309,733; Project Total: \$900,000.

Minnesota Department of Transportation

- 2025
 - **8823-450.** ****NEVI****DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 164A/B, 167A/B, 171 OR 173 ON I94. Project needs to be added to the APO's TIP due to the firm conditionally awarded to install a charging station within this area in FY 2024 unable to meet the requirements of the NEVI grant. As a result, MnDOT is seeking to rebid for this charging station location. Funding breakdown as follows: STIP Total: \$820,000; Dist C FHWA: \$656,000; Total FHWA: \$656,000; Dist C TH: \$82,000; Total TH: \$82,000; Other/Local: \$82,000; Project Total: \$820,000.
 - **TRF-9503-25A.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION. Per MnDOT's Office of Transit and Active Transportation (OTAT), WACOSA is requesting to add the purchase of a minivan using federal funds to the APO's TIP. Funding breakdown is as follows: STIP Total: \$90,000; FTA: \$72,000; Other/Local: \$18,000; Project Total: \$90,000.
 - **TRF-9136-25.** SECTION 5310: A HOME FOR THE DAY; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION. Per MnDOT's Office of Transit and Active

Transportation (OTAT), A Home for the Day is requesting to add the purchase of a minivan using federal funds to the APO's TIP. Funding breakdown is as follows: STIP Total: \$90,000; FTA: \$72,000; Other/Local: \$18,000; Project Total: \$90,000.

Benton County

- 2026
 - **005-596-006.** **MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS. Per the Benton County engineer, the updated cost estimate to complete this project is increasing from \$6,250,000 to \$8 million. The cost increase of \$1,750,000 will be reflected under the local contribution. Funding breakdown as follows: STIP Total: \$8,000,000; FHWA Earmark: \$5,000,000; Total FHWA: \$5,000,000; Other/Local: \$3,000,000; Project Total: \$8,000,000.

Saint Cloud Metro Bus

- 2025
 - **TRF-0048-25C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Per the Metro Bus Director of Finance, the operating budget for Northstar has been reduced from \$1,486,250 to \$734,500. This is attributed to the ongoing reduction in the Northstar Commuter Rail service and the suspension of weekend/special event Northstar Commuter Bus service by Saint Cloud Metro Bus. Funding breakdown as follows: STIP Total: \$734,500; Other/Local: \$734,500; Project Total: \$734,500.

City of Sartell

- 2025
 - **220-090-005.** The City of Sartell was awarded state funding through the Active Transportation Infrastructure grant program to leverage the federal funding associated with this project. Because the state funding needs to be spent in either the FY 2025 or FY 2026 construction season, the city would like to ensure enough time to use the state funds before it expires. As a result the city would like to advance this project to FY 2025 with an AC Payback in 2026. New description is as follows: **AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK IN 2026). Funding breakdown is as follows: STIP Total: \$248,740; Total AC: \$389,160; Other/Local: \$248,740; Project Total: \$637,900.
- 2026
 - **220-090-005AC.** The City of Sartell was awarded state funding through the Active Transportation Infrastructure grant program to leverage the federal funding associated with this project. Because the state funding needs to be spent in either the FY 2025 or FY 2026 construction season, the city would like to ensure enough time to use the state funds before it expires. As a result the city would like to advance this project to FY 2025 with an AC Payback in 2026. Updated project number: 220-090-005AC. New description is as follows: **AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK 1 OF 1). Funding breakdown is as follows: STIP Total: \$389,160; Target AC Payback: \$389,160; Total AC Payback: \$389,160.

With all the proposed changes, fiscal constraint has been maintained for each agency and jurisdiction.

The 30-day public comment period on these changes concluded on Jan. 17, 2025.

APO staff have received nine completed online surveys. Those comments can be found in Attachment F2.

Suggested Action: Recommend Policy Board approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2025-2028 Transportation Improvement Program Amendments

Public Comments December 2024 – January 2025

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2025-2028 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 18, 2024 – Jan. 17, 2025) the APO has received the following comments.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Sauk Rapids	191-090-003 (Second Avenue S sidewalk)	Agree: 5 Neither agree nor disagree: 4	01/17/2025
MnDOT	8823-450 (NEVI EV Charging Station)	Strongly agree: 1 Agree: 2 Neither agree nor disagree: 2 Strongly disagree: 2	01/17/2025
MnDOT	8823-450 (NEVI EV Charging Station)	"I strongly disagree with this. It feels like a money grab! The pricing is excessive for what will actually be installed. You haven't specified the speed of the charger – will it be 100 kW, 250 kW, or 350 kW? I suggest reaching out to Tesla; they could likely do it for about a quarter of the price, and their chargers work much better than most others."	12/19/2024
MnDOT	8823-450 (NEVI EV Charging Station)	"McStop is the best location as it has nearby access to fast food and a convenience	12/18/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		store.”	
MnDOT	TRF-9503-25A (WACOSA minivan addition)	Strongly agree: 5 Agree: 4	01/17/2025
MnDOT	TRF-9136-25 (A Home for the Day minivan addition)	Strongly agree: 4 Agree: 3 Neither agree nor disagree: 1 Strongly disagree: 1	01/17/2025
Benton County	005-596-006 (CSAH 29 corridor extension)	Strongly agree: 2 Agree: 2 Neither agree nor disagree: 2 Disagree: 3	01/17/2025
Saint Cloud Metro Bus	TRF-0048-25C (Northstar Commuter Bus operations)	Strongly agree: 2 Agree: 1 Neither agree nor disagree: 3 Disagree: 1 Strongly disagree: 1	01/17/2025
Saint Cloud Metro Bus	TRF-0048-25C (Northstar Commuter Bus operations)	“I neither agree nor disagree, but this service is disappointing. Unless you fit into the narrow window of their schedule, it can be difficult to use. I have tried multiple times to rely on it as an alternative to driving, but it has never aligned with their operating hours. When you see the buses, they are often half-empty. I believe the entire operation should be reassessed.”	12/19/2024
City of Sartell	220-090-005 (Heritage Drive trail and Riverview Intermediate School sidewalks)	Strongly agree: 2 Agree: 3 Neither agree nor disagree: 3 Disagree: 1	01/17/2025



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: Functional Classification Change Request for Heatherwood Road
DATE: Jan. 17, 2025

Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide.

Roadways are designed to serve two main functions: providing access and ensuring mobility. Depending on how roadways function – favoring access over mobility, for example – determines how the traveling public utilizes the infrastructure. Roadways with a high number of access points for vehicles to enter and exit the roadway are typically considered local roadways. These roadways are not intended for long-distance travel, but rather serve to connect travelers to the more extensive transportation network and to the adjacent parcels of land.

On the other hand, roadways that provide the highest level of mobility are classified as arterials (Interstate, principal, or minor). These roadways tend to limit entrances and exits – especially in the case of Interstates – and carry a large number of vehicles over longer distances at higher speeds.

Roadways that provide a more balanced blend of access and mobility are classified as collectors.

Federal law requires that the state Department of Transportation (DOT) shall have primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of existing roads and streets. In order to accomplish this, the state DOT shall work closely with local officials and agencies in developing and maintaining the functional classification system.

As a Metropolitan Planning Organization (MPO), the Saint Cloud Area Planning Organization (APO) is responsible for maintaining its region's functional classification system so that it is consistent with guidelines for the classification assigned to each road segment and for the percentage range for each classification. This is done in close collaboration with the Minnesota Department of Transportation (MnDOT).

The minimum classifications needed to receive federal formula funds – and subsequently be programmed into the APO's Transportation Improvement Program (TIP) are rural major collectors and urban minor collectors.

At times, adjustments to the region's functional classification system are necessary given the addition of new roadways as well as the changing conditions of how an existing roadway functions. Additionally, after the release of the urban area boundaries after each decennial Census, the Minnesota Department of Transportation (MnDOT) initiates a comprehensive functional classification review to ensure consistency and correct roadway functional classifications throughout the state.

The City of Saint Cloud has filed a request with the APO to change the functional classification for the existing segment of Heatherwood Road from a local roadway to an urban minor collector. This change is to coincide with the request for federal formula funding to complete the corridor extension of Heatherwood Road from its existing termini to 60th Street S.

Based upon anticipated purpose of this completed connection – mainly to serve as an alternative route to I-94 and provide additional access to the I-94/Opportunity Drive Business Park – the City has deemed the change in functional classification status necessary.

Attachment G2 is the official request from the City of Saint Cloud for the functional classification change for Heatherwood Road.

In reviewing the region's existing functional classification network and the guidance spelled out by the Federal Highway Administration (FHWA), the change in functional classification for Heatherwood Road will follow FHWA guidance.

It should be noted the City of Saint Cloud's functional classification change request is dependent upon formula funding being preliminarily awarded to the construction of the Heatherwood Road extension. If the City is unsuccessful in receiving Surface Transportation Block Grant Program (STBGP) funding from the APO's Policy Board, this request will be withdrawn.

Suggested Action: Recommend Policy Board approval.



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: FY 2029 Surface Transportation Block Grant Program prioritization
DATE: Jan. 17, 2025

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 Surface Transportation Block Grant Program (STBGP). STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT receives a projected STBGP funding target which is for four fiscal years out (example: this year we are looking at FY 2029). With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

In the Central Minnesota ATP, STBGP funding is further divided among specific regions within the ATP – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO—based upon a formula that takes into account the roadway network system size and use factors. With this formula, the APO receives 20.53% of the STBGP allocation within the Central Minnesota ATP.

Region	Funding Target Percent	FY 2029 STBGP target allocation*
Region 5	32.65%	\$3,820,050
Region 7E	13.82%	\$1,616,940
Region 7W	33.00%	\$3,861,000
Saint Cloud APO	20.53%	\$2,402,010
Total	100.00%	\$11,700,000

*Approximate STBGP funding target allocation based on FY 2028 STBGP funding target.

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines (see Attachments H2 and H3) to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during late summer, early fall 2019 and approved by the APO's Policy Board in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January. Attachments H4-H5 are the submitted applications received by the APO for the FY 2029 STBGP solicitation.

Per the process outlined and agreed upon by the APO's Technical Advisory Committee at its October 2019 meeting, APO planning staff review, score, and rank those submitted projects. Attachment H6 is the individual scores/combined scoring and ranking for submitted projects as developed by APO staff. Attachments H7-H8 are the individual scores for each project using the average score from APO staff. These attachments also contain comments on how APO staff arrived at each score.

Attachment H9 is strictly for reference purposes. This pertains to the distribution of STBGP funds across the planning area allocated for expenditure between FY 2017 and FY 2028.

At the Feb. 6, 2025, TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC members will be given the opportunity to discuss and adjust APO staff's initial rankings to develop an agreed upon rank and prioritization of projects with justifications of these rankings to be presented to the APO's Policy Board in February.

Suggested Action: Recommend a final ranking and prioritization of projects for Policy Board approval.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

Application requirements

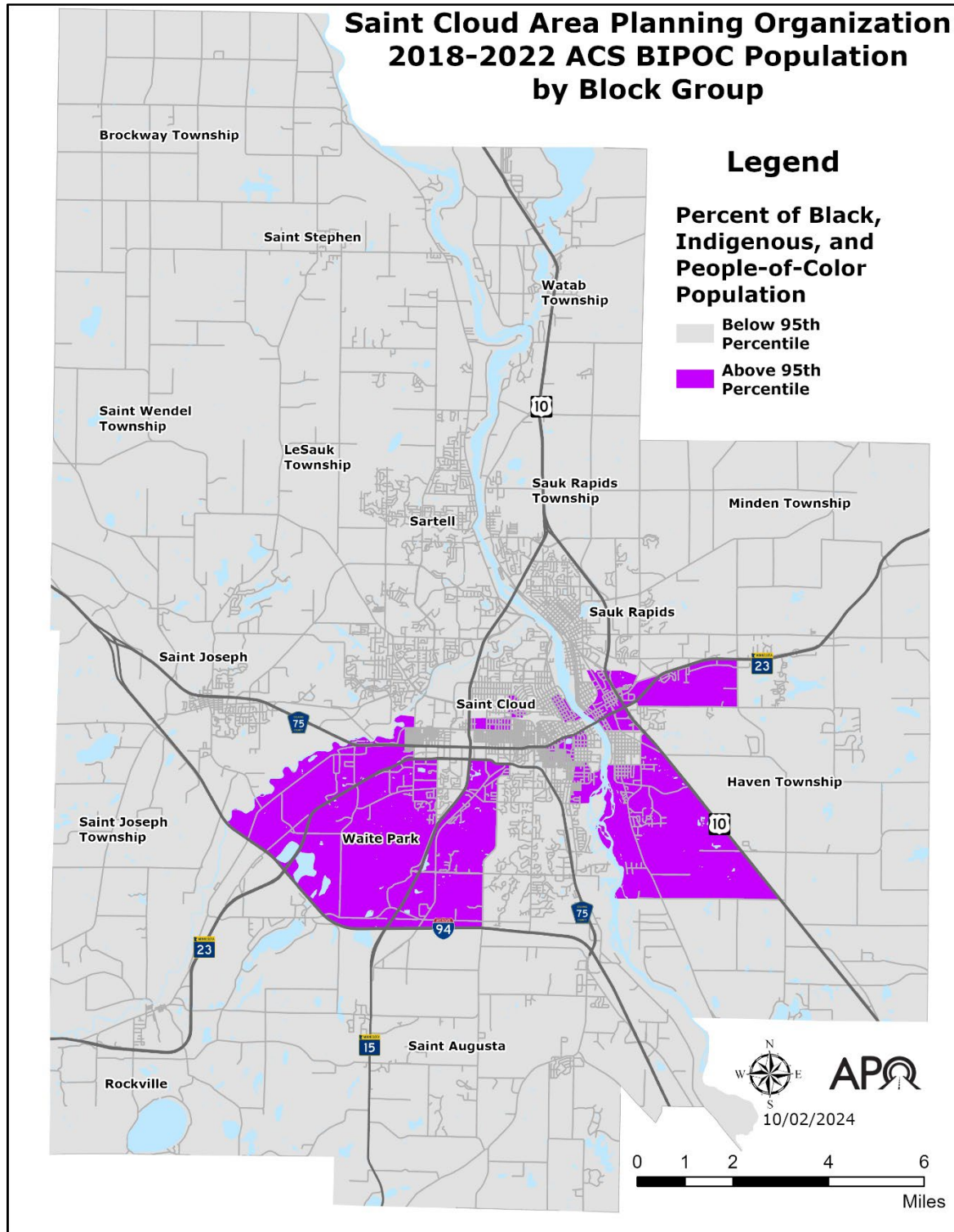
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

Project Qualifications

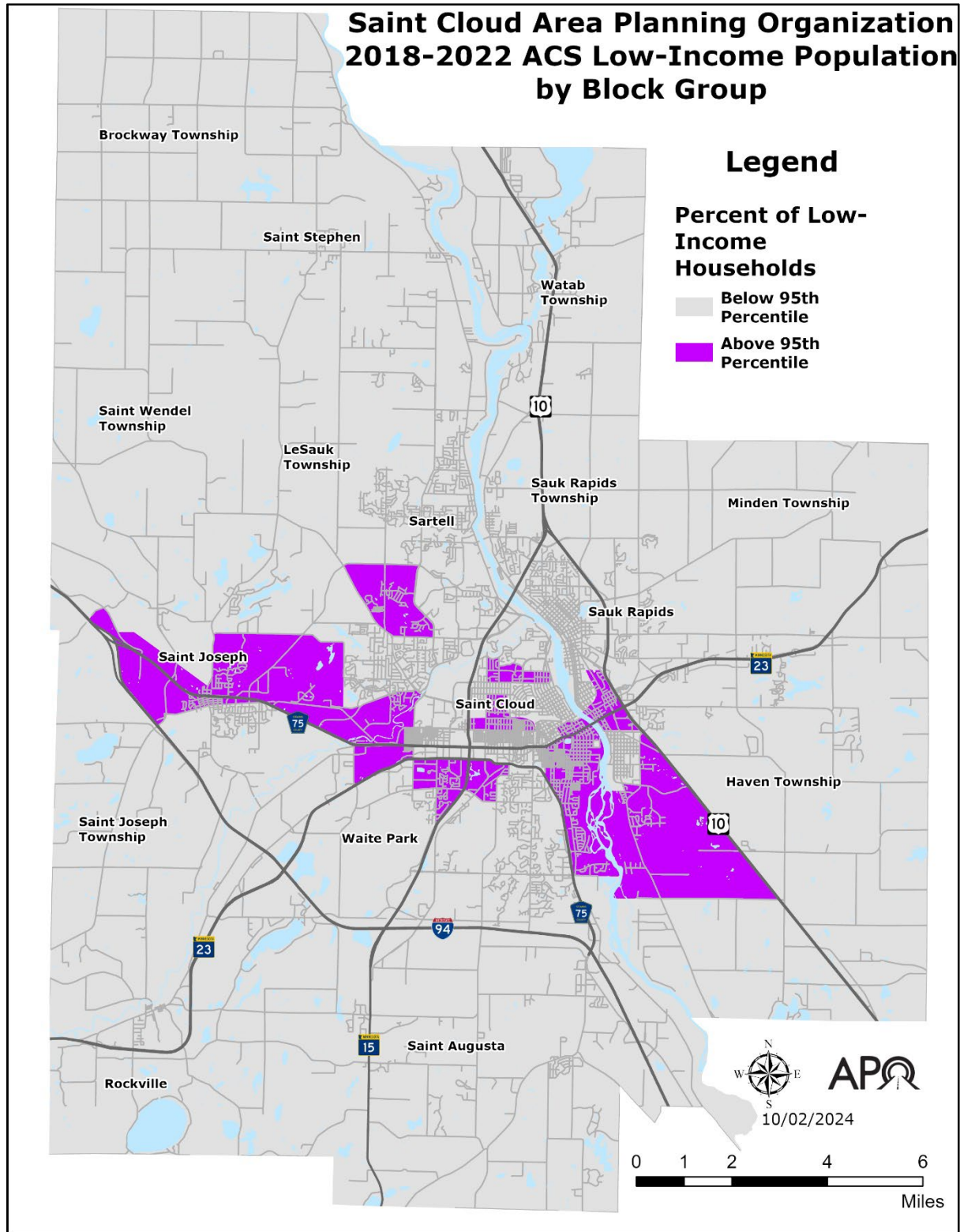
A. Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

- Criteria to consider
 - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
 - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
 - ADA/Title VI/EJ
 - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
 - Project improves (or facilitates the possible incorporation of) access to transit stops.
 - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
 - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).



Data source: U.S. Census Bureau, 2018-2022 American Community Survey Five-Year Estimates.



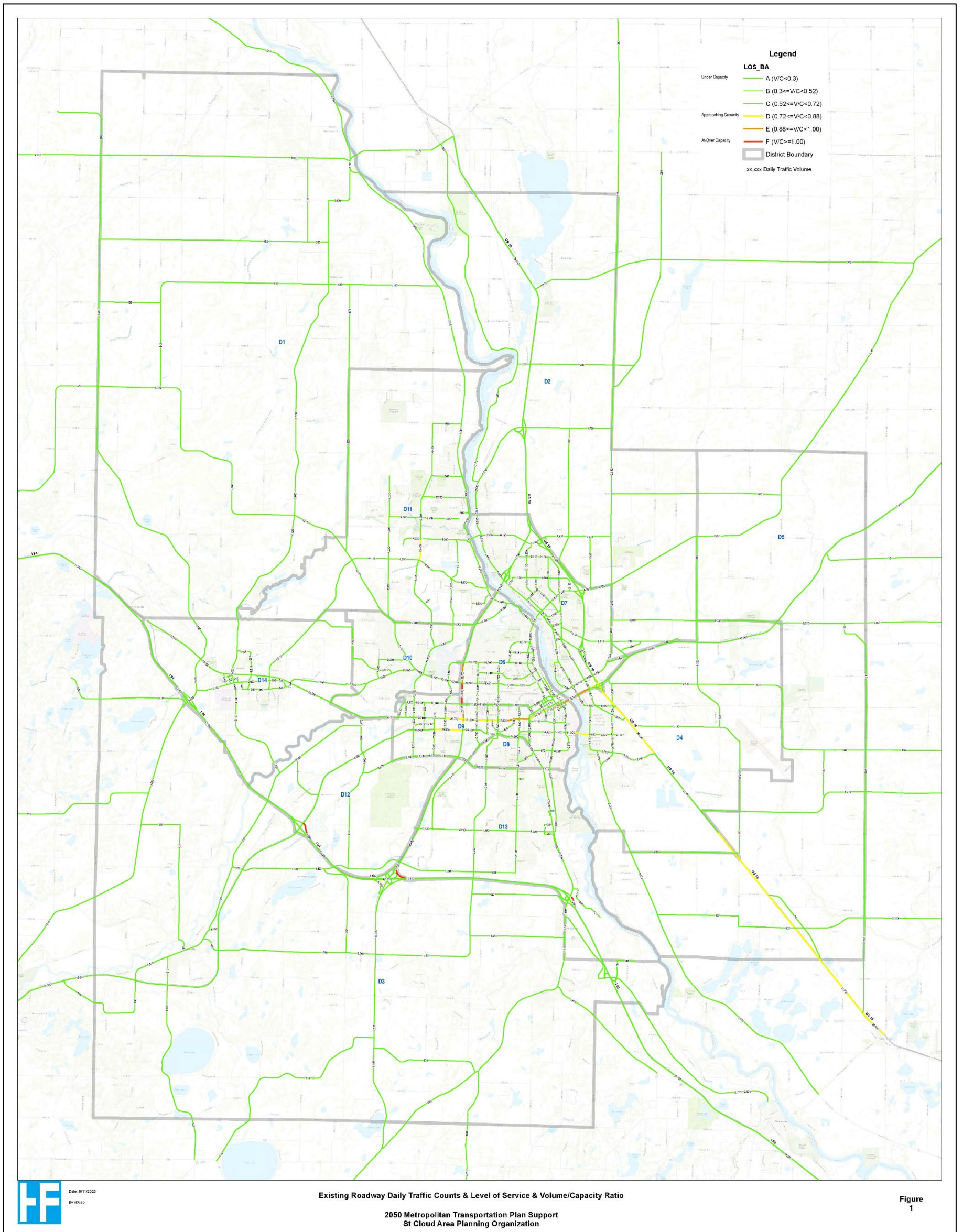
Data source: U.S. Census Bureau, 2018-2022 American Community Survey Five Year Estimates.



- Travel time reliability/LOS
 - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
 - V/C ratio is:
 - >1.00.
 - 0.85 to 0.99.
 - <0.84.

Facility Type	# of Lanes	B	C	D	E (Capacity)
Interstate Freeways & Expressways (Urban)	6	63,500	87,500	106,600	121,000
	4	42,300	58,300	71,100	80,700
Interstate Freeway & Expressways (Developing)	6	62,100	85,600	104,300	118,400
	4	41,400	57,000	69,500	78,900
Interstate Freeway & Expressways (Rural)	6	52,800	72,800	88,700	100,700
	4	35,200	48,500	59,100	67,100
Divided Arterials (Urban/Developing)	6	28,300	39,000	47,600	54,000
	4	18,800	25,900	31,500	35,800
	2	9,400	13,000	15,900	18,000
Divided Arterials (Rural)	6	25,500	35,100	42,800	48,600
	4	17,000	23,400	28,500	32,400
	2	8,500	11,700	14,300	16,200
Un-Divided Arterials (Urban/Developing)	4	17,900	24,700	30,100	34,200
	2	9,000	12,400	15,100	17,100
Un-Divided Arterials (Rural)	4	16,200	22,300	27,100	30,800
	2	8,100	11,100	13,600	15,400
Divided Collectors/Local Streets (Urban/Developing)	4	14,700	20,200	24,700	28,000
	2	7,200	10,000	12,200	13,800
Divided Collectors/Local Streets (Rural)	4	13,400	18,400	22,500	25,500
	2	6,700	9,200	11,200	12,700
Un-Divided Collectors/Local Streets (Urban/Developing)	4	13,800	19,000	23,200	26,300
	2	7,000	9,600	11,700	13,300
Un-Divided Collectors/Local Streets (Rural)	4	12,700	17,600	21,400	24,300
	2	6,400	8,800	10,700	12,200
V/C Ratio		0.52	0.72	0.88	1.00

Note: Estimated based on freeway daily capacity in Exhibit 12-40 in HCM 6th Edition and hourly capacity in the Saint Cloud APO model. Data courtesy of HFTE Inc./KLJ



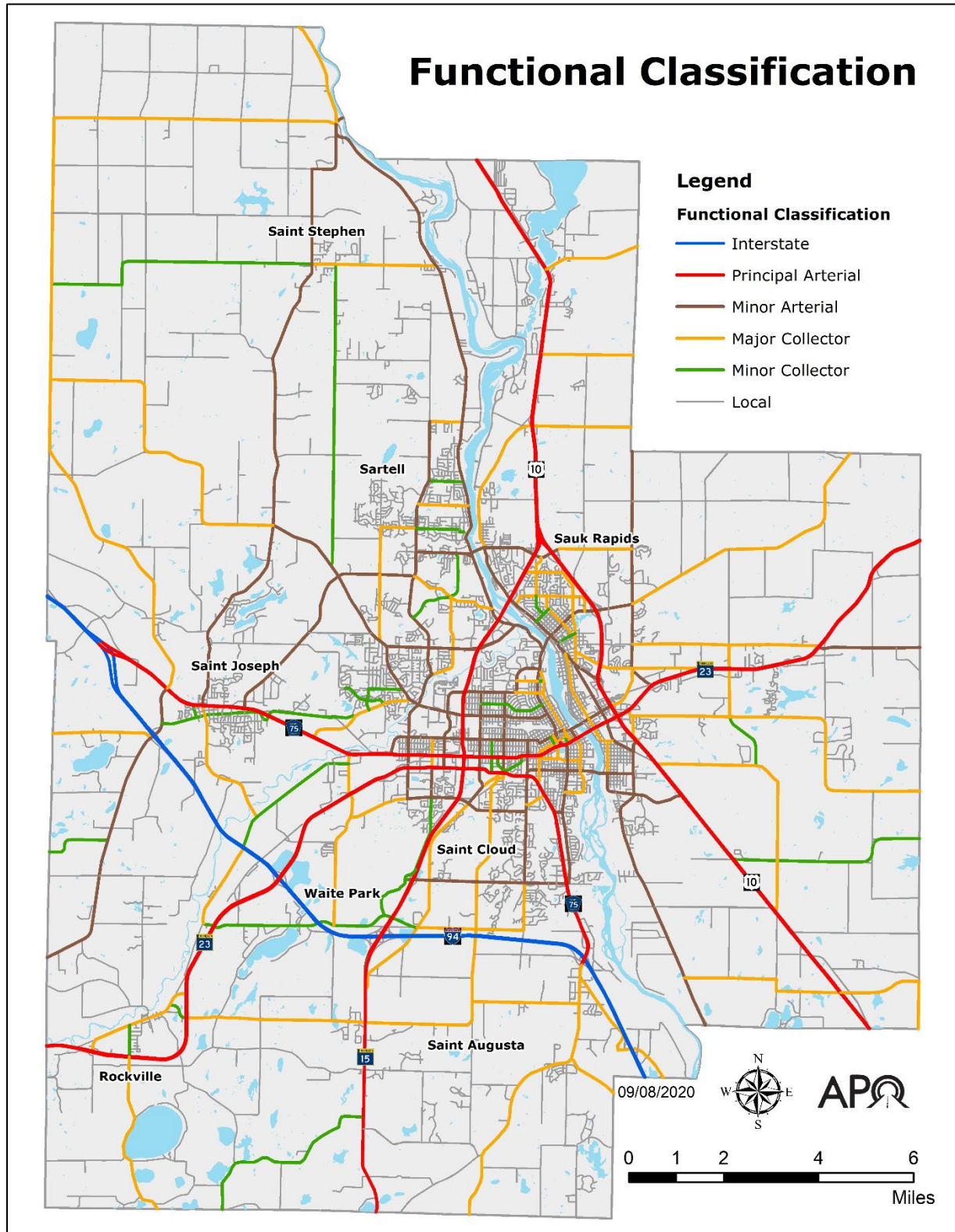
Data courtesy of HFTE Inc./KLJ



B. System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(25 points total)**

- Criteria to consider
 - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
 - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification:
 - Interstate 94.
 - NHS system (MN 23, MN 15, US 10, CSAH 75).
 - Principal or minor arterial.
 - Principal or minor collector.
 - More information can be found:
<http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0>
 - Furthers or completes connections (fills a gap).
 - Project is interjurisdictional.
 - Project completes a connection.



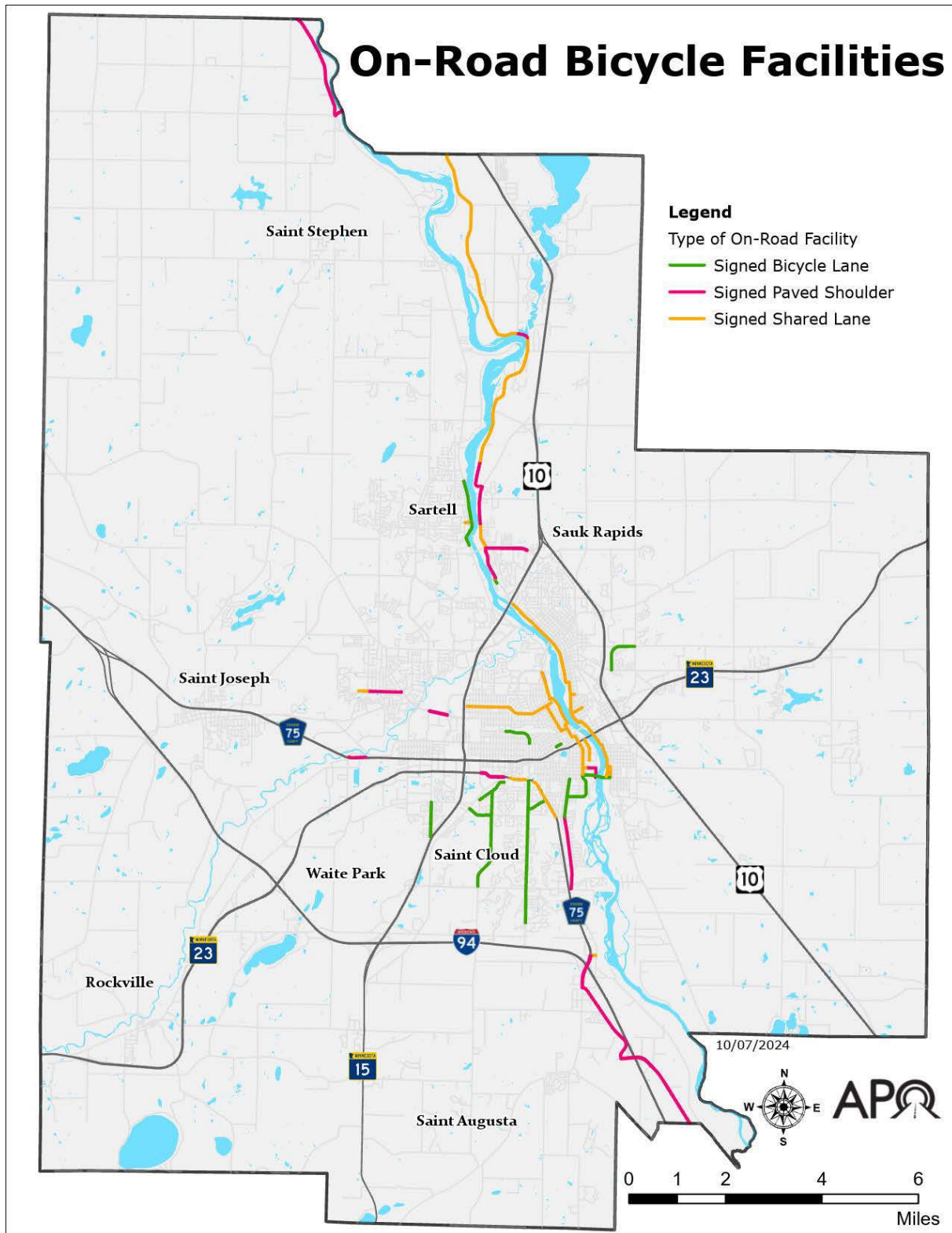
Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



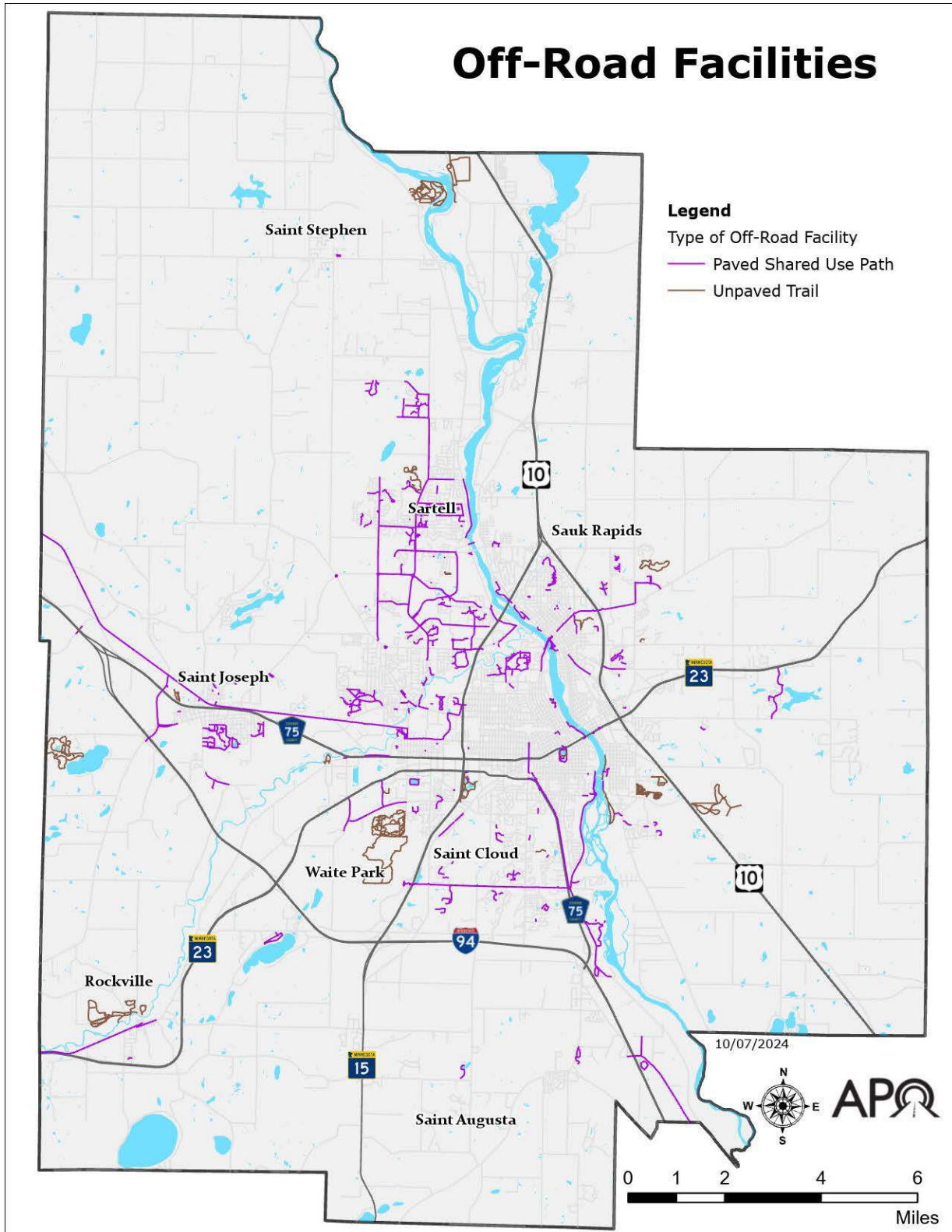
C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

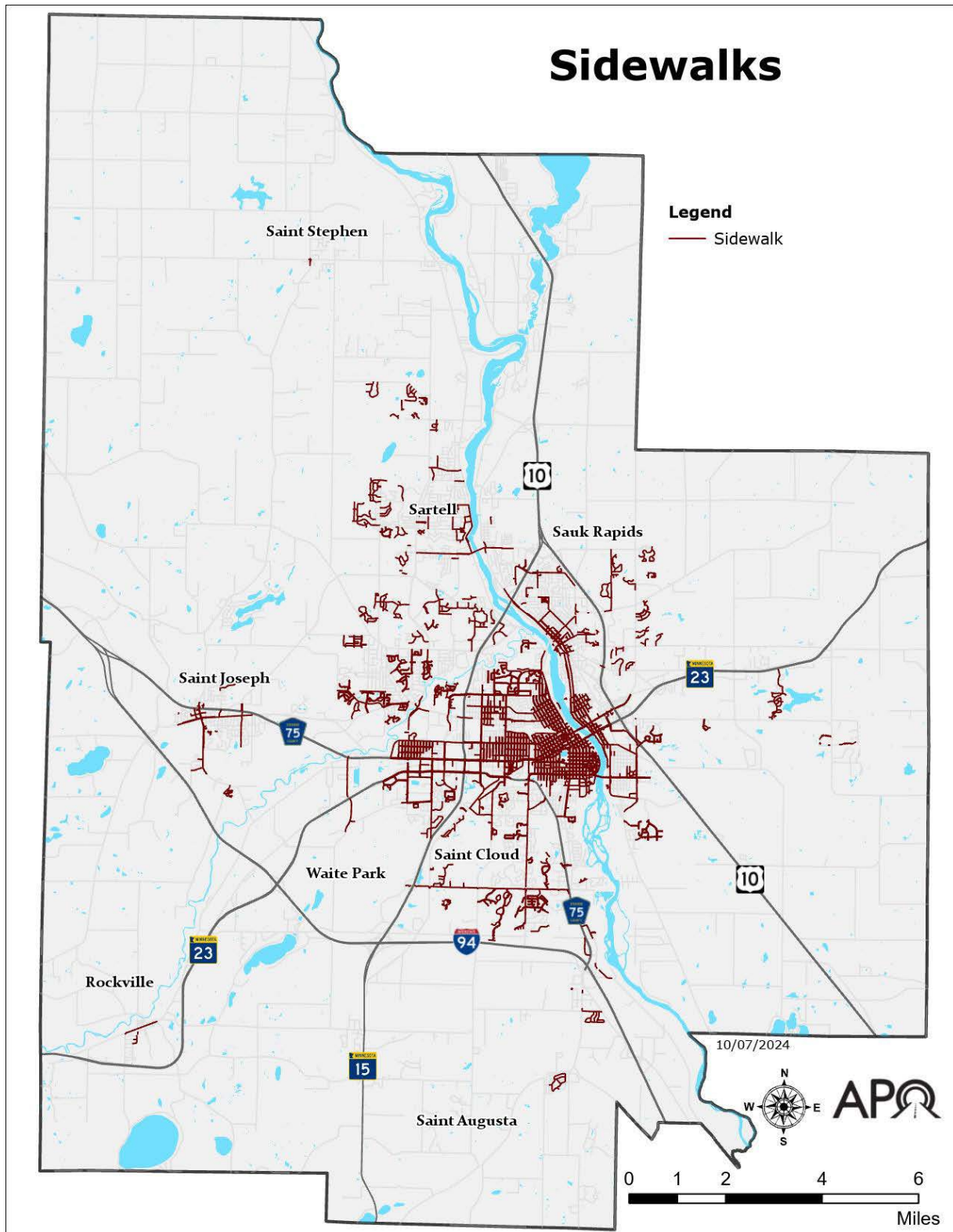
- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.
 - Connections within and/or between jurisdictions (5 points).
 - Connections to major trip generators (examples include schools, businesses, places of employment, etc.)



Data courtesy of Saint Cloud APO.



Data courtesy of Saint Cloud APO.



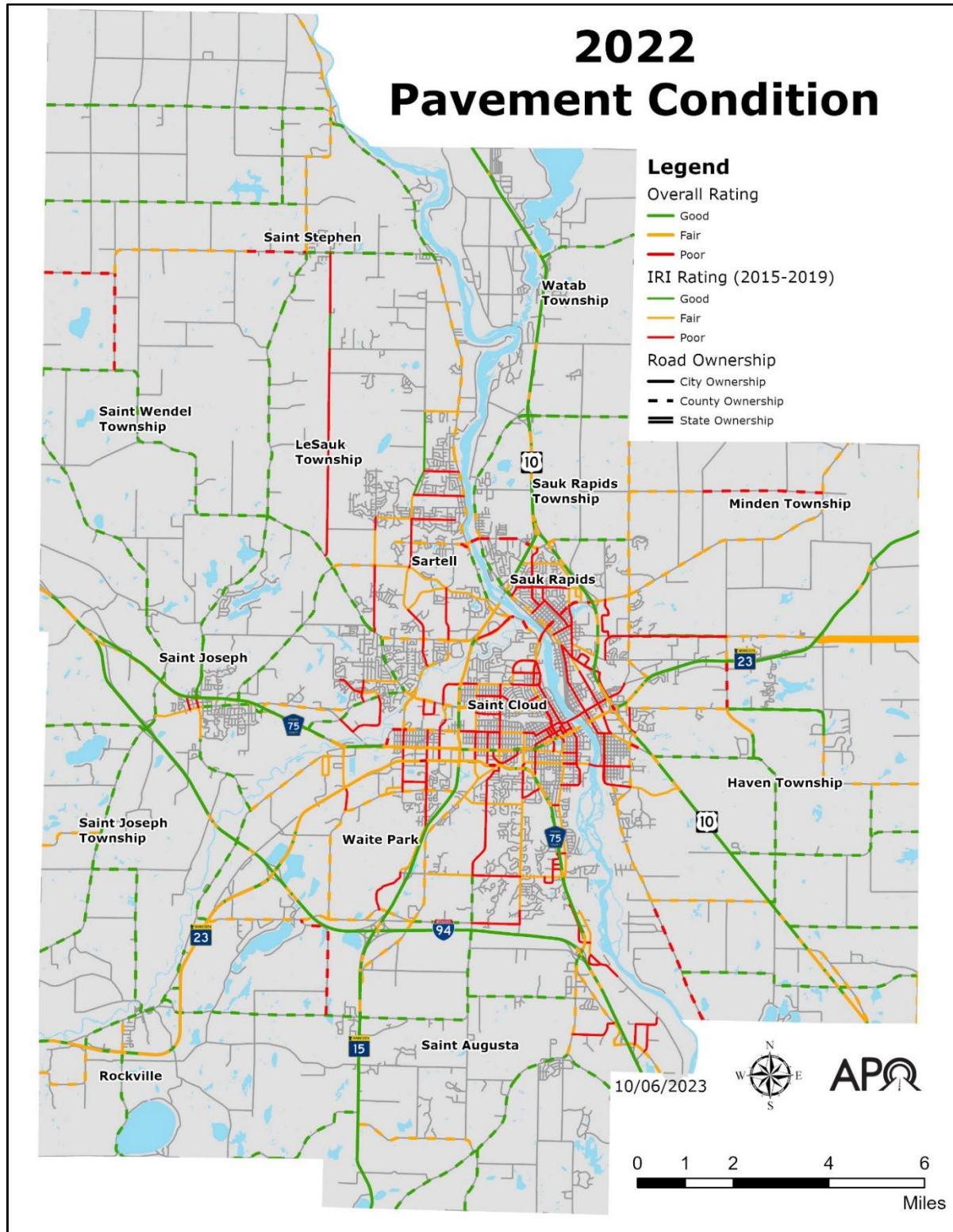
Data courtesy of Saint Cloud APO.



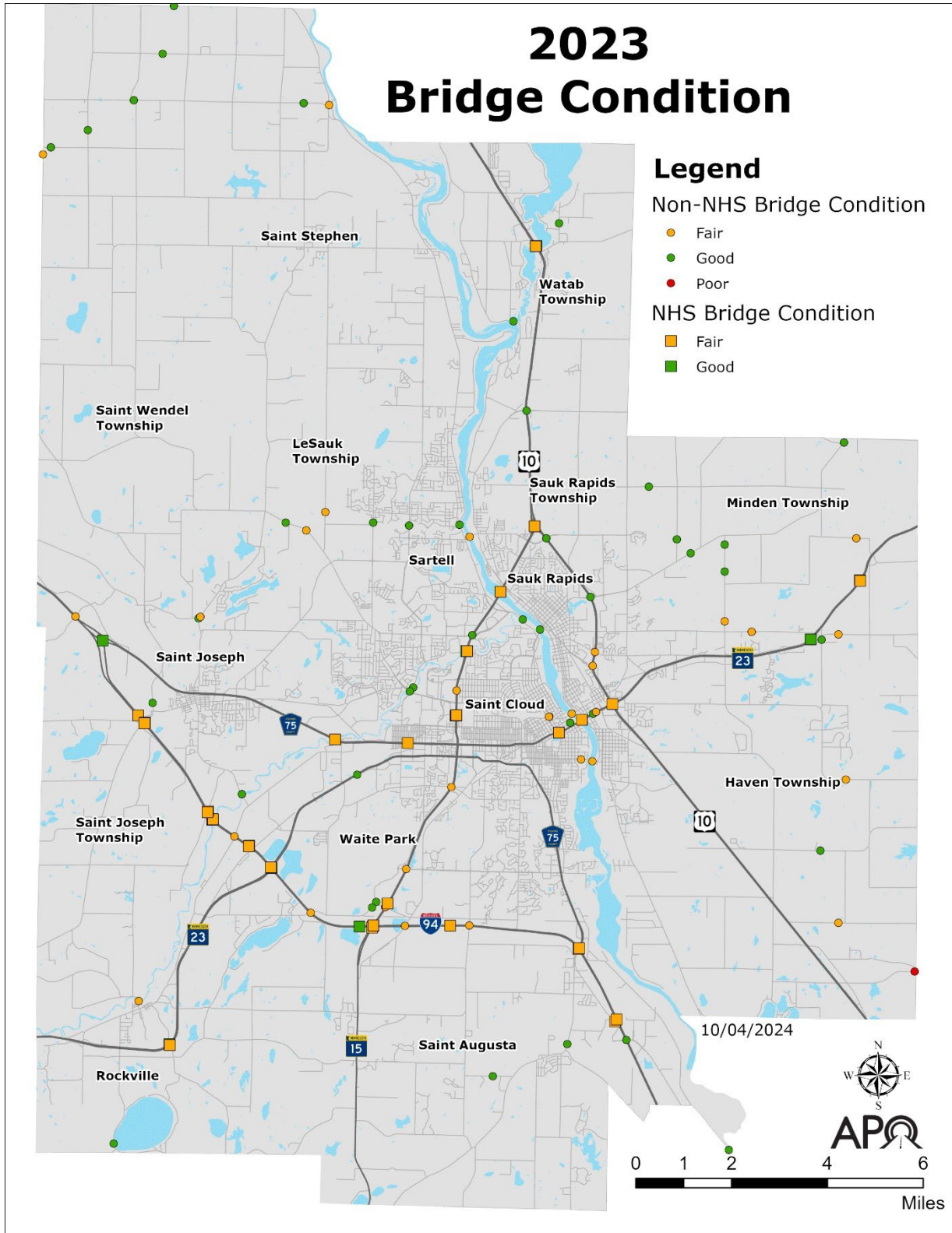
D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

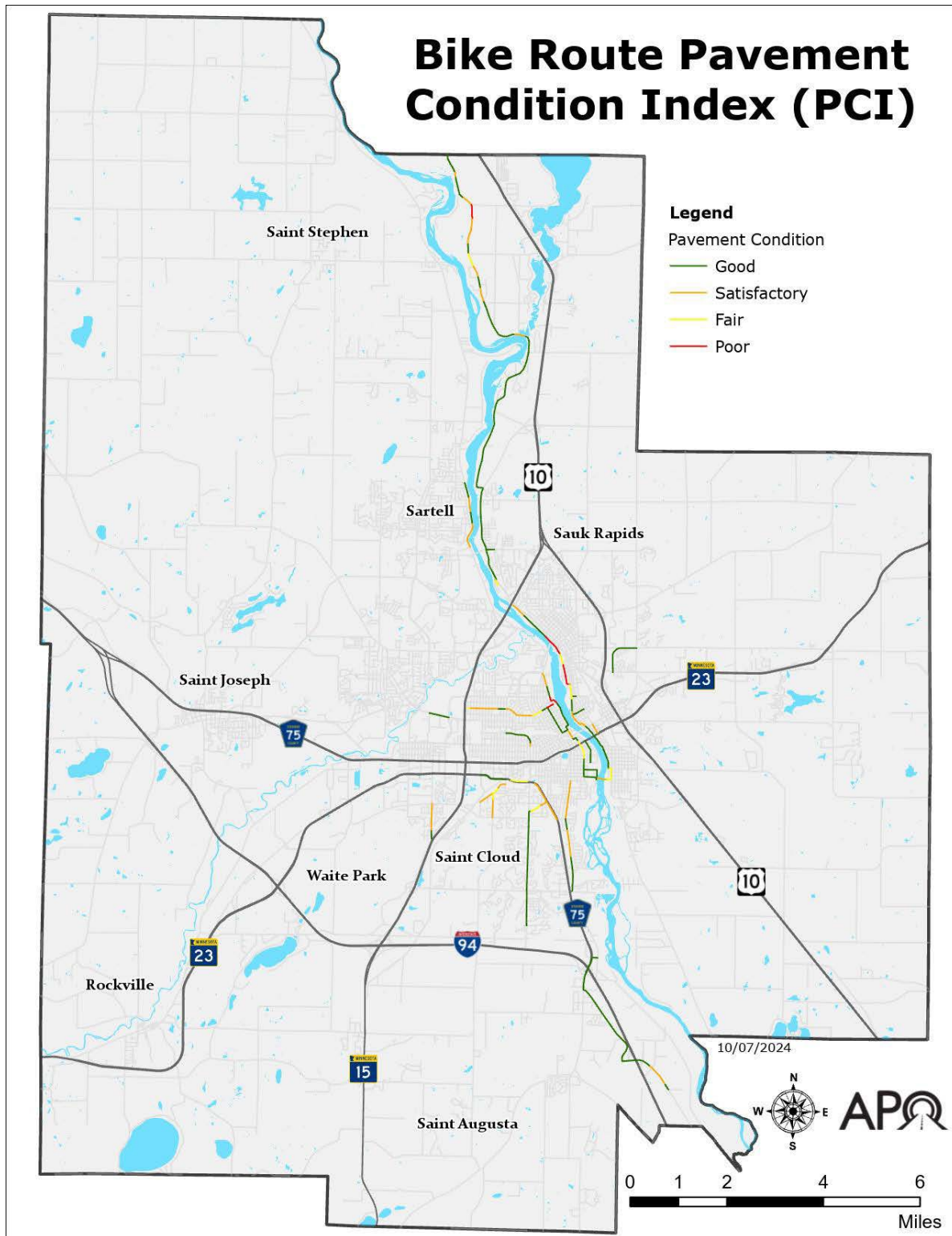
- Criterion to consider
 - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation criteria
 - Bridge/pavement condition:
 - Pavement IRI conditions (poor, fair, good).
 - Bridge conditions (poor, fair, good).
 - Multi-use paths conditions (poor, fair, good).
 - Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.



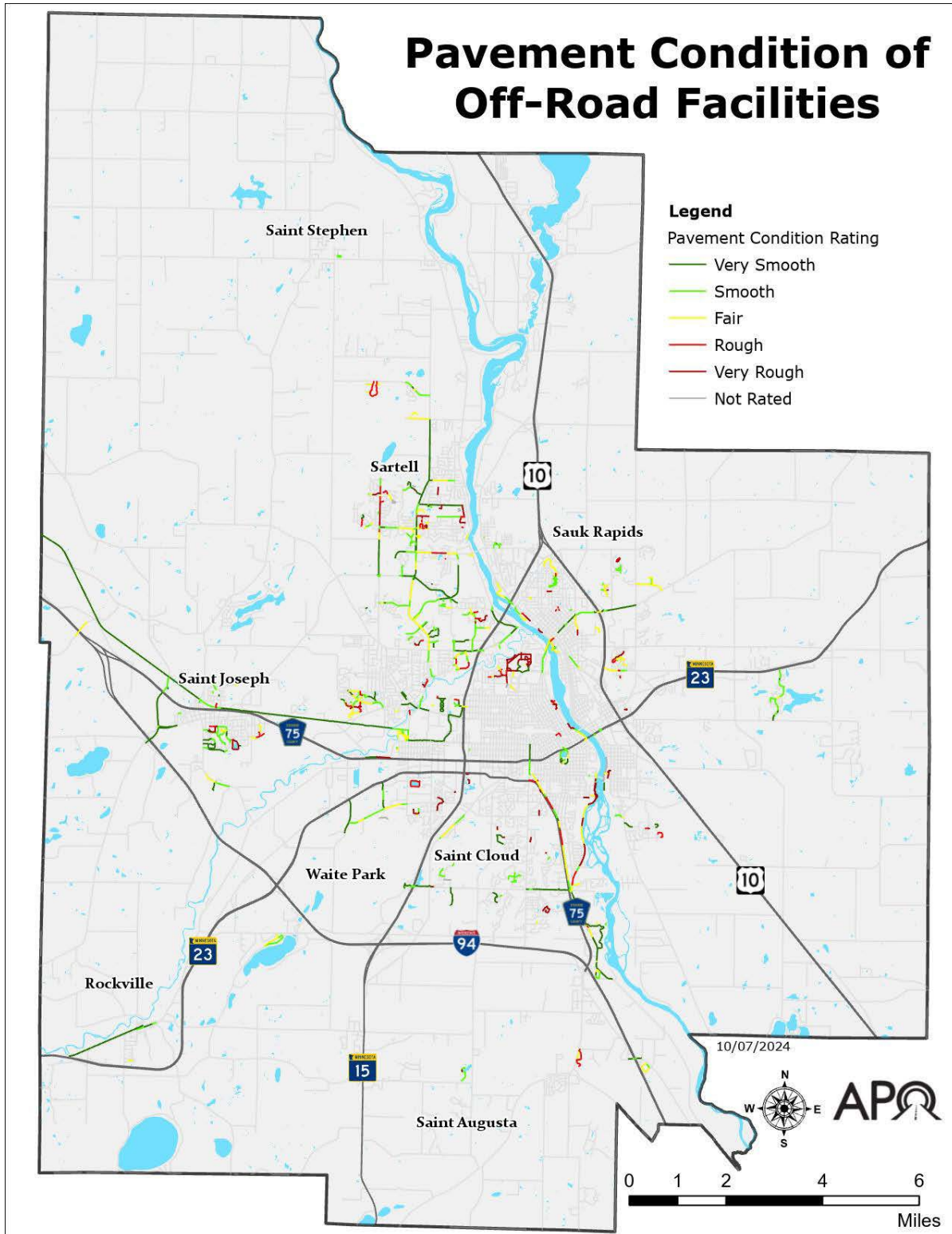
Data source: MnDOT (2021 -2022) and GoodPointe Technology (2019). **Note, this is the most recent data set available at the time of the solicitation release.**



Data source: MnDOT.



Data courtesy of GoodPointe Technology, 2019.



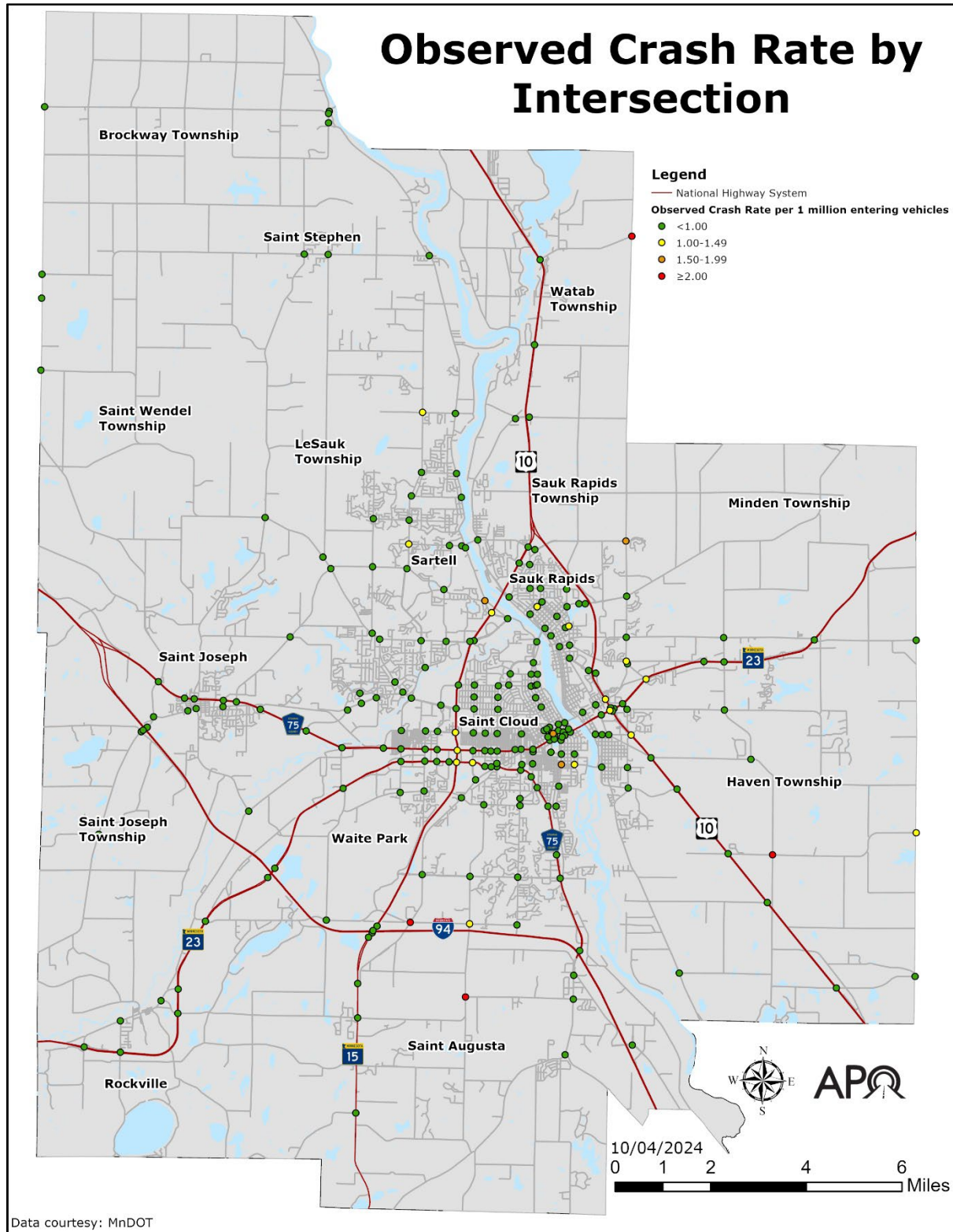
Data courtesy of Parks & Trails Council of Minnesota, 2020.



E. Safety

Explain how the project or elements of the project may improve safety. **(50 points total)**

- Criterion to consider
 - Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.) Prioritization will be taken for projects that are constructed at high crash locations.
- Evaluation criteria
 - High crash locations
 - Project occurs on a roadway (or near an intersection) with a high critical crash rate.
 - Safety infrastructure
 - Incorporation of various safety measures. Differences in rural and urban safety measures must be considered.



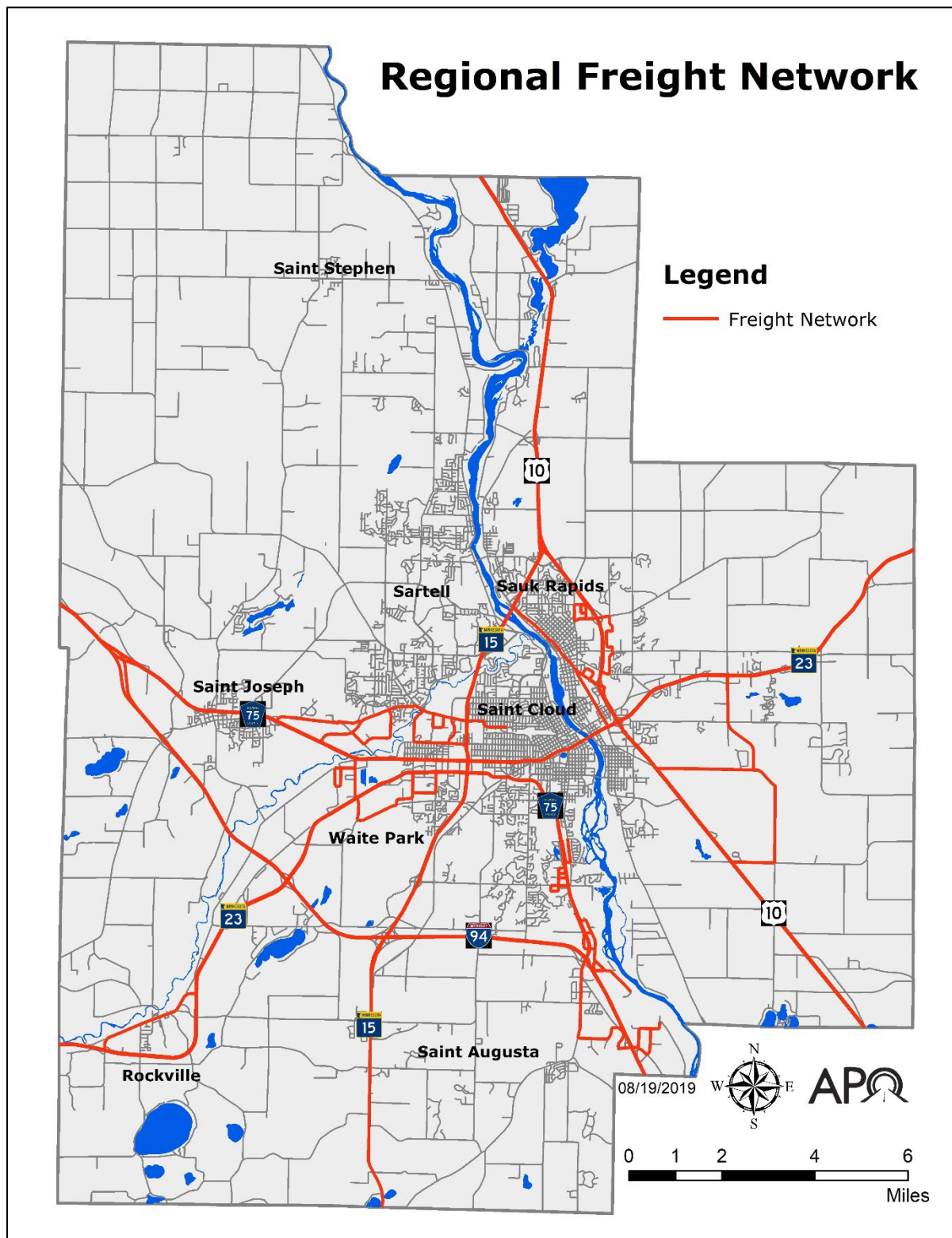
Data source: 2019-2023 Minnesota Crash Mapping Analysis Tool (MnCMAT).



F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
 - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
 - Project promotes improved operation of the existing freight network.
- Evaluation criterion
 - Project occurs within the existing freight corridor.
 - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.



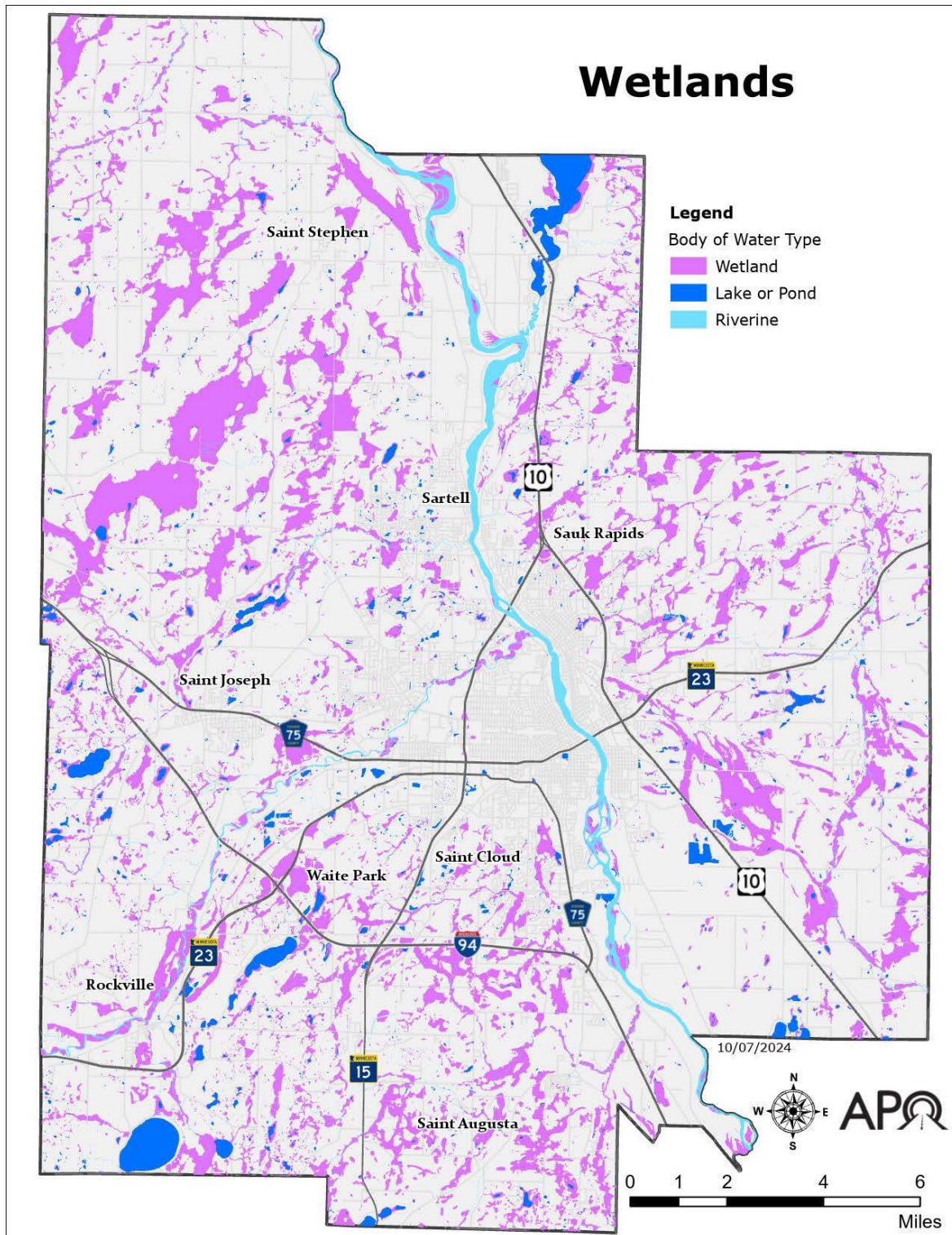
Data source: 2018, SRF Consulting, Inc.



G. Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
 - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
 - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
 - Project has undergone the local environmental review process.



Data courtesy of MnDNR.



H. Public Engagement, Plan Identification, Project Readiness

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 points total)**

- Criterion to consider/Evaluation criterion
 - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
 - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be considered post evaluation.

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2029	
Proposed Project Title:	Reviewer:
Applicant:	Date:
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (25 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments:	#1 Score
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (25 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments:	#2 Score
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments:	#3 Score
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (50 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments:	#4 Score
#5 Safety: Explain how the project or elements of the project may improve safety. (50 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	

*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments:		#5 Score
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (15 points total)	*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.	
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.		
Comments:		#6 Score
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (5 points total)	*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process	
Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments:		#7 Score
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (10 points total)	*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.	
Criterion to consider		
See evaluation considerations.		
Comments:		#8 Score
TOTAL SCORE (200 total points available)		0

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2029

1. APPLICANT INFORMATION

Local Agency: Stearns County Project Manager: Jodi teich
 Address: 455 28th Ave S, Waite Park, MN 56387 Title: Stearns County Engineer
 Phone: 320-255-6180 Fax: 320-255-6186 Email: jodi.teich@stearnscountymn.gov
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: 320-255-6180 Fax: 320-255-6186 Email: jodi.teich@stearnscountymn.gov

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 13 Length: _____ Mi.
 Route # CSAH 133 &/or Street Name: 2nd Street South
 Beginning Termini: Intersection with 4th Avenue South
 Ending Termini: _____

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

Urban	Rural
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input checked="" type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: 3.0 (PQI)
23	

C. Traffic Volume

Current AADT:	<u>11468 (2023)</u>	20-Year AADT:	<u>14908</u>
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D. Bridge Condition

SR:	<u>N/A</u>
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input checked="" type="checkbox"/> Other: (specify) <u>Roundabout</u>

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

Intersection with 4th Avenue South, Roundabout

6. PURPOSE AND NEED (Summary)

CSAH 133 is a minor arterial that traverses from CSAH 75 in St. Joseph to the Sartell bridge over the Mississippi River in Sartell. It serves as an Interstate to US Highway 10 connection for both commuters and freight. Heavy commercial traffic at the intersection will be increasing with a new manufacturing facility coming to Sartell that will be located along 4th Avenue South. This intersection will be along the primary route for the manufacturing facility to access Trunk Highway 15 and US Highway 10. The intersection has a history of right angle crashes and both the city and county receive a significant number of complaints about near misses. The added traffic from the new manufacturing facility will likely exacerbate that situation. Pedestrian infrastructure at the intersection is not currently ADA compliant.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

The proposed project will upgrade pedestrian facilities in the area, including ADA compliant curb ramps and walkways/trails. It will improve crossing conditions for active transportation users at the intersection. The project will also improve access to 2nd Street South for a new manufacturing facility coming to Sartell. The project is not within an environmental justice area. The intersection is also located along Metro Bus Route 32, and there is a transit stop just east of the intersection. The proposed roundabout will make it easier for buses to get through the intersection, and make it safer for those wanting to access the transit stop to cross 2nd Street South more safely.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

CSAH 133 is a minor arterial that ultimately connects Benton and Stearns Counties. There are currently no controlled intersections along CSAH 133 between Pine Cone Road and CSAH 78. The proposed roundabout will provide safer crossing movements for those using the pedestrian and bicycle facilities on the north and south sides of 2nd Street South, and along 4th Avenue South. It will also provide for safer and more efficient turning movements at the intersection, especially as development occurs along 4th Avenue South. As previously mentioned, CSAH 133 is a major commuter and freight route that connects Interstate 94 to US Highway 10. The city of Sartell and Stearns County are partnering on this project.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

The proposed project will improve pedestrian and bicycle safety at an intersection that has had many near misses. There is an apartment complex on the southwest quadrant of the the intersection, a mobile home park on the south side of the road and houses on both the north and south side of the corridor. The intersection has multimodal facilities on all sides and the proposed roundabout will upgrade all crossings to meet current ADA guidelines. There is a transit stop just east of the intersection and the proposed improvements will provide safer access for those on the south side of CSAH 133 to cross and access the stop. Non-motorized traffic will be able to access convenience stores, bar/restaurants and other businesses more safely.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

The pavement along the portion of CSAH 133 west of and including the intersection with 4th Avenue is currently 23 years old. It will be 27 years old by 2029. The pavement is in fair condition. Portions of the bike trail along the north side of CSAH 133 will be reconstructed as part of this project, and this section is considered in fair condition.

E. Safety

Explain how the project or elements of the project may improve safety.

The proposed roundabout will eliminate right angle and sideswipe crashes at the intersection. While there have been 8 property damage and 2 minor injury crashes reported in the last five years according to MnCMAT, the county and city have received numerous complaints of near misses at the location. Once Niron Magnetics' facility is operational the traffic at the intersection, especially heavy commercial traffic, will increase significantly which will cause even greater concerns. The added intersection lighting that comes with a roundabout will also bring attention to this high volume intersection. The construction of a roundabout with added safety features for non-motorized traffic, such as push button activated Rectangular Rapid Flashing Beacons, will significantly increase safety when crossing the intersection.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

The proposed roundabout will support freight traffic moving through the intersection that will be increasing significantly with Niron Magnetics constructing a manufacturing facility along 4th Avenue South in Sartell. The intersection improvements will help to direct the increasing truck traffic to corridors built to handle heavy commercial traffic rather than using roads like Heritage Drive and CSAH 1 that currently have a significant amount of residential development. The roundabout will help the intersection to operate more efficiently and provide the most direct route to Highways 10 and 15. See also attached letter of support from Niron Magnetics.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? 2028

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$1,600,000	80%
Local Matching Funds (<i>Minimum 20%</i>)	\$ 400,000	20%
Total Eligible Costs	\$2,000,000	100%

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	10 / 2026
Construction Plan Prepared	12 / 2026
Right of Way Acquired	1 / 2027
Construction Start	6 / 2027
Estimated Project Duration	2 Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: Recently updated Stearns County Five Year Road Improvement Plan, Sartell
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2027
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

Niron Magnetics has committed to using 4th Avenue and CSAH 133 as the route they would use if improvements to the intersection are made, rather than using other routes that have mostly residential development along them. The city and county have been requested for several years to make improvements to this intersection. Many of the requested improvements are related to bicycle and pedestrian safety. Roundabouts are popular in the Sartell area, and these improvements will be welcomed by the local community. If federal funding is awarded both the county and city are prepared to immediately move forward with the project development process to move this project forward as quickly as possible. Vehicle turning movement counts were taken in early 2024 and the intersection is approaching meeting signal warrants but both jurisdictions feel a roundabout is the most reasonable solution to address the safety of all road users, and it should be done before additional development occurs along the corridor.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Jodi L. Teich Digitally signed by Jodi L. Teich
Date: 2025.01.10 10:04:46 -06'00'

Signature

Stearns County Engineer

Title

1/10/2025

Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



24-55

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS
FOR FY 2029 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

CSAH 133 and 4th Avenue South Intersection Improvements in Sartell

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: Stearns County, together with the city of Sartell, has recognized the need for safety improvements at the intersection of CSAH 133 and 4th Avenue South in the city of Sartell by including this project in Capital Improvement Program updates, and intends to submit this project to the APO as a candidate for FY 2029 federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

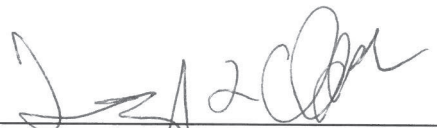
WHEREAS: local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, *at a minimum*, will be available for eligible federal costs for improvements at the intersection of CSAH 133 and 4th Avenue South in Sartell.

BE IT FURTHER RESOLVED: that Stearns County also guarantees the availability of local funding for all federally non-eligible costs of this project.

Passed by the majority vote of the Stearns County Board of Commissioners this 17th day of December, 2024.



Tarryl L. Clark, Chair
Stearns County Board of Commissioners



Randy Schreifels,
Stearns County Auditor – Treasurer



January 10, 2025

Jodi Teich
Stearns County Engineer
455 28th Avenue South
Waite Park, MN 56387

RE: CSAH 133/4th Avenue South Roundabout STBGP Application

Dear Jodi,

The City of Sartell fully supports Stearns County's application for federal funding to construct a roundabout at the intersection of CSAH 133/2nd Street South and 4th Avenue South. We recognize the critical need for this project and are committed to collaborating on its successful implementation.

The City acknowledges its responsibility for 50 percent of the local share of construction costs if the project is awarded funding, as well as any necessary right-of-way acquisition costs. This partnership reflects our shared commitment to enhancing transportation infrastructure and addressing long-standing community concerns.

Over the years, we have received numerous complaints regarding pedestrian and bicycle safety near this intersection, as well as issues with traffic congestion during peak hours. These challenges will only intensify with the increased traffic anticipated from Niron Magnetics' new facility along 4th Avenue South. This development will significantly elevate daily traffic volumes, making improvements to this intersection more crucial than ever.

Constructing a roundabout at this location will not only ensure safe and efficient traffic flow but also demonstrate our proactive approach to supporting economic development and meeting the needs of our growing community. We appreciate the opportunity to partner with Stearns County on this important initiative.

The City appreciates Stearns County including this project in the updated Five Year Road Improvement Program. Please feel free to contact me at kari.haakonson@sartellmn.com or 320-258-7312 with any questions.

Sincerely,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Kari Haakonson

Project Supervisor



Ms. Jodi Teich
Stearns County, County Engineer
455 28th Avenue South
Waite Park, MN 56387

12/5/2024

ATTN: Surface Transportation Block Grant Program (STBG)

Ms. Teich,

On behalf of Niron Magnetics, I am writing in support of a Stearns County initiative to improve the intersection at 4th Avenue South and County Road 133/78 in Sartell, Minnesota. Niron Magnetics has entered into a purchase agreement with the City of Sartell on 40-acres for industrial development along 4th Avenue South, with the intent to build a new 190,000 square foot manufacturing facility. The facility will break ground in mid-2025 and support the economic redevelopment of the former Verso Paper Mill site and creation of over 100 construction jobs and 175 full-time manufacturing jobs.

As part of the manufacturing process, Niron Magnetics will rely on weekly shipments of chemicals via cargo tankers / trucks, which will use County Road 133/78. The current intersection of County Road 133/78 limits vehicle access and creates a hazard for oncoming traffic. The installation of a roundabout intersection will improve not only traffic flow for commercial trucking vehicles but improve access for the 175 full-time employees.

As Niron Magnetics grows its operations in Sartell, Minnesota, the improvement to County Road 133/78 will limit commercial transportation along residential areas and improve road safety and transportation access.

Niron Magnetics is committed to being a strong partner in the community. We look forward to working with representatives from Stearns County on the future redevelopment and growth of Sartell, Minnesota.

Respectfully,

Jonathan Rowntree

CEO

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2029

1. APPLICANT INFORMATION

Local Agency: _____	Project Manager: _____
Address: _____	Title: _____
Phone: _____ Fax: _____	Email: _____
Project Contact (If different from Proj. Mgr.): _____	Title: _____
Phone: _____ Fax: _____	Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: _____ Congressional District: _____ Legislative District: _____ Length: _____ Mi.

Route # _____ &/or Street Name: _____

Beginning Termini: _____

Ending Termini: _____

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway <i>(Check all that apply)</i>		B. Pavement Condition	
Urban	Rural	Age of Surface:	Rating:
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial		
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial		
<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector		
C. Traffic Volume		D. Bridge Condition	
Current AADT: _____	20-Year AADT: _____	SR: _____	

4. PROJECT TYPE *(Check all that apply)*

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: <i>(specify)</i>

5. SHORT TITLE STIP DESCRIPTION *(Limited to 120 characters)*

6. PURPOSE AND NEED *(Summary)*

7. PROJECT QUALIFICATIONS**A. Access and Mobility**

Explain how the project increases the accessibility and mobility options for people and freight.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

E. Safety

Explain how the project or elements of the project may improve safety.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)		
Local Matching Funds (<i>Minimum 20%</i>)		
Total Eligible Costs		

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	/
Construction Plan Prepared	/
Right of Way Acquired	/
Construction Start	/
Estimated Project Duration	Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: City Capital Improvement Plan, City Comprehensive Plan, St Cloud Area Planning Organization's Looking Ahead 2050 Metropolitan Transportation Plan
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2027
- D. Which environmental document path will the project likely follow? (If unsure, consult with the District State Aid Engineer.) Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

An EAW Document was completed in 2007 for this proposed stretch of roadway and the feedback received during the process will be incorporated into the design of the proposed project. The project will comply with National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA) and any appropriate mitigation/environmental commitments. As is being proposed, the project will follow the environmental review requirements of a forthcoming Project Memorandum to be developed.

The \$24M Metro Forcemain Project is currently under construction along this alignment, with remaining work to be completed by December 2025. This is the installation of ~3 miles of sanitary sewer force main pipe. This project has necessitated the relocation of numerous private utilities, not only for the current project, but also in anticipation of this project.

This project has been programmed in the City's Capital Improvement Program since 2002. The City of St. Cloud's Capital Improvement Program is ultimately subject to review/approval by the St. Cloud City Council annually. Prior to reaching the City Council, the City of St. Cloud Planning Commission holds a Public Input Session to receive the public's comments for consideration and discussion by Planning Commission and City staff at CIP meetings. Subsequent to the Public Input Session, a public hearing is held to gain additional public input before potentially being submitted to the City Council's public meeting agenda.

Installation of curb and gutter, storm drain, ponding, sanitary sewer main and sewer services, sanitary lift station, water main and water services would be included with these improvements. Total construction cost is anticipated to be ~ \$11 million.

This project is identified in the St Cloud APO's MTP Looking Ahead 2050 Plan. As part of this plan in 2024, the APO provided public outreach asking for public comments in a variety of methods. See Appendix R of this plan for Final Public Engagement.

The project is identified in the City of St Cloud's 2015 Comprehensive Plan. See Chapter 7 of this plan for reference.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Zan Brogli
Signature

City Engineer
Title

1/10/25
Date

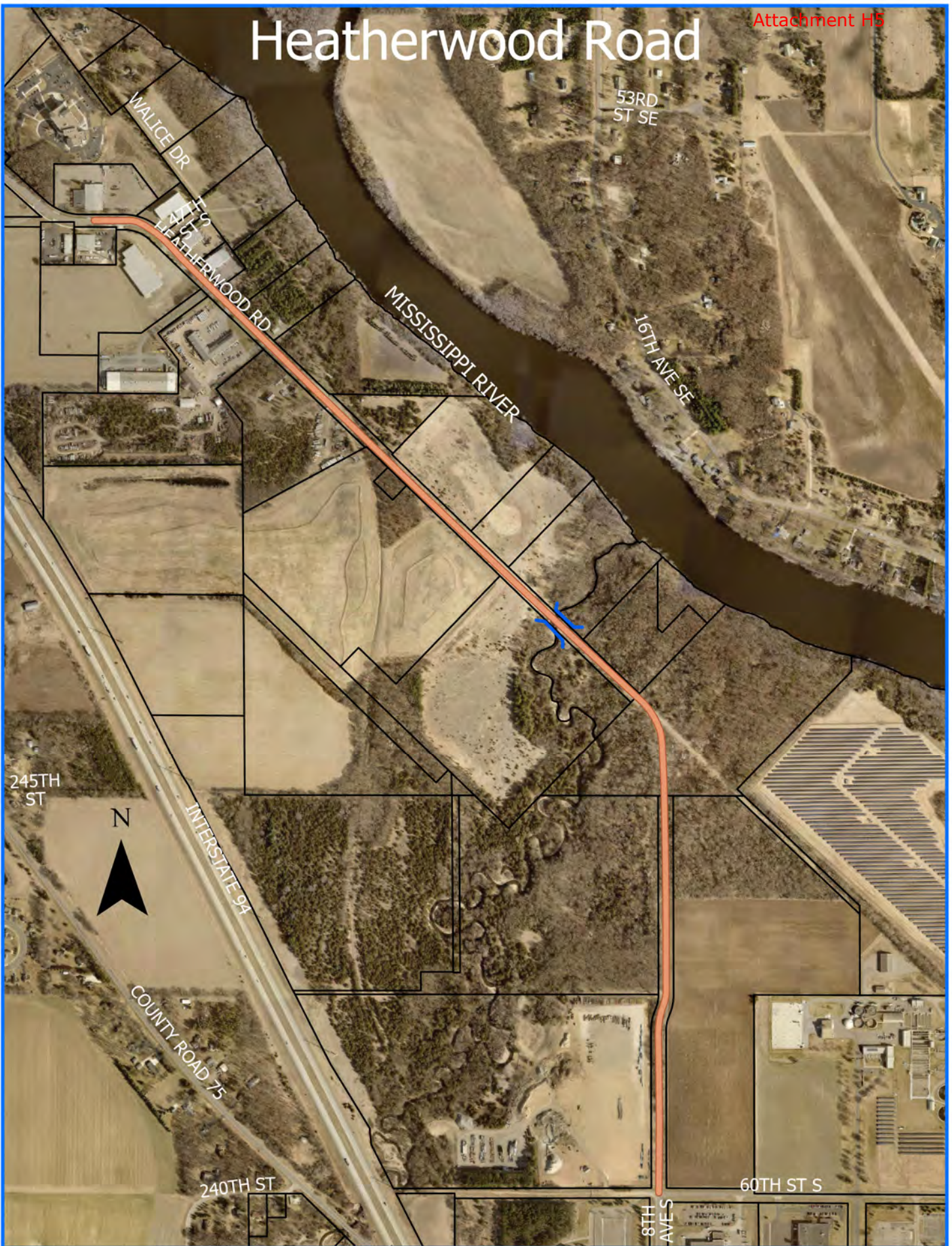
The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

APPLICATION ATTACHMENTS:

- Project Location Map
- Resolution Certifying Availability
- Letter of Support
- Capital Improvement Program Worksheets
- Complete Streets Policy
- Chapter 7 St. Cloud Comprehensive Plan
- APO MTO Looking Ahead - Appendix R
- Opportunity Drive Study
- St Cloud APO Regional Freight Framework Plan

Heatherwood Road

Attachment H5



Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 - 12 - 174

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR
FY 2029 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

HEATHERWOOD ROAD EXTENSION

WHEREAS, federal formula funding authorized within the Fixing America's Surface Transportation Act or "Fast Act" has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the City of St. Cloud has recognized the need for improvements to Heatherwood Road Extension by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2029 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS, local jurisdictions submitting projects to the APO must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED, that the City of St. Cloud guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the Heatherwood Road Extension.

BE IT FURTHER RESOLVED, that the City of St. Cloud also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted this 16th day of December, 2024.

ATTEST:



City Clerk



Date

(SEAL)



PARKS DEPARTMENT
1802 County Road 137 Waite Park, MN 56387
320-255-6172
stearnscountymn.gov

January 16, 2024

Planning Commission
City of St. Cloud, Minnesota
1201 7th Street South
St. Cloud, Minnesota 56301

Planning Commission Members,

This letter is written in support of the proposed CIP Project Number PW.26.02 (Heatherwood Road Extension) by the Stearns County Parks Commission and the Stearns County Parks Department. It is our understanding that the Beaver Island Trail connection will also be completed during this road project.

As you are aware, Stearns County recently completed construction of their portion of the Beaver Island multi-use trail and the City of St. Cloud recently constructed trail from the Anderson Trucking Maintenance Facility to the intersection of 8th Avenue South and 60th Street South. However, there is still a gap between the existing city's portions of the Beaver Island Trail (McStop area to Opportunity Drive). The Stearns County Parks Department has been contacted by many residents of the County and the City wondering when the final connection will be completed. The community is very interested and excited about seeing this project completed. We highly encourage the City of St. Cloud to include and fund CIP Project Number PW.26.02 (Heatherwood Road Extension) in your 2025-2030 CIP plan, which includes the missing connection for the Beaver Island Trail.

Thank you for your commitment to developing and maintaining high quality recreational trails.

Sincerely,

A handwritten signature in black ink that reads "Margaret J. Arnold".

Margaret Arnold
Chair
Stearns County Parks Commission

A handwritten signature in black ink that reads "Ben Anderson".

Ben Anderson, Director
Parks Director
Stearns County Park Department



Heatherwood Road Extension



Department: Public Works
 Project Number: PW.26.02 Construction Year: 2026

GOALS, PLANS, POLICIES & INITIATIVES WORKSHEET

Goal/Policy/Plan/Initiative	Applicability
2023 City Council Goals	The project is consistent with the goals that the City has a greater quality of life, has healthy, engaged neighborhoods and is a quality transportation hub.
Comprehensive Plan	The goals of the Comprehensive Plan support a highly connected transportation network that facilitates safe access and mobility for all forms of transportation. Additionally, the Plan supports ensuring public infrastructure provide high quality and effective public services.
Public Art & Placemaking Plan	The Placemaking Plan recommends incorporating public art into CIP projects. A percentage of project costs are recommended to incorporate public art into this project.
Sustainability Framework Plan	The Sustainability Framework Plan identifies several best practice areas that would apply to this project including: sustainable land use policies, multi-modal transportation, improving community health, and surface and groundwater resource protection.
Complete Streets Policy	The Complete Streets Policy supports the inclusion of sidewalks, bike lanes and trails, and transit facilities during street construction, reconstruction, repaving, and rehabilitation projects.
Economic Development Strategic Plan	The Economic Development Strategic Plan does not address this type of project.
Mississippi River Corridor Plan	The Mississippi River Corridor Plan does not address this type of project.
Senior Engagement Initiatives	The Senior Engagement Initiatives do not address this type of project.
Youth Engagement Initiatives	The Youth Engagement Initiatives do not address this type of project.

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	42%	\$4,700,000
Utility Revenue - Water	5%	\$600,000
Utility Revenue - Sewer	9%	\$1,000,000
Other Revenue - Stormwater	6%	\$700,000
Sales Tax	12%	\$1,300,000
Municipal State Aid - Bridge	5%	\$600,000
Municipal State Aid	21%	\$2,300,000
TOTAL	100%	\$11,200,000*

*Projected construction costs are based on 2023 dollars.

STAFF CONTACT

Tracy Hodel, Public Services Director
 320-650-2815
tracy.hodel@ci.stcloud.mn.us

REFERENCE LINKS

None.

DESCRIPTION

Construct street connection between Heatherwood Road and 8th Avenue South in the I-94 Business Park including a bridge crossing Johnson Creek along with utility improvements.

JUSTIFICATION

This improvement is needed to adequately serve future travel demand between the I-94 Business Park and McStop area. This project will complete a vital arterial corridor that encourages employment rated development and reduces reliance of local traffic on I-94. This project will also result in replacement of the critical three-mile regional forcemain sewer system that services the communities of St. Cloud, Sartell, Waite Park, Sauk Rapids, St. Joseph, including the community of Foley in 2022. The Opportunity Drive interchange has untapped capacity to aid in reducing the traffic volumes at the I-94/CSAH 75 interchange.

HISTORY

The need for this street connection was identified in 2002 under the I-94 Business Park Interchange Study. The sewer system conveys wastewater from the urbanized area of the communities to the state-of-the-art operation of St. Cloud's Wastewater Treatment Facility.

BUDGET IMPLICATIONS

This proposed roadway provides connectivity between the I-94 Business Park and Clearwater Road. This connectivity promotes continued investment in private commercial development both along Clearwater Road and the I-94 Business Park. The extension of Heatherwood Road will facilitate safe and efficient movement of more than 8,000 business generated vehicle and freight trips per day and complete the Beaver Island Trail along the 3.3 mile corridor.

PROJECT INFORMATION

Department: Public Works

Construction Year: 2027

Project No.: Pw27. 04

Project Title: Heatherwood Road Extension

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	6	\$ 689,000.00
Utility Revenue - Water	8	\$ 886,000.00
Utility Revenue - Sewer	14	\$ 1,641,000.00
Other Revenue - Stormwater	4	\$ 500,000.00
Sales Tax	36	\$ 4,227,000.00
Municipal State Aid - Bridge	5	\$ 600,000.00
Municipal State Aid	27	\$ 3,100,000.00
	100 %	\$ 11,643,000

Projected costs are based on 2025 dollars.

PROJECT DESCRIPTION 678 characters remaining

Construct street connection between Heatherwood Road and 8th Avenue South in the I-94 Business Park including replacement of the bridge crossing Johnson Creek along with extending utilities and providing water and sanitary sewer service along the corridor. A Lift Station will be constructed to allow service to this area.

JUSTIFICATION 523 characters remaining

This improvement is needed to adequately serve future travel demand between the I-94 Business Park and McStop area. This project will complete a vital collector corridor that encourages employment rated development and reduces reliance of local traffic on I-94. The extension of Heatherwood Road will facilitate safe and efficient movement of more than 8,000 business generated vehicle and freight trips per day and complete the Beaver Island Trail along the 3.3 mile corridor.

HISTORY 792 characters remaining

The need for this street connection was identified in 2002 under the I-94 Business Park Interchange Study. The street connection is identified in the APO's current Metropolitan Transportation Plan.

BUDGET IMPLICATIONS 873 characters remaining

The installation of the new roadway and infrastructure will provide the ability for economic growth and development to occur.

STAFF CONTACT

Tracy Hodel, Public Services Director
 Phone: 320-420-1163
 tracy.hodel@ci.stcloud.mn.us

PROJECT LINK(S)

If you would like a copy of the completed form, enter your email address here before click 'Submit'.

Submit

Resolution No. 2011-11-164

RESOLUTION ESTABLISHING A
COMPLETE STREETS POLICY FOR
ST. CLOUD, MINNESOTA

WHEREAS, the City of St. Cloud's 2003 Comprehensive Plan calls for the City to "promote alternative transportation such as bicycling, walking, transit and rail", to "Maintain adequate active and passive open space to meet the needs of the community", and to "Enhance community and neighborhood livability"; and

WHEREAS, Complete Streets are defined as those which provide safe, convenient, and context-sensitive facilities for all modes of travel, for users of all ages and all abilities; and

WHEREAS, the objective of Complete Streets is to design and build roadways that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians and transit riders; and

WHEREAS, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are a critical component to the success and vitality of adjoining private uses and neighborhoods; and

WHEREAS, the St. Cloud Metropolitan Area 2035 Transportation Plan calls for St. Cloud APO members to support multi modal transportation opportunities, including Complete Streets.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of St. Cloud does hereby establish a Complete Streets Policy as follows:

1. The City will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike

- lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include exclusive elements for all modes.
3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing street projects will give due consideration to this earlier guidance regarding bicycle, pedestrian, and transit facilities from the very start of project design. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
 4. Bicycle, pedestrian, and transit facilities shall be included in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions.
 - a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
 - b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer;
 - c. Where determined by the City Engineer to have relatively high safety risks;
 - d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
 - e. Where jointly determined by the City Engineer and Planning Director that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other sensitive areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.
 5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. whether the corridor provides access across a natural or man-made barrier such as a river or freeway;

- c. whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - d. whether a road corridor provides important continuity or connectivity links for an existing rail or path network; or,
 - e. whether nearby routes that provide a similar level of convenience and connectivity already exist.
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure and will carry out projects to eliminate gaps in the sidewalk and trail networks.
8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

Adopted this 7th day of November, 2011

7 Transportation & Mobility

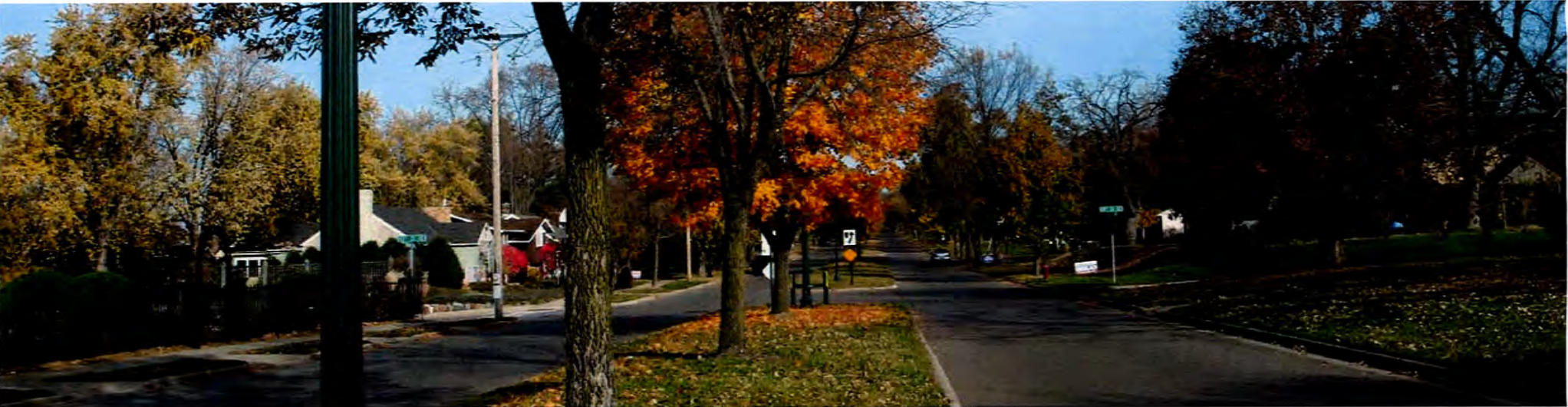
St. Cloud boasts a robust transportation system of roadways, public transit, trails, and sidewalks. Safe and efficient access and mobility are critical in supporting land use and development, economic development, and quality of life. This chapter of the Comprehensive Plan presents recommendations intended to guide investment in a well-balanced, multi-modal transportation system. Many of the recommendations are informed by the St. Cloud Area Planning Organization (APO) Long Range Transportation Plan 2040.

Goal

Support a highly-connected transportation network that facilitates safe access and mobility for all forms of transportation.

Objectives

- Extend and increase the capacity of roadways that enhance circulation, mobility, and anticipated growth and development.
- Increase bicycle and pedestrian network connectivity across jurisdictions through local coordination of improvement projects.
- Prioritize pedestrian infrastructure and safety improvements throughout the community, including at local schools, parks, civic institutions, and community gathering and recreation destinations.
- Work with local transit agencies to develop a coordinated and integrated plan for public transportation that includes Amtrak, the Northstar Commuter Rail Line, and Metro Bus.
- Utilize the Downtown Parking Study to develop a comprehensive parking strategy for both downtown and other commercial areas that addresses capacity, pricing, and landscaping/design.
- Support the development and implementation the APO On-Street Bicycle Plan as well as an updated St. Cloud Bikeways and Pedestrian Plan.
- Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout the St. Cloud community to create a unique sense of place.



Vision Zero

Adopted in 2014, the City of St. Cloud has committed to Vision Zero, a goal of zero traffic fatalities and serious injuries on all public roads. This goal is achieved through a combination of engineering, education, and enforcement. The City of St. Cloud is committed to the following strategies:

- Infrastructure** – Improving road conditions and safety features.
- Vehicle Technology** – Encouraging the use of advanced driver assistance systems.
- Services & Education** – Providing training and education for drivers and pedestrians.
- Control & Surveillance** – Monitoring traffic patterns and safety incidents.

Roadway Network

The roadway network in St. Cloud consists of principal arterials, minor arterials, major and minor collectors, and local roads, and is aligned with the Federal Highway Administration's Functional Classification Guidelines. These classifications provide guidance as to the function of each roadway and serve to balance the competing needs of mobility and access. The jurisdiction of local streets fall under the City of St. Cloud; Stearns, Benton, and Sherburne Counties oversee their respective county roadways; and the Minnesota Department of Transportation (MnDOT) maintains jurisdiction of interstate freeways, U.S. trunk highways, and state trunk highways.

Key Roadway Improvements: St. Cloud APO

St. Cloud APO Long Range Transportation Plan (LRTP) 2040 identifies and classifies key projects as fiscally constrained, illustrative, and unmet needs.

Fiscally Constrained Projects

Fiscally Constrained projects are funded improvements projects that have received capital programming and will be undergoing construction or more detailed design in the near future. These include:

- **CR 134:** Widening to 4-lanes from W Oakes Drive to Pine Cone Road.
- **9th Avenue N:** Widening to 4-lanes from 15th Street N to 9th Street N.
- **Mayhew Lake Road:** Widening to 4-lanes from Highway 3 to CR 45.
- **33rd Street S (Phase 1):** Widening to 4-lanes from CR 136 to Cooper Road.

Illustrative Projects

Illustrative projects are those that, while still desired and necessary for the community, currently lack funding for implementation. As funding becomes available, these projects should be amended to the fiscally constrained project list. These include:

- **River Avenue N (CSAH 1):** Widening to 4-lanes from 9th Avenue N to CR 120 in Sartell.
- **33rd Street S (Phase 2):** Widening to 4-lanes from CSAH 74 to CR 136.
- **40th Street S:** Extension as a 2-lane roadway from Cooper Road to Roosevelt Road.
- **45th Avenue SE:** Realign roadway to follow western ultimate property boundary of St. Cloud Regional Airport as identified in the 2015 Master Plan Update.
- **Heatherwood Road:** Extension as a 2-lane roadway across Johnson Creek to the I-94 Business Park.

Unmet Congestion Need Projects

Unmet Congestion Need projects are roadways segments that are projected to operate at LOS E or F (high levels of traffic congestion) if no improvements are made by 2040. These routes should be considered long-term improvements that may influence development in currently undeveloped areas of the community. These include:

- **25th Avenue:** Centennial Drive to Highway 23 (Division Street).
- **3rd Street N:** 31st Avenue N to 16th Avenue N.
- **CR 136/Oak Grove Road:** 25th Avenue to the area south of Oak Hill Elementary.
- **Cooper Avenue:** 33rd Street S to CSAH 75.
- **15th Avenue SE:** Minnesota Boulevard to US Highway 10.
- **Clearwater Road:** From Roosevelt Road to 16th Street S.
- **33rd Street S River Crossing:** Roosevelt Road to US Highway 10.

In addition to widenings and other improvements to enhance existing capacity, several the recommended roadway extensions highlighted in the Transportation and Mobility map figure are intended to provide alternate routes that will reduce traffic demand on Unmet Congestion Need routes.



Key Roadway Improvements: City of St. Cloud

In addition to roadway improvements included in the St. Cloud APO LRTP, there are several projects that are recommended to improve connectivity and reduce congestion at the neighborhood and commercial district scale. Several of these projects are included within the Illustrative Capital Improvement section of the City's Capital Improvements Program (2016-2021) while other improvements are recommended based on observations made during the comprehensive plan process.

33rd Street Improvements

Much of the City's projected population growth will be accommodated in the area located between 22nd Street S and I-94. 33rd Street S is viewed as a critical component in the Southwest Beltway that will link growing residential areas in St. Cloud, Haven Township, and Waite Park to the Highway 15 and Roosevelt Road corridors, and then on to regional commercial areas to the north and I-94 to the south. The recent completion of the interchange at 33rd Street S and Highway 15 was a critical step in implementing the Southwest Beltway concept and the planned development of the Tech High School campus has also increased the importance of 33rd Street S. With no improvements, level of service along 33rd Street S will degrade as development occurs and the roadway experiences increased traffic congestion.

Much of the 33rd Street S corridor will undergo development over the life of the Comprehensive Plan and opportunities exist for the City to work with Stearns County and property owners to ensure appropriate roadway widenings and enhancements can be accommodated moving forward. In addition to ensuring efficient vehicular movements and access, as a key route in a growing residential area, it is important that 33rd Street S roadway design adhere to "complete streets" principles and safely accommodate pedestrian and bicycle movements as well as auto and transit.

33rd Street S Bridge

The extension of 33rd Street S to the east, across the Mississippi River, is also of strategic importance to improving traffic conditions on St. Cloud's east side. Currently, to access I-94 and surrounding retail and employment areas, residents must rely on the University Avenue to travel over the river and then travel south along the Roosevelt Road corridor. This places additional stress on Roosevelt Road and other parallel collectors while also funneling traffic through the SCSU campus area and the surrounding Southside University neighborhood. The extension of 33rd Street S across the river would allow east side residents to utilize CR 8 or Highway 10 to access 33rd Street S and connect to Roosevelt Road near I-94.

In addition to providing a much needed roadway connection, the extension of 33rd Street would also help facilitate the extension of infrastructure to areas surrounding the St. Cloud Regional Airport and Minden Township. While development should be discouraged within Haven Township, the extension of 33rd Street S would also facilitate future development opportunities once the primary and secondary growth areas were substantially built out.

Division Street

Throughout the community outreach process for the Comprehensive Plan, residents noted congestion along Division Street to be a significant issue. While Division Street has historically been known as a congested roadway, the 2040 LRTP does not indicate level of service to be a current issue and projected increases in traffic counts are not expected to impact LOS. Though not scientific, members of the Project Team recorded their travel times along the corridor at various times of day and did not encounter significant backups. Travel times increased most significantly when attempting to turn left from Division Street at signalized intersections where left turns are prohibited without a signal.

The only future potential projects related to the Division Street corridor identified within the LRTP include improvements to the Highway 15 intersection and improvements to roadways leading to Division. Improvements to signalization and access management for properties fronting Division appear to have been effective in reducing congestion in recent years and establishing regular traffic flow along the corridor.

As discussed in **Chapter 10: Subarea Plans**, improvements to pedestrian and bicycle mobility are needed within the Division Street corridor. With limited right-of-way available for non-auto infrastructure, the City should partner with MnDOT and private property owners to identify pedestrian infrastructure improvements that will improve safety and foster a more inviting environment.



Heatherwood Drive Extension

As discussed in the Commercial Areas Framework section of **Chapter 5: Economic Development**, Heatherwood Drive (also referred to as Clearwater Road by the St. Cloud APO) should be extended south, across Johnson Creek to the I-94 Business Park. This will be a key improvement to encouraging industrial and office/business park development between the two I-94 interchange areas (Roosevelt Road and CR 75).

40th Street South and Roosevelt Road

MnDOT plans to relocate the signalized intersection at 43rd Street S and Roosevelt Road to 40th Street S. The St. Cloud APO plans to connect the eastern and western segments of 40th Street S, establishing an uninterrupted corridor from Highway 23 across Highway 15 and continuing east to Roosevelt Road. As traffic increases on 40th Street S as a result of this improvement, the proposed intersection improvement and realignment will be necessary to improve traffic flow to and from Roosevelt Road and the nearby I-94 interchange. The City, County, and MnDOT should update the CSAH 75 corridor study (2007) working in concert with local businesses. The study should identify viable access and intersection design alternatives south of the future 40th Street South and Roosevelt Road intersection considering access needs of private property owners and traffic operations and safety.

As discussed in the Commercial Areas Framework section of **Chapter 5: Economic Development**, to enhance use of existing commercial development and facilitate future development, the City should partner with MnDOT to evaluate the use of a frontage road on the east side of Roosevelt Road. An offset frontage road should also be considered for the west side of Roosevelt Road to allow for desired commercial development to locate on both sides of the frontage road and increase overall development potential while maintaining frontage along Roosevelt Road.

I-94/CR 136 Interchange

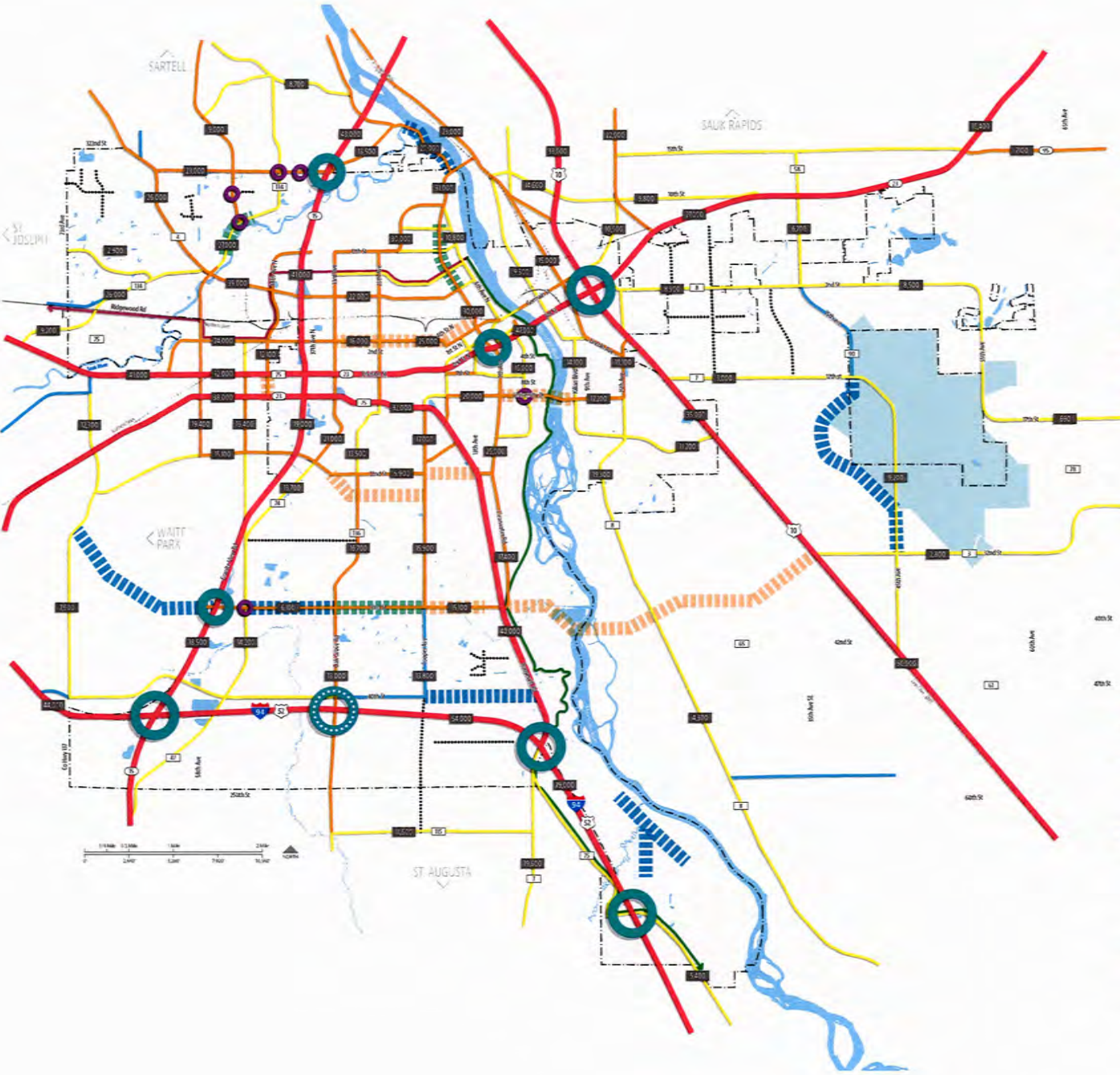
Although not listed as an unmet need, future growth and development in the Primary Growth Area may necessitate the need for an additional interchange at I-94 and CR 136/Oak Grove Road. An interchange at this location would increase access to emerging growth areas and would also alleviate congestion Oak Grove Road, 40th Street S, and other east-west routes currently providing access to I-94 via Highway 15 and Roosevelt Road. As areas surrounding I-94 and CR 136 continue to develop and intensify, the City should work with MnDOT to monitor traffic counts at the two nearest interchanges. Further, the City should consider limiting development near the intersection of I-94 and CR 136 to decrease future conflict should a new interchange be warranted.

Local Roadway Connections

Connectivity within several St. Cloud neighborhoods is poor due to a lack of access points to individual subdivisions and the presence of numerous unconnected stub streets. While stub streets are created with the intent to align and connect to adjacent developments, in areas where development has slowed, residents often come to treat the stub streets as private cul-de-sacs and oppose future connections to avoid "cut through" traffic.

The residential areas in Minden Township along the Highway 23 corridor provide numerous examples where additional through connections to existing stub streets would greatly improve mobility to local residents. While connections to Highway 23 should be limited, additional neighborhood-to-neighborhood connections would provide more than one point of entry to each development. Connections to the south at 2nd Street SE would also be beneficial and could be established as a complement to future development to the south.

Moving forward, the City should maintain a policy of increasing connectivity between existing and future residential neighborhoods. This includes limiting the use of cul-de-sacs and dead end streets, planning for future local roadway connections, and promoting the establishment of stub streets. Efforts should also be made to encourage connections to adjacent commercial districts to limit the need to drive for day-to-day shopping needs. As new development occurs, the City should require connections to existing stub streets as a condition of approval. In addition, the City should also work with the development to ensure that residents are properly informed and educated about future through connections and when completion of the road segment is anticipated.



CITY OF ST. CLOUD Transportation & Mobility

- KEY**
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Fiscally Constrained Projects
 - Illustrative Projects
 - City Improvements
 - Local Connectivity
 - Beaver Island Trail
 - Lake Wobegon Trail Preferred Alignment
 - Existing Interchange
 - Future Interchange
 - Existing Roundabouts
 - Projected 2040 Annual ADT (No Build ADT Volumes, St. Cloud APO)
 - St. Cloud Regional Airport



- Roadway Jurisdiction**
- Minnesota Department of Transportation
 - County
 - Local



Parking

Parking plays a significant role in the St. Cloud transportation system. The availability and ease of locating parking can have an effect on local businesses and quality of life, while the appearance and design of surface parking can affect stormwater management and the identity of the City. In particular, parking management issues manifest in Downtown and within the City's commercial corridors.

Downtown Parking Study

To address Downtown parking, an independent parking study was conducted in conjunction with the Comprehensive Plan. The study includes an analysis of on- and off-street parking demand and supply, including both public and private lots. Observation of the study area's parking supply provided key insights into the demand and use of parking in Downtown:

- Downtown St. Cloud has a parking supply of 4,385 spaces, or an effective supply of 3,914 spaces (which provides a more accurate approach to measuring supply that integrates spaces necessary for vehicles moving in and out, restricted parking spaces, improperly parked vehicles, minor construction, and snow removal).
- Downtown has a current surplus of 1,241± parking spaces.
- 68% of parking is utilized during peak hours.
- New development such as the expansion of key employers like Capital One or the redevelopment of the Lady Slipper Lot may create a parking deficit.

As new development occurs, the study recommends increasing the parking supply by requiring off-street parking to be integrated within the project. To better manage and expand existing parking as well as maximize future parking, the study offers the following recommendations:

- Utilize minimum parking structure dimensions to maximize the number of parking spaces per square foot
- Locate parking no more than a block away for business patrons and three blocks away for employees.
- Establish an Ambassador Program to provide customer service, emergency response, and City services.
- Consider raising the cost of expired meter violations.
- Consider raising the Convention Center parking ramp rate, and also consider installing Parking Access and Revenue Control equipment capable of both collecting fees on entrance (for events) or charging based on a programmable rate structure (non-events).
- Establish a parking branding and signage program that provide organized information about parking, wayfinding, and other information to guide accessibility.

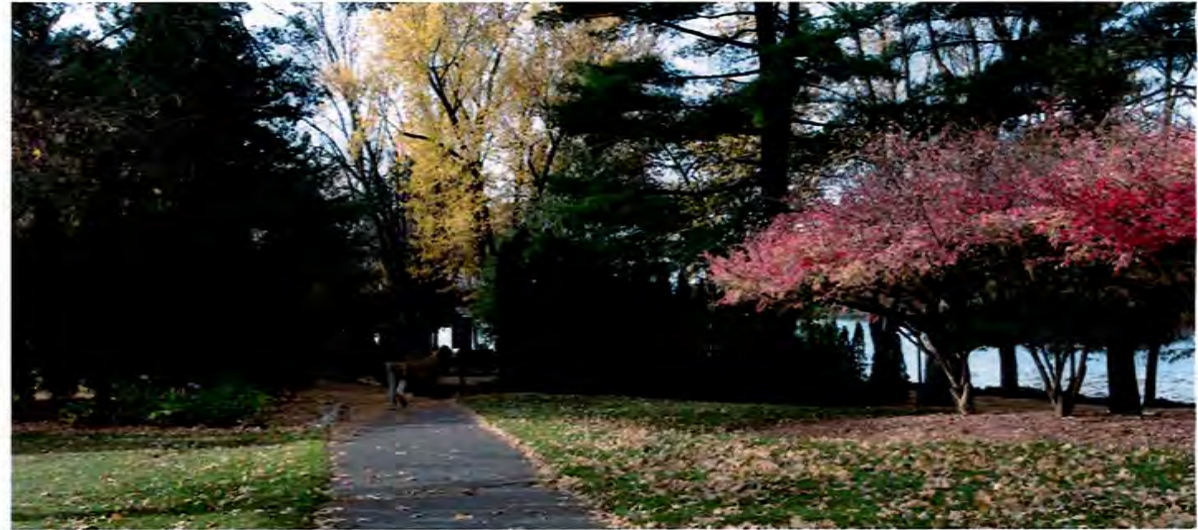
Off-Street Parking

Article 16 of the Land Development Code addresses off-street parking requirements for the City's zoning districts. Residential parking requirements are in-line with current development practices, however, the code requires a significant number of off-street parking with no maximum limit, which results in excess and underutilized off-street parking scattered throughout the City's commercial corridors. The City should consider amending Article 16.3 to include both off-street parking minimums and maximums, which prevent a surplus of parking as well as unnecessary amounts of impervious surface areas.

The design and landscaping of off-street parking areas can have a significant effect on the overall identity of the City's various neighborhoods. Residential parking areas with more than eight parking stalls are required to be screened (Section 174.C); however, the Land Development Code makes no off-street landscaping requirements for any other zoning district. The City should amend the Land Development Code to include requirements for parking lot landscaping, landscaped buffers, and screening. It should also consider reducing the required number of off-street parking requirements in exchange for the integration of stormwater best management practices. For more specific examples of parking lot improvements, see **Chapter 10: Subarea Plans**.

Active Transportation Complete Streets

Following the passage of a statewide complete streets policy, the Area MPO and City of St. Cloud both passed local complete streets resolutions in 2011. Complete streets policies require that all modes of transportation are considered during roadway projects including automobiles, transit, bicycles, and pedestrians. The goal is to create a transportation network that accommodates all roadway users, regardless of age or ability. While the policy may appear to increase capital improvement costs, this approach to transportation planning has been shown to stimulate the local economy by making it easier and safer for residents and visitors to walk, bike, or take transit as an alternative to driving. As such, the City should continue to implement its complete streets policy to ensure the safety and mobility of its non-motorized transportation groups. The City should work with developers and property owners to ensure complete streets projects include well-designed pedestrian and bicycle infrastructure that does not simply comply with the policy, but promotes and encourages walking and bicycling.



Pedestrian Infrastructure

The City's pedestrian infrastructure system consists of sidewalks, trails, and crosswalks. As part of the City's ongoing Neighborhood Revitalization Project, infrastructure in select neighborhoods in St. Cloud is being reconstructed and rehabilitated to improve or install curb, gutter, and sidewalks, in addition to sanitary sewer, water main, and storm drain facilities as warranted. The City should continue to install sidewalks throughout the community as part of additional infrastructure improvement projects, prioritizing major corridors and areas around schools, public facilities, and other destinations often used by youth and senior citizens.

In addition to neighborhood sidewalk gaps, St. Cloud includes several barriers to walkability and pedestrian mobility. These barriers include arterial roadways, railroad tracks, and natural features such as TH 15, the BNSF tracks, and the Mississippi River.

Key Trail Assets

St. Cloud offers a network of off-street, multi-use trails that represents a considerable asset local residents seeking to experience the community's extensive inventory of parks and natural areas. Potential greenway trail corridors and significant trail projects such as the recently expanded Beaver Island Trail and proposed Lake Wobegon Trail are discussed in **Chapter 9: Parks, Recreation & Environmental Features**.

Safe Routes to School

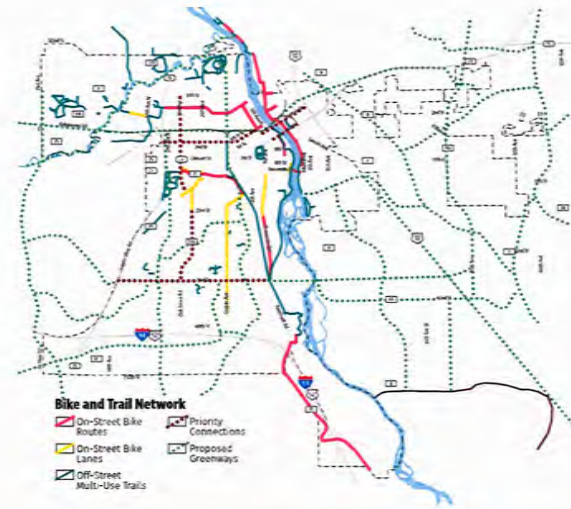
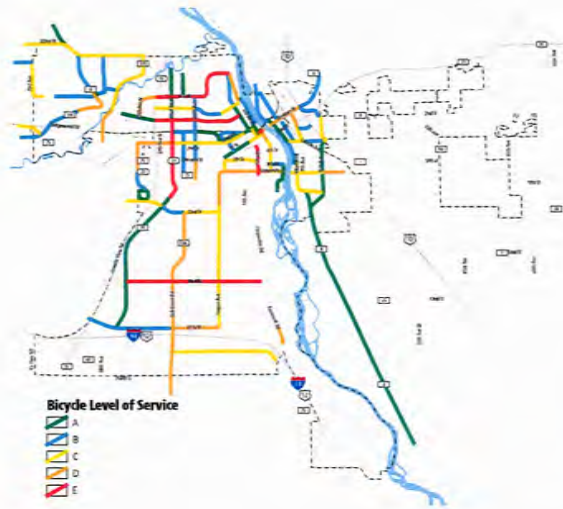
Safe Routes to School (SRTS) is a program that seeks to improve the quality of life for children, families, and communities through infrastructure improvements that promote safe, healthy, and active lifestyles. In cooperation with the Cities and School Districts of St. Cloud, Sartell and Sauk Rapids and Central Minnesota's Better Living through Exercise and Nutrition Daily (BLEND), the APO successfully competed in the SRTS grant solicitation. Projects thus far have involved creating a safe community near Westwood Elementary, and three additional schools in the St. Cloud APO area have received funding for planning and construction. The City should continue to work collaboratively with the St. Cloud APO to identify SRTS project and apply for funding for infrastructure improvements near local schools that improve walking and bicycling conditions.

Additional SRTS programs include education, enforcement, and encouragement efforts. One such effort to increase public health through safe, non-motorized transportation to local schools includes the walking school bus. At its most basic form, a walking school bus is a group of children walking to school with one or more adults. The walking school bus can be comprise of only a couple of families, or extend into larger groups that arrive at coordinated meeting spots to walk to school as a group. This SRTS program is an effect strategy to increase safety and public health, while increasing community pride and neighborliness. The City should work with the St. Cloud Area School District, private educational providers, and neighborhood organizations to identify neighborhoods and schools to implement walking school buses.

Bicycle Infrastructure

In addition to off-street trails, St. Cloud includes several on-street bicycle facilities consisting of marked bike lanes and bike route signage. Though the City has made progress in growing its bicycle infrastructure, the combined bicycle network of trails and on-street infrastructure leaves critical connectivity gaps. To address on-street network gaps, the St. Cloud APO is developing an on-road bicycle plan, which is discussed further below.

With regard to facilities such as bike parking, storage, and maintenance, the City is home to a mix of available facilities. A bicycle maintenance station serves the Beaver Island Trail south of 33rd Street, and yellow bike racks provide Downtown bicycle parking. While downtown bike racks offer an option for cyclists to secure their bikes, the design does not fit the existing streetscape nor does it reflect current bike locking practices. The City should amend the off-street parking requirement of the Land Development Code (Section 16.13) to require a minimum number of bicycle parking facilities. The new standards should address different types of bicycle parking for different needs, including long-term versus short term storage, as well as protection from the elements. The City should reference the *Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines* as a standard for bicycle parking design best practices.



On-Road Bicycle Plan

During the summer of 2015, the St. Cloud APO conducted the first stages of an On-Road Bicycle Plan. The process includes a review of the streets within the St. Cloud APO planning area and collecting data related to the comfort level for a cyclist to utilize a particular roadway. Primarily, the St. Cloud APO utilized the bicycle comfort system known as Bicycle Level of Service (BLOS). The BLOS model calculates on-road facilities only. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the model clearly reflects the effect on bicycling suitability or “compatibility” due to factors such as roadway width, shoulder widths, traffic volume, pavement surface conditions, motor vehicles speed, vehicle type, and on-street parking.

As of the adoption of the Comprehensive Plan, the St. Cloud APO was in the process of completing its review of BLOS and the entire BLOS is not expected to be complete until the summer of 2016. It is at this point that the St. Cloud APO will release the On-Road Bicycle Plan. The City should work with the St. Cloud APO and other partners to use the results of the On-Road Bicycle Plan to identify potential roadway enhancement projects to address bicycle level of service. The City should also update the St. Cloud Bikeway and Pedestrian Master Plan to reflect newly identified or prioritized projects, including those identified within the 2003 Greenway Concept Plan.

BLOS Grade	Compatibility Level
A	Extremely high
B	Very high
C	Moderately high
D	Moderately low
E	Very low
F	Extremely low

Priority Routes

While there are numerous roadway segments within St. Cloud that have a BLOS grade of C or lower, there are several roadway segments that traverse major bicycle and pedestrian barriers and represent key routes that should be considered priorities for enhancements moving forward. These routes include:

- 3rd Street N & Veterans Drive:** These routes provide east-west access from Waite Park to Downtown St. Cloud and represent an alternative to the busy Division Street corridor.
- 33rd Avenue N:** This route provides a connection across the railroad tracks that divide the northern Core Neighborhoods and connect residents to commercial areas along Division Street.
- E St. Germain Street & University Drive:** These routes provide safe pedestrian and bicycle access across the Mississippi River and connect neighborhoods on the East Side to the SCSU and Downtown districts.
- 33rd Street S, CR 136 & Cooper Avenue:** These will play critical roles in connecting new residential areas in the Primary Growth Area to the City Core and emerging commercial corridors.



Public Transportation Metro Bus

St. Cloud has a robust and award-winning public transportation system operated by the St. Cloud Metropolitan Transit Commission. The Commission's Metro Bus system runs fixed-route bus lines that serve the greater St. Cloud area and operates routes that specifically serve student and faculty transit riders at St. Cloud State University. On average, Metro Bus serves 2,398,000 riders annually, and projections from the Metro Bus Moving Forward Plan indicate ridership will increase by 85% between 2010 and 2025.

As transit use expands, Metro Bus has identified the following concepts to meet demand:

Transit Hubs – Improvements at major transfer points where multiple routes intersect outside of the Downtown. These transfer points include Crossroads Center Mall, The Miller Learning Resources Center at SCSU, Downtown Sauk Rapids, and Epic Center in Sartell.

Town circulators – New town circulators, either fixed route or demand response, to provide service to various neighborhoods in the service area that currently are not served. Town circulators would interface with regular routes to provide service to Downtown St. Cloud.

Additional services to serve new areas – Metro Bus will continue to evaluate service to new activity generators and areas within the region for possible extensions or new services. Potential new service areas include the St. Cloud Regional Airport, East St. Cloud Industrial Park areas, St. Augusta, St. Joseph and St. John's University, as well as new routes and connections within the current service area.

To accommodate increased transit demand, the City should work closely with Metro Bus to coordinate capital improvement programs with planned major transfer points and extended service areas. The City should also maintain close communication with the transit agency to keep it informed of future large development and activity generators that may impact future service demand.

Passenger Rail

Amtrak

St. Cloud is serviced by the Amtrak Empire Builder Line. The route, which runs from the Pacific Northwest to Chicago, includes a stop at the St. Cloud Amtrak station located on the City's east side. The Amtrak station, though an historic depot, is currently located within an industrial area where visitors are greeted by views of scrap piles, razor wire, and loading bays. Amtrak has slated the station facility for major renovations, but additional improvements are needed to the property surrounding the station to present visitors with a more positive impression of the St. Cloud community. The access drives to the station should also be formalized with curb, gutter, sidewalks, and lighting to better guide visitors to the station and lead them to active portions of the E St. Germain Street corridor. More significant wayfinding should also be provided.

Northstar Commuter Rail Line

Future rail service from St. Cloud to Minneapolis may occur through the extension of the Northstar Commuter Rail line. Initial plans propose expanding service to St. Cloud from its current terminus at Big Lake.

To fully understand the commuter utilization of the corridor and feasibility of the extension, the Northstar Corridor Development Authority (NCDA) established the Northstar Link, a commuter bus line operated by Metro Transit that provides express bus service from St. Cloud to Big Lake where commuters can transfer to the Northstar Commuter Rail. The NCDA is closely monitoring ridership on the Northstar Link. Link ridership for 2014 through August was up 10.4% over the previous year.

The City of St. Cloud and neighboring communities should continue to support the NCDA and its actions to bring commuter rail to the City. Future implementation steps for NCDA include securing funding for preliminary engineering and environmental reviews, negotiations with BNSF Railway, property acquisition, and construction. As funding is secured and the project enters preliminary engineering and design, the City should work with NCDA, Amtrak, and Metro Bus to develop a centralized transit center.

Station Area Improvements

The extension of Northstar Commuter Rail has the potential to increase regional access to St. Cloud. As detailed in **Chapter 10: Subarea Plans**, it is recommended that the City partner with Amtrak to evaluate the potential to collocate the future potential Northstar Commuter Rail service at the Amtrak station. This would draw commuters to a station that is located on the edge of Downtown St. Cloud near the E St. Germain corridor and Amtrak has budgeted funds to improve the facility.

The City should work with local neighborhood groups and property owners to ensure that adequate commuter parking is available and that routes to and from the station area are attractive. This could include volunteer-supported neighborhood beautification projects as well as the installation of quality fencing and landscaping to screen nearby industrial uses from the station and nearby public rights-of-way.



St. Cloud Regional Airport

The St. Cloud Regional Airport first opened as the New Whitney Memorial Airport in 1925. In 1970, the airport moved from its original location at present-day Whitney Park, to a new facility three miles east of the city. Today, the publicly operated St. Cloud Regional Airport serves private and commercial air markets. The Airport is a significant asset for the city; however, the loss of United Airlines service in March 2015 may impact future economic growth in the short-term. In the long-term, the Land Use Plan designates areas near the airport for light industrial development to foster potential expansion of airport-related businesses and services that would not impact airport operations.

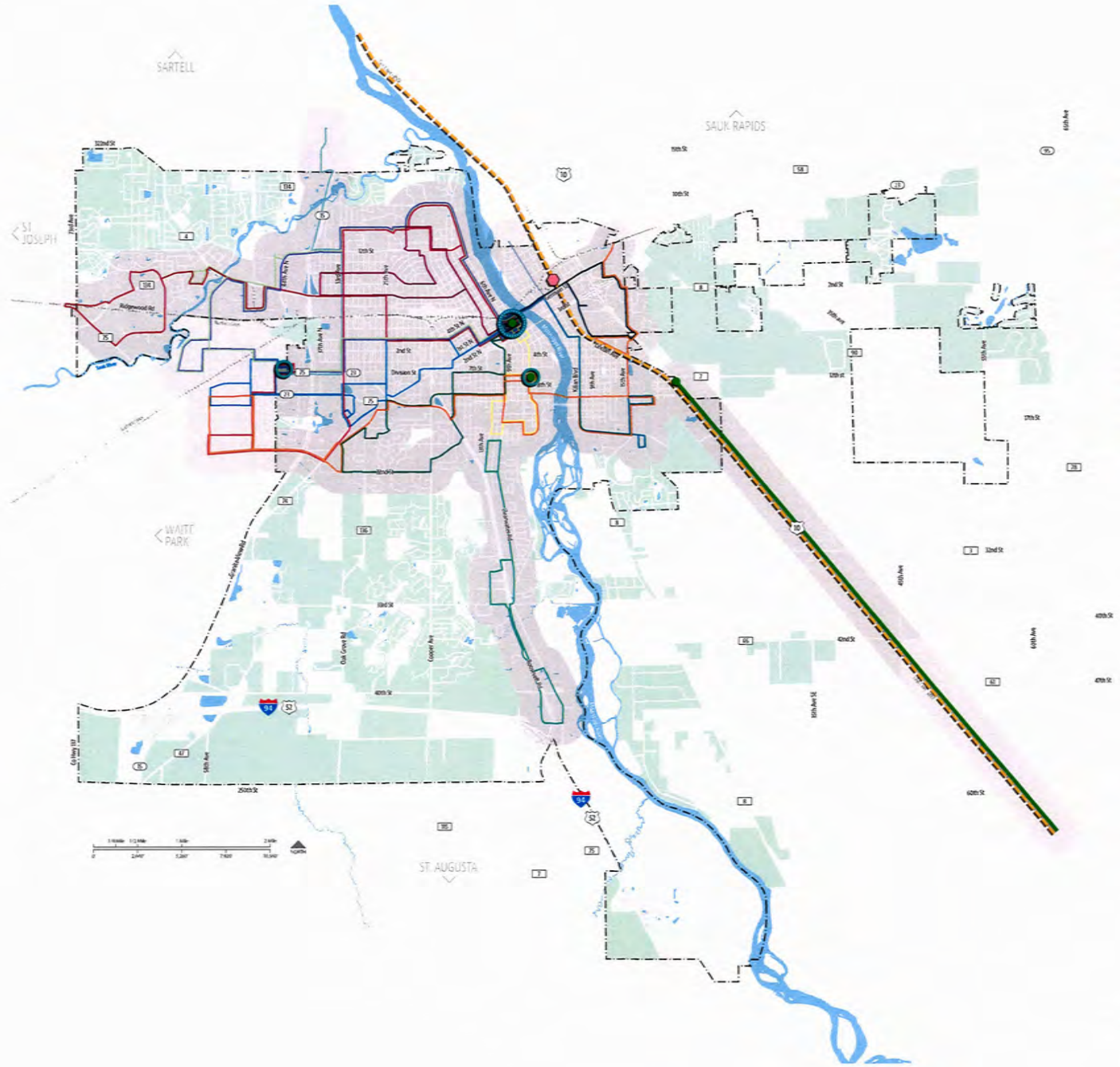
The Airport Master Plan Update rapid growth forecast projects that commercial operations could increase to more than 4,300 commercial passenger departures in 2031. The Master Plan Update identifies future improvements needed to accommodate critical aircraft, making the airport more competitive and increasing its capacity for additional air traffic. The City should continue to work with the Airport Advisory Board to implement recommendations within the Airport Master Plan update and securing funding to include projects within the CIP. As activity at the Airport increases, the City should also work with the Airport Advisory Board and Benton and Sherburne Counties to enhance roadway capacity leading to the airport.

Freight Rail

Historic growth of St. Cloud can be attributed to the rail lines used to transport granite from the city's many quarries. Today, BNSF Railway and Northern Lines Railway operate active rail lines in St. Cloud, many that carry local ore as well as Bakken crude oil from North Dakota. According to the L RTP, the BNSF rail lines through the city carry approximately 5 trains per day. Rail traffic along the line is increasing and BNSF recently announced plans to add a second track along two segments to the northwest and southeast of St. Cloud to accommodate additional freight traffic and enhance future potential commuter rail options.

An increase in rail traffic is of concern to some residents living in neighborhoods that flank these lines, particularly in the Pan Town and east side neighborhoods, where at-grade crossings are numerous and homes are in proximity to the tracks. Per legislature passed in 2014, to address safety concerns, the State now requires railroad companies to submit disaster prevention plans, increase safety inspections, and provide emergency response training and plans. The St. Cloud Fire Department, Police Department, and other first responders should coordinate with BNSF to ensure that these plans are effective and all personnel are trained to respond to potential train accidents.

The increase in rail traffic affects the number of trains that cross at at-grade crossings within the planning area. While the State of Minnesota provides project assistance for at-grade crossings, it prioritizes areas that have a high probability of hazard based on existing conditions, local concerns, and the age of existing signals. As such, the City should identify critical rail crossings and work with MnDOT to include these signals as part of its annual ranking and selection process for the Railroad-Highway Grade Crossing Safety Improvement Program.



CITY OF ST. CLOUD Transit Routes

- KEY**
- Campus Routes (4 routes)
 - East Side 45
 - North Side
 - Pantown
 - Route 75
 - Sartell
 - Sauk Rapids
 - South Side
 - South East
 - South West
 - University
 - Waite Park
 - West Side
 - Northstar Link Commuter Bus Route
 - Northstar Commuter Train Route
 - St. Cloud Amtrak Station
 - Northstar Link Stations
 - Transit Hub
 - Transit Centers
 - 1/4-mile from Existing Route
 - Residential area beyond walking distance from existing route

Looking Ahead 2050 MTP Final Round Public Engagement



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Introduction

The Looking Ahead 2050 Metropolitan Transportation Plan (MTP) represents five years of collaborative effort, aiming to shape our region's long-term vision for multimodal and surface transportation. Throughout this process, we have sought guidance from the community, gaining valuable insights into the present state of our transportation network and what it might look like by 2050. Now, as we finalize this plan, we once again turn to the public to help refine our proposed "road map" for the future. The intent of this final stage of public engagement for the Looking Ahead 2050 MTP is to ensure the final vision truly reflects the needs and desires of the community, guiding us toward a future that prioritizes sustainable growth, equity, and accessibility.

Preparing the Draft for Public Comment

To guarantee Looking Ahead 2050 would be adopted by the APO's Policy Board prior to the Oct. 30, 2024, deadline, APO staff had to prepare all components of the draft plan to be released to the public by no later than Aug. 14, 2024. This would allow for the necessary 30 days of public comment to occur, along with providing APO staff with ample time to review and respond to comments received on the draft plan and present the final draft to the APO's Technical Advisory Committee (TAC) for their recommendation at the Sept. 26, 2024, meeting and ultimate approval at the Oct. 10, 2024, Policy Board meeting.

APO staff presented the initial draft of the document to the APO's TAC for recommendation to release the document to the public at the June 27, 2024, TAC meeting. The APO's Policy Board approved the release of the draft document at the July 11, 2024, meeting.

APO staff employed two primary platforms to receive responses from the public – a StoryMap which relied on ArcGIS Survey123 to allow participants to enter their comments as well as SurveyMonkey.

Public comment on the final draft of Looking Ahead 2050 was launched on Aug. 8, 2024, and concluded on Sept. 7, 2024.

MTP Public Comment StoryMap

One of the first steps in developing the StoryMap and the accompanying ArcGIS Survey123 survey was to determine what to ask the public to react to in terms of the draft plan. Given the document's length, it would be unrealistic to expect the community to review it in full. Instead, APO staff focused on gathering the most valuable feedback necessary to inform our planning process. We know where the region stands today, so our goal was to understand what our transportation network would look like in the future as well as how we can create a future that aligns with the plan's community-led visionary statements.

To do this, APO staff developed an interactive StoryMap using ArcGIS, which combines maps, multimedia, and text to tell a comprehensive story. The StoryMap focused on how people currently travel and the potential challenges of future growth. Using the 2020 base year travel demand modeling (TDM) results, APO staff highlighted current traffic conditions. Staff then projected forward to 2050, showing how regional growth could lead to increased traffic problems.

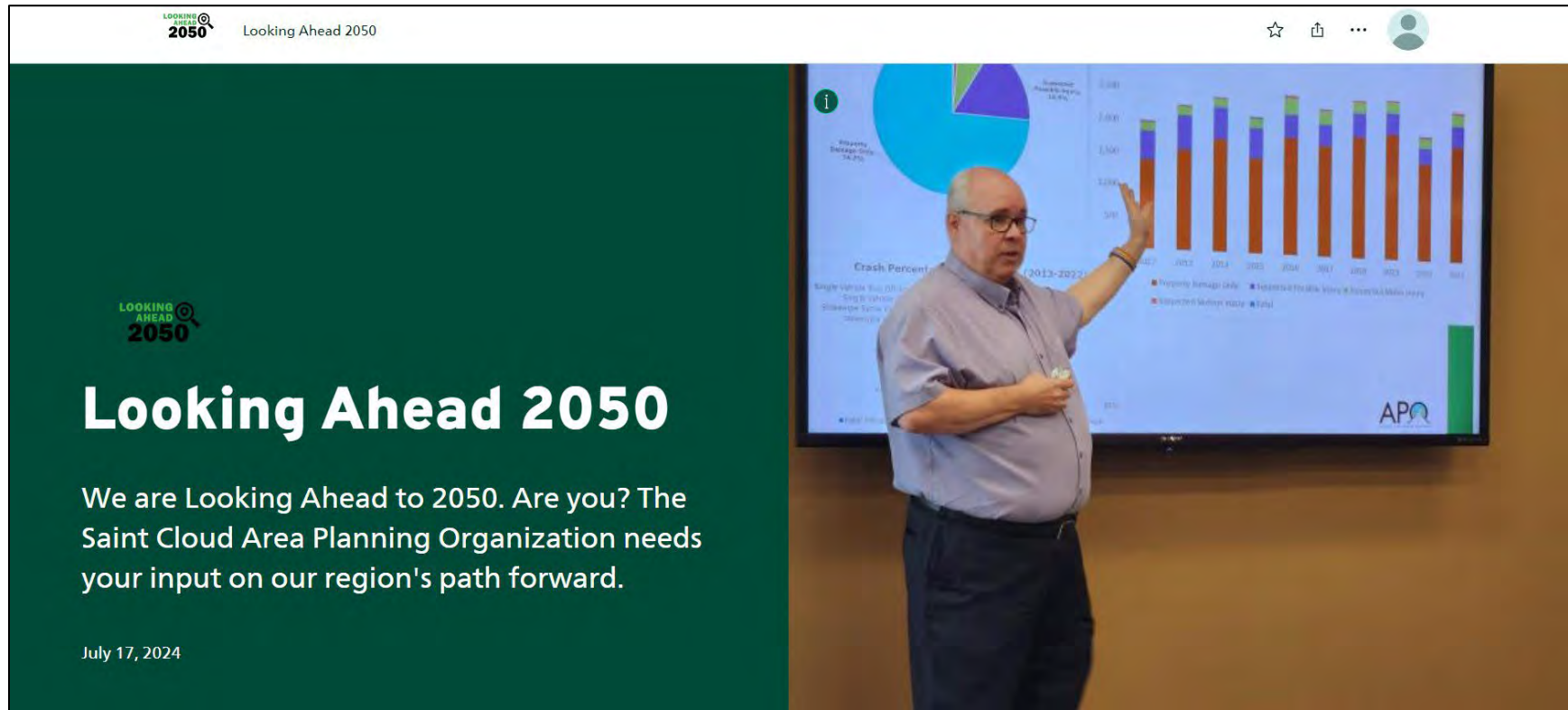


Figure R. 1: Screenshot of the APO's Looking Ahead 2050 MTP StoryMap/ArcGIS Survey123 platform.

To address these concerns, APO staff presented the proposed capacity expansion and system preservation projects identified by the APO's member jurisdictions and agencies. Along the way, APO staff used ArcGIS Survey123 to ask participants key questions, such as how they believed increased traffic congestion might affect their daily lives and whether the proposed infrastructure projects align with their vision for the future of their community. In addition, the StoryMap included an overview of the urban beltline corridor and asked participants for feedback on whether this was a good solution to address traffic congestion in the region.

SurveyMonkey

As part of the draft MTP public engagement process, APO staff developed nine project-specific input surveys. While the StoryMap surveys focused on modeling and projected congestion conditions, these additional surveys were designed to gather specific feedback on the 39 proposed capacity expansion projects and 79 system preservation/reconstruction projects identified in the plan.

The following agencies and/or jurisdictions had tailored project-specific input surveys created:

- Benton County.
- Sherburne County.
- Stearns County.
- City of Saint Cloud.
- City of Saint Joseph.
- City of Sartell.
- City of Sauk Rapids.
- City of Waite Park.
- MnDOT.

The project-specific input surveys were designed to mirror the survey questions contained within the StoryMap's input section on MTP projects.

Advertising and Marketing Public Outreach

To promote both the StoryMap and SurveyMonkey survey platforms, APO staff utilized the following tactics:

- Updates to the APO's website.
- The Oxcart – the APO's quarterly newsletter.
- Direct email.
- Social media.
- Flyers.
- Press releases.
- Contracting with a community liaison organization.

A detailed look at how APO staff utilized each of these tools can be found below.

Updates to the APO's website

Early in the planning stages of the MTP, APO staff secured the domain www.lookingahead2050.org to provide a simpler, more direct entry point for users to access information about the 2050 MTP update. This domain routes users to the APO's dedicated 2050 MTP webpage.

Upon releasing the APO's draft MTP out for public comment, APO staff made several updates to the webpage. These updates included:

- An announcement at the top of the webpage advertising the public comment period and how individuals could share their comments with APO staff.
- An embedded StoryMap on the APO's Looking Ahead 2050 MTP public comment information and survey.
- Links to each of the project specific input surveys by jurisdiction. Surveys posted included the following jurisdictions/agencies:
 - Benton County.
 - Sherburne County.
 - Stearns County.
 - City of Saint Cloud.
 - City of Saint Joseph.
 - City of Sartell.
 - City of Sauk Rapids.
 - City of Waite Park.
 - Minnesota Department of Transportation (MnDOT).
- A schedule indicating dates, times, and locations of various public engagement events (both virtual and online).

Additional information about the APO's draft MTP including watermarked copies of each of the chapters and a long-form StoryMap for the APO's MTP were also posted.

Throughout the public comment period, APO staff regularly updated the Looking Ahead webpage with additional content including the audio file of a WJON radio interview on the draft MTP as well as video summaries of each of the 10 chapters posted on the webpage.

Aside from the Looking Ahead webpage, APO staff also updated other webpages on the APO's main website. This included updates to the Home Page's Announcement section, the addition of all public engagement event opportunities to the APO's online calendar, and information on the APO's Get Involved page.

The Oxcart

In October 2020 APO staff started a quarterly newsletter, The Oxcart, with the purpose of informing the community about work the APO was doing. APO staff distribute this newsletter to individuals who have provided their email addresses at various public engagement events and to those organizations that have been identified as working with traditionally underrepresented populations (see the Demographics section of this white paper for more information). This newsletter is also published for a brief period on the APO's website.

APO staff initially published information about the upcoming draft MTP in the June 2024 edition of The Oxcart. This served to inform the public of the APO staff's intent on publishing the draft MTP within the coming weeks.



Figure R.2: Screenshot of the APO's August 2024 quarterly newsletter, *The Oxcart*, advertising for public comment on the draft Looking Ahead 2050 MTP.

On Aug. 21, 2024, APO staff distributed the third quarter 2024 edition of *The Oxcart*. As part of this newsletter, APO staff advertised the ongoing public engagement on the APO's draft Looking Ahead 2050 MTP. The story directed readers to the APO's Looking Ahead 2050 website to review the ways in which the public could get involved.

A PDF copy of the newsletter was also posted to the APO's website.

Direct Email

As mentioned earlier, APO staff maintain two email lists: one for individuals who have expressed interest in staying informed about APO planning activities and another for organizations and stakeholders who work with traditionally underrepresented populations.

In addition to receiving the June and August issues of *The Oxcart*, these contacts were directly emailed at the start of the draft MTP's formal launch in August 2024. The email included information about the StoryMap survey, as well as alternative ways to participate, such as by phone, direct email to APO Senior Planner Vicki Johnson, or by mail.

APO staff also notified city and county administrators from member jurisdictions, as well as the LeSauk Township clerk, requesting that they promote the draft MTP on their social media channels.

Social Media

The Saint Cloud APO uses two social media platforms: Facebook and Instagram. For this engagement process, APO staff also experimented with Nextdoor, TikTok, and YouTube as additional outreach platforms.

Throughout the duration of the Looking Ahead 2050 MTP public comment period, APO staff posted 12 updates on Facebook, 11 on Instagram, seven on NextDoor, one video on TikTok, and 12 YouTube videos to inform the public about the opportunity to provide feedback.

Facebook

There were four posts informing the public that the MTP public engagement period was open. Each post included two

links: one to the StoryMap and another directing users to the Looking Ahead 2050 website. The posts also featured a standard graphic with images and the website link.



Figure R.3: An example of the social media graphic used on the APO's Facebook page.

In addition, there were six posts promoting specific events. These posts included the event location and time, as well as a link to the 2050 website for those unable to attend in person or who wanted more information.



Figure R.4: An example of an event-specific social media graphic used on the APO's Facebook page.

A Facebook Live video was posted at 10 a.m. on Aug. 9, 2024. The video provided an explanation of the MTP and provided a brief overview of each chapter. It also informed viewers that the public engagement period was open and explained how to get involved.

Finally, APO staff cross-posted a TikTok video about the MTP on the APO's Facebook page.

Instagram

The content posted on Instagram mirrored that of Facebook, with four posts about the public engagement period and six posts promoting events, all incorporating images and links to the StoryMap and 2050 website. The TikTok video was also shared on this platform.

Nextdoor

The APO tested using NextDoor for outreach, with two posts announcing the open engagement period and five event posts providing relevant details. Like other platforms, the posts included a combination of links and visuals to encourage participation.

TikTok

The APO also created a TikTok video directing people to the Looking Ahead 2050 website.



Figure R.5: Screenshot of the Looking Ahead 2050 MTP TikTok video.

YouTube

Half-way through the public engagement period, APO staff reactivated the APO's YouTube channel to allow staffers to upload videos to the platform to cross-post on the APO's website.

APO staff uploaded 12 videos to the APO's YouTube channel. Those videos included the audio of the Aug. 15, 2024, WJON radio interview featuring APO Senior Transportation Planner Vicki Johnson; a video debuting the APO's Looking Ahead 2050 MTP and ways for the community to provide their comments; and short explainer videos summarizing each of the 10 MTP chapters.

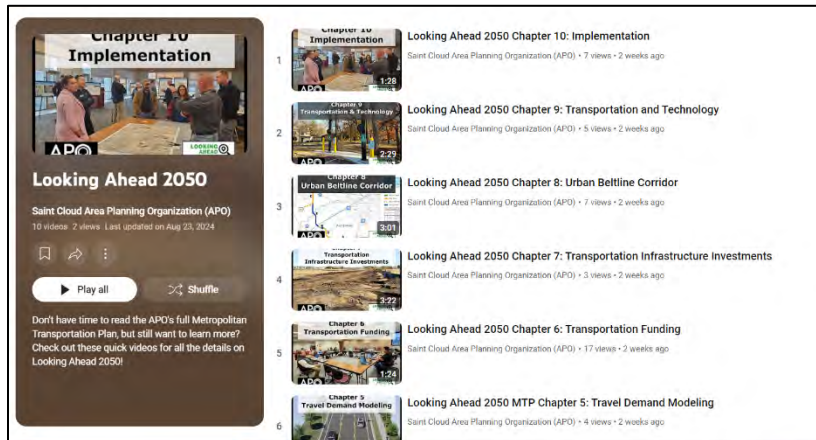


Figure R.6: Screenshot of the APO's YouTube channel playlist on the Looking Ahead 2050 MTP.

Flyers

APO staff created a flyer featuring the Looking Ahead 2050 website and a QR code that directed users to the site. The flyers were posted at the following locations:

- Sartell City Hall.
- Sartell Community Center.
- Corborn's - Pinecone Road South.

- Corborn's – Riverside.
- Saint Stephen City Hall.
- Saint Joseph City Hall.
- College of Saint Benedict - Gorecki Center.
- Corborn's - Saint Joseph.
- Rockville City Hall.
- Saint Augusta City Hall.
- Coborn's - Cooper Avenue South.
- Saint Cloud State University - Atwood Memorial Center.
- Saint Cloud State University - James W. Miller Learning Resources Center.
- St. Cloud Technical and Community College.
- Sauk Rapids Government Center.
- Waite Park City Hall.
- Waite Park Great River Regional Library.

**We are Looking Ahead to 2050.
Are you?**

The Saint Cloud Area Planning Organization's long-range transportation plan is in its final stages.

**You've helped shape the vision.
We need your input on our region's path forward.**



To learn more and to share your thoughts with us, check out our website for more details!

www.lookingahead2050.org

APO
SAINT CLOUD AREA PLANNING ORGANIZATION

**LOOKING
AHEAD
2050**

Figure R.7: A copy of the APO's Looking Ahead 2050 MTP flyer.

Press Releases

APO staff also relied on local media outlets to promote the draft MTP. Press releases were distributed to the following outlets:

- St. Cloud Times.
- AM 1240/FM 95.3 WJON.
- AM 1450/FM 99.3 KNSI.
- 88.1 FM KVSC.
- Sauk Rapids Herald
- Benton County News.
- Sartell-St. Stephen Newsleader.
- St. Joseph Newsleader.
- St. Cloud Live.

One news outlet, WJON, picked up the story on the draft Looking Ahead 2050 MTP.

APO staff also published a legal notice in the St. Cloud Times, the APO's newspaper of record, on Sunday, Aug. 11, 2024.

WJON Radio Interview

In addition to WJON picking up the story on the APO's draft Looking Ahead 2050 MTP, staff were invited to participate in a 20-minute radio interview with WJON radio host Kelly Cordes during her two-hour radio show "It Matters with Kelly Cordes." On Aug. 15, 2024, APO Senior Transportation Planner Vicki Johnson provided listeners to Cordes's show with information on what the APO is and about the long-range transportation planning process. The radio interview referred listeners to the APO's lookingahead2050.org website to find out more information about the draft MTP and how to get involved.

As stated above, APO staff uploaded the audio file of this interview to the APO's YouTube channel as well as provided a link on the APO's website.

Community Liaison

Since 2022, the APO has incorporated funding into its yearly budget to employ a community liaison to assist APO staff in public outreach. Under this contract, APO staff would educate these liaisons on work APO staff was doing and then have these individuals from traditionally underserved/transportation disadvantaged populations conduct public outreach in their communities. The intent was to hire persons from within these various communities to carry the message of APO planning activities to their friends and neighbors with the hope that people would be more likely to participate in the planning process if they heard about it from someone they knew and trusted.

Similar to the second round of public engagement for the MTP's visioning process, APO staff contracted with the Center for African Immigrants and Refugees Organization (CAIRO). As part of the \$8,000 contract, CAIRO staff facilitated a community listening session, developed a video to distribute in the Somali community, as well as assisted 50 individuals in completing an MTP project-specific survey.

The flyer is titled "Community Listening Session" in a large, blue, sans-serif font. Above the title, the word "Community" is written in a large, orange, cursive font. In the top right corner, the CAIRO logo is displayed, featuring a globe icon and the text "CAIRO Center for African Immigrants & Refugees Organization". Below the title, a paragraph of text reads: "We are pleased to invite you to a transportation network planning community listening session. Your perspective and presence is greatly appreciated." To the right of this text is a circular photograph showing three people sitting on chairs outdoors, engaged in conversation. Below the text, a yellow box contains the date and time: "Date/Time 08.13.2024 2:30pm-4pm". Underneath this, the location is listed as "NELSON MANDELA CENTER 3333 W Division St. #114 St. Cloud, MN 56301". At the bottom left, the APO logo is shown, with the text "SAINT CLOUD | AREA PLANNING ORGANIZATION" below it. At the bottom right, a blue box contains the text "More Information: 320-281-3232". The flyer also features a larger circular photograph on the right side showing a group of people sitting around a table in a community setting.

Figure R.8: Flyer for the community listening session hosted by the Center for African Immigrants and Refugees Organization (CAIRO).

Community Events

Over the course of the 30-day public comment period on the draft Looking Ahead 2050 MTP, APO staff hosted several pop-up events throughout the community. These events were designed to discuss and answer questions about the draft plan, as well as provide the community with an opportunity to review specific sections of the plan (those sections pertaining to the proposed projects and the TDM results). These sessions also provided APO staff the chance to talk with the public and listen to their thoughts and concerns regarding the draft plan.

The following is a review of APO staff's community events.

Speaking Engagements/Presentations

As part of the APO's Looking Ahead 2050 MTP public outreach, APO staff presented the draft plan at five events/meetings in the community.

Saint Cloud Area Association of Realtors (SCAAR)

On July 17, 2024, APO staff were invited to address members of the Saint Cloud Area Association of Realtors (SCAAR). The APO provided a detailed presentation on the draft MTP – including an overview of the existing conditions, the visioning statements, and the proposed infrastructure projects contained within the plan.

Note, this presentation was done prior to the release of the draft MTP for public comment.

During and after the presentation APO staff participated in a short question and answer session with SCAAR members present. Several of these questions centered around the proposed urban arterial beltline (particularly the Mississippi River crossing) as well as the congestion concerns along the MN 15/MN 23 corridors.

Approximately 20 individuals attended this event.

Age-Flourishing Saint Cloud – Transportation and Mobility Task Force

On July 26, APO staff presented the StoryMap and survey to the Age-Flourishing Saint Cloud – Transportation and Mobility Task Force. This task force advocates for all individuals, particularly older adults, by providing input and guidance to groups and organizations within the Greater Saint Cloud Community.

Like the SCAAR presentation, the Age-Flourishing task force meeting was held prior to the release of the draft MTP for public comment.

The meeting took place at the Whitney Senior Center (1527 Northway Dr.) and offered a hybrid option. There were three participants in person and four participants online.

Independent Lifestyles

On Aug. 7, 2024, APO staff attended the Independent Lifestyles meeting. During the meeting, staff provided a brief promotion of the MTP and upcoming events. Flyers were distributed to all attendees.

This was the final presentation that was completed prior to the official release of the draft MTP for public comment.

CAIRO Listening Session

As part of the community liaison contract executed with CAIRO, CAIRO staff hosted a community listening session at the Nelson Mandela Center in Midtown Mall from 3-4 p.m. on Aug. 13, 2024.

Participation/attendance at this listening session was designed to help provide additional context to individuals as they prepared to take the APO's MTP StoryMap public engagement survey. At the end of this event, CAIRO staff made sure to note the number of attendees as well as

gather their contact information to follow up and assist attendees with completing the StoryMap survey.



Figure R.9: APO and CARIO staff presenting at the listening session on the draft MTP on Aug. 13, 2024.

During this session, APO staff did a brief presentation on the draft Looking Ahead 2050 plan as well as holding a question-and-answer discussion with attendees. Because this listening session was designed to engage the region's Somali-speaking/Limited English proficient population, representatives from CAIRO were on hand to interpret the presentation and the following Q&A session.

Based on rough estimates, approximately 50 people attended this event.

Metro Bus Rider Advisory Committee (RAC)

APO staff presented the draft MTP at the Aug. 20, 2024, meeting of the Saint Cloud Metro Bus Rider Advisory Committee (RAC). During this presentation, APO staff

provided a brief overview of the MTP as well as demonstrated the StoryMap tool for the group. Seven people were in attendance for the meeting.

Pop-up Engagement Events

In addition to the community presentations, APO staff tabled at four locations in the planning area in order to provide information about the draft plan.

City of Saint Cloud Whitney Senior Center

APO staff set up a booth at the City of Saint Cloud's Whitney Senior Center for an outreach event held on Aug. 13, 2024, from 9:30 to 11:30 a.m. This event provided an opportunity to connect with older adults from across the region. During the event, staff conducted one-on-one informational sessions with seniors. In total, 24 individuals stopped by the table to engage with APO staff.



Figure R.10: APO staff's pop-up information at the Whitney Senior Center in Saint Cloud.

Great River Regional Library – Waite Park

APO staff hosted a booth at the Waite Park branch of the Great River Regional Library (253 Fifth Ave. N) for an outreach event on Aug. 22, 2024, from 10 a.m. to noon. This event provided an opportunity to engage with Waite Park residents and others from the surrounding region. During the event, staff conducted one-on-one informational sessions with attendees. In total, four individuals stopped by to connect with APO staff.

Great River Regional Library – Saint Cloud

APO staff hosted a booth at the Saint Cloud branch of the Great River Regional Library (1300 West Saint Germain Street) for an outreach event on Aug. 27, 2024, from 11 a.m. to 1 p.m. This event provided an opportunity to engage with Saint Cloud residents and others from the surrounding region. No members of the public were engaged at this event.

Metro Bus Transit Center

APO staff hosted a booth at the Metro Bus Transit Center (510 First St. S) in Saint Cloud for an outreach event on Aug. 29, 2024, from 3-5 p.m. This event offered an opportunity to engage directly with transit users. Throughout the event, staff held one-on-one informational sessions with attendees. In total, 12 individuals stopped by to speak with APO staff.



Figure R.11: APO staff tabling at the Metro Bus Transit Center in Saint Cloud.

Youth-Directed Focus Groups

In addition to the above-mentioned events, APO staff held two focus group sessions with kids attending the Roosevelt Boys and Girls Club and the Southside Boys and Girls Club.

Roosevelt Boys and Girls Club

On Aug. 15, 2024, APO staff traveled to the Roosevelt Boys and Girls Club (345-30th Ave. N) to conduct an outreach activity with seven students between the ages of 10 and 15.

APO staff provided students with a map with a half-mile radius around the club. Students were then asked instructed that they were in charge of the “city” – the location within the half-mile radius of the club. No one within their “city” was permitted to own or drive a car; all residents had to walk, bike, or use other active transportation means to get around. Residents living outside of the city were able to own vehicles and often used vehicles to travel through their “city.” Students were asked to look at the existing active transportation infrastructure within their “city” and prioritize various “fixes” to improve access to the Roosevelt Boys and Girls Club. Students were presented with nine options for improvement:

- Bike lanes.
- Sidewalks.
- Shared use paths.
- Rectangular Rapid Flashing Beacons (RRFBs).
- Pedestrian Hybrid Beacons (PHBs).
- Crosswalks.
- Lighting.
- Slower speed limits.
- Signalized pedestrian crossings.

Students were given five marbles and asked to “spend their money” on infrastructure solutions they would like to see added to their “city.”

After students had prioritized the investments, APO staff asked students to explain the reasons why they chose certain infrastructure fixes over others. Popular choices by students at Roosevelt Boys and Girls Club included: Installing signalized pedestrian crossings; adding more sidewalks; and lowering the speed limit.

Reasons students cited behind some of their decisions included:

- Slower speed limits: If people are trying to cross the street and cars are driving too fast people could get hit and killed. Speeding is dangerous.
- Lighting: If we added more lights in our city we could see better and continue walking after it is dark. It is also a safety issue.
- Shared use paths: Adding shared use paths are nice because they can accommodate everybody. And they are pretty and a good way to enjoy nature.

The second activity APO staff had for students had them hear a presentation from APO staff posing as developers. This presentation had asked the students to consider widening the Third Street N corridor in their city. This type of project has been identified by the City of Saint Cloud for inclusion into the APO’s Looking Ahead 2050 draft for capacity expansion.



Figure R.12: Two boys at the Roosevelt Boys & Girls Club participating in the conversations around widening Third Street N.

During this conversation, APO staff asked students to consider paying for this infrastructure fix through their “city.” Students were once again reminded that residents within their city do not have access to vehicles, however, those in surrounding cities can and do use the roadways within their city.

Students were asked to weigh the pros and cons of the decision to expand the roadway corridor with some split concerned that widening the corridor would make it unsafe for their residents to walk or bike to access the Boys and Girls Club. Others felt that by widening the roadway, it would improve the corridor for those that need to use Third Street N to get to their destinations. Overall, the majority of students felt widening the roadway would not be in the best interest of their city.

Southside Boys and Girls Club

An activity similar to the one conducted at the Roosevelt Boys and Girls Club location was conducted at the Southside Boys and Girls Club (1205 Sixth Ave. S) on Aug. 22, 2024. Eight students participated in this activity.

APO staff provided students with a map with a half-mile radius around the club. Students were then asked instructed that they were in charge of the “city” – the location within the half-mile radius of the club. No one within their “city” was permitted to own or drive a car; all residents had to walk, bike, or use other active transportation means to get around. Residents living outside of the city were able to own vehicles and often used vehicles to travel through their “city.” Students were asked to look at the existing active transportation infrastructure within their “city” and prioritize various “fixes” to improve access to the Southside Boys and Girls Club. After students had prioritized the investments, APO staff asked students to explain the reasons why they chose certain infrastructure fixes over others. Popular choices by students at Southside Boys and Girls Club

included: Installing signalized pedestrian crossings; adding more lighting; and lowering the speed limit.



Figure R.13: Kids from the Southside Boys & Girls Club participating in the pedestrian infrastructure recommendations activity.

Reasons students cited behind some of their decisions included:

- Signalized pedestrian crossings: These would make crossing safer because the signal will tell you when it is safe to cross. It would also help people with disabilities know when they can cross safely.
- Lighting: It would be much safer at night with additional lights and it would look a lot nicer.
- Slower speed limits: There would be fewer crashes and it would be safer for animals (preventing them from getting hit by vehicles).

The second activity APO staff had for students had them hear a presentation from APO staff posing as developers. This presentation had asked the students to consider widening the Ninth Avenue S corridor in their city and eliminating walking and biking infrastructure along this roadway. This type of project has been identified by the City of Saint Cloud for inclusion into the APO's Looking Ahead 2050 draft for capacity expansion.

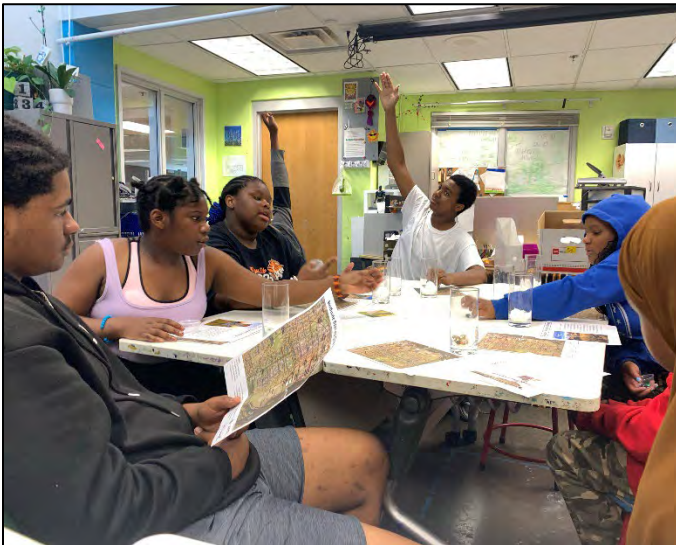


Figure R.14: Kids from the Southside Boys and Girls Club discussing concerns regarding the possible Ninth Avenue S corridor expansion project in the draft MTP.

During this conversation, APO staff asked students to consider paying for this infrastructure fix through their “city.” Students were once again reminded that residents within their city do not have access to vehicles, however, those in surrounding cities can and do use the roadways within their city.

Students were asked to weigh the pros and cons of the decision to expand the roadway. All students felt that expanding this corridor and eliminating the walking/biking infrastructure would be a bad idea. Reasons students cited included:

1. We would not receive any benefits from the roadway having more lanes.
2. It would cost too much money and would not impact those who walk and bike.
3. It would cause more pollution in the area.

Virtual Public Engagement

APO staff also provided the public with an opportunity to meet with APO staffers online to discuss the draft MTP. As stated earlier, APO staff hosted a Facebook Live event starting at 10 a.m. on Friday, Aug. 9.

No comments from the public were received during this Facebook Live event.

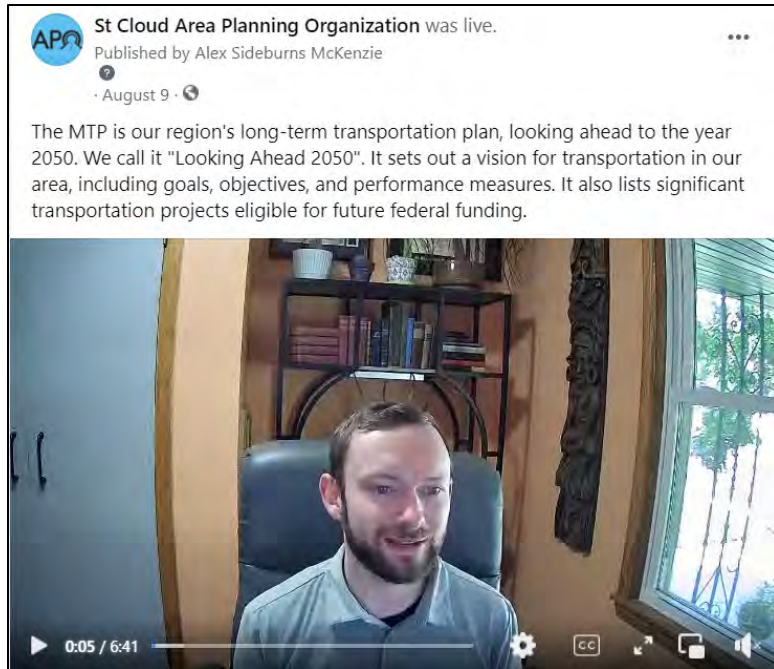


Figure R. 15: Screenshot of the Facebook Live public engagement opportunity for the Looking Ahead 2050 MTP.

In addition, APO staff hosted a Zoom open house from 4 to 6 p.m. on Tuesday, Sept. 3, 2024. The public was encouraged to join at any time during the event to ask questions or provide feedback. Unfortunately, no members of the public attended the session.



Figure R. 16: Social media graphic advertising the Looking Ahead 2050 MTP Zoom open house.

Demographics

As part of every survey conducted by the APO, staff include an optional demographic survey for participants to complete.

The [APO's Stakeholder Engagement Plan \(SEP\)](https://bit.ly/3pe0MLB) (https://bit.ly/3pe0MLB) states: "Title VI and other related regulations regarding non-discrimination and which establish the mobility needs of communities historically underrepresented must be considered in the APO planning process at the plan development, program, and project level."

The APO specifically defines the following demographic population subsets as being historically underrepresented:

- Black, Indigenous, and People-of-Color (BIPOC).
- Persons with low-income.
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

The demographic component assists APO staff in understanding who is participating in APO public engagement events. In addition, the demographic section is also used by APO staff to evaluate areas in which staffers need to invest additional time and resources in order to ensure all members of the community are represented in the transportation planning process.

The following is a breakdown of the demographic make-up of survey participants. Please note that completion of the demographic questionnaire is optional, and the number of responses may or may not be equivalent to the number of survey responses APO staff received.

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
Gender			
Male	29	46.8%	50.2%
Female	32	51.6%	49.8%
Other	1	1.6%	NA
City of Residence			
Rockville	2	3.1%	1.6%
Saint Augusta	0	0.0%	2.5%
Saint Cloud	38	59.4%	49.4%
Saint Joseph	4	6.3%	5.1%
Saint Stephen	1	1.6%	0.6%
Sartell	6	9.4%	13.9%
Sauk Rapids	4	6.3%	9.9%
Waite Park	8	12.5%	5.9%
Other	1	1.6%	11.1%
Ethnicity			
White or Caucasian	8	13.3%	77.7%
Black or African American	46	76.7%	11.7%
Hispanic or Latino	0	0.0%	3.6%
Asian or Asian American	0	0.0%	2.7%

Appendix R: MTP Final Public Engagement

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	3	5.0%	0.2%
Two or More Races	3	5.0%	3.9%
Number in Household			
1 person	11	18.0%	30.0%
2 people	10	16.4%	33.9%
3 people	10	16.4%	14.9%
4 or More People	30	49.2%	21.2%
Household Income			
Less than \$5,000	9	14.3%	2.3%
\$5,000 to \$9,999	4	6.3%	1.6%
\$10,000 to \$14,999	2	3.2%	3.9%
\$15,000 to \$19,999	4	6.3%	4.0%
\$20,000 to \$24,999	6	9.5%	4.1%
\$25,000 to \$34,999	6	9.5%	7.8%
\$35,000 to \$49,999	12	19.0%	12.8%
\$50,000 to \$74,999	11	17.5%	18.8%
\$75,000 to \$99,999	4	6.3%	14.8%
\$100,000 to \$149,999	1	1.6%	16.2%
\$150,000 or more	4	6.3%	13.6%
Age			
Under 20	13	21.0%	27.0%
20 to 24	4	6.5%	11.7%
25 to 29	6	9.7%	6.9%
30 to 34	5	8.1%	6.6%
35 to 39	5	8.1%	6.2%
40 to 44	5	8.1%	6.1%
45 to 49	10	16.1%	5.1%
50 to 54	3	4.8%	5.2%
55 to 59	2	3.2%	5.5%
60 to 64	4	6.5%	5.4%
65 to 69	2	3.2%	4.3%
70 to 74	1	1.6%	3.8%

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
75 to 79	1	1.6%	2.8%
80 to 84	1	1.6%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	6	10.0%	11.9%
No	54	90.0%	88.1%
Where Were You Born			
In the U.S.	20	33.3%	90.8%
Outside the U.S.	40	66.7%	9.2%
Primary Language Spoken at Home			
English	18	29.0%	87.4%
Something Other Than English	44	71.0%	12.6%

Figure R.17: Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted.

MTP StoryMap Survey Public Comments

APO staff developed the MTP's StoryMap survey via the online survey development platform ArcGIS Survey123. This StoryMap details current and predicted future traffic congestion in the APO's region and outlines possible roadway projects to help reduce problems and achieve our goals.

Throughout the StoryMap, participants were asked survey questions to help us better understand how the public feels about current and future travel experiences and their opinions on proposed roadway projects. At the end of the StoryMap, a series of optional demographic questions were asked.

During the 30-day public comment period from Aug. 8, 2024, through Sept. 7, 2024, a total of five people participated.

The following sections are broken into the modeling result scenarios.

2020 Base Year Model

The first step involved informing the public about the current state of our region's roadways. We began by explaining the Travel Demand Model (TDM) and its role in APO's analysis. We then provided an interactive map displaying the TDM results for the base year 2020, allowing the public to assess the roadway network's current performance.

2050 No-Build Model

2050 No-Build Model

The APO used the 2050 No-Build Model to show the public how the existing roadways would perform if no new roads were added and the area continued to grow. The StoryMap included an interactive slider map highlighting the differences in Level of Service (LOS) between the base year 2020 and the 2050 No-Build Model. This approach helps us identify and communicate potential future problem areas.

Five people participated in the 2050 No-Build Model survey questions.

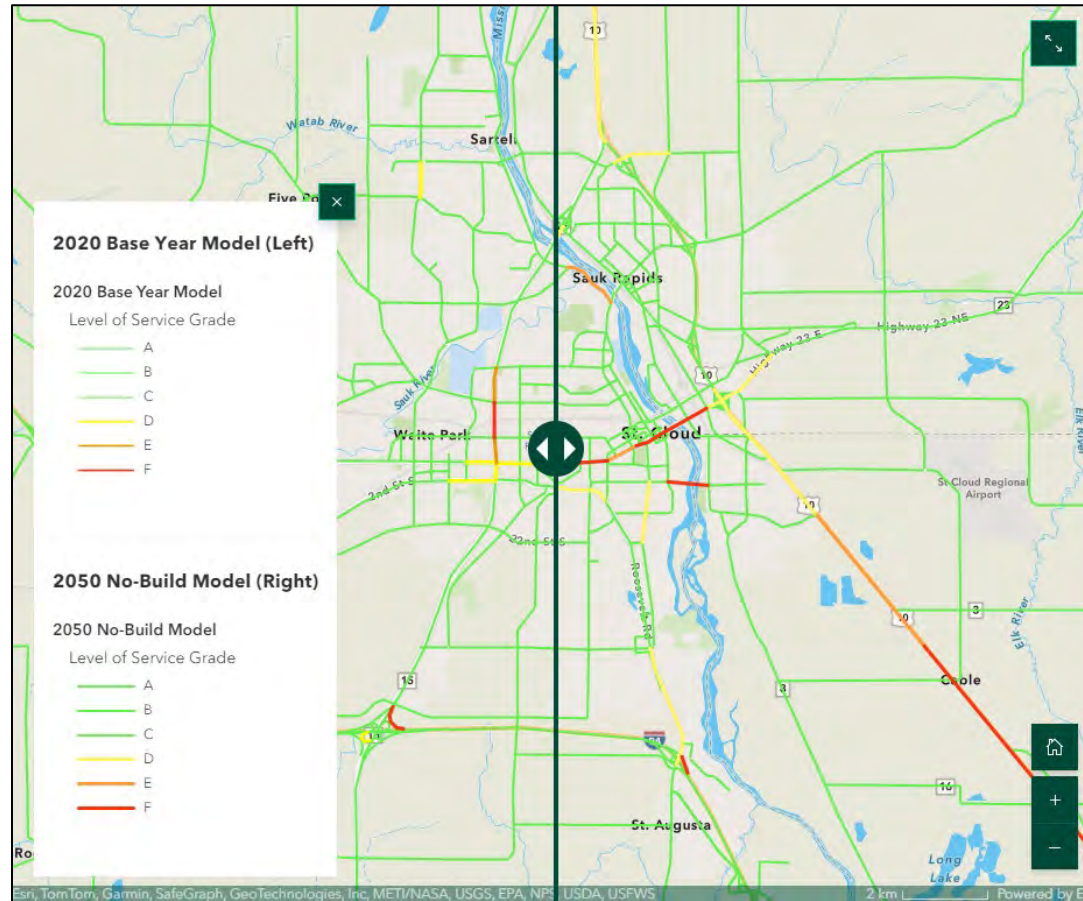


Figure R.18: Example of the ArcGIS slider map for the 2020 base year and 2050 No-Build model.

2050 No-Build Model Results Survey Question

The APO asked the public to use the interactive slider map to compare today's congestion with the projected congestion in 2050 on the roadways they use. After examining the differences, they were to answer this survey question: "What concerns do you have about the potential increase in traffic congestion over the next few decades? Participants were told to select all that apply."

What concerns do you have about the potential increase in traffic congestion over the next few decades? (Select all that apply)	Results (Percentage of Respondents)
Increased commute times. <i>(I am worried that traffic congestion will significantly lengthen my daily commute.)</i>	100%
Public health. <i>(I am concerned about the increased air and noise pollution due to more vehicles on the road.)</i>	60%
Natural environment. <i>(I am concerned the increased traffic will lead to a degradation of wildlife and fauna.)</i>	20%
Quality of life. <i>(I believe worsening traffic congestion will reduce my community's overall quality of life.)</i>	100%
Emergency response times. <i>(I am worried that traffic congestion will slow emergency response times for fire, police, and medical services.)</i>	100%
Access to services. <i>(I am concerned that traffic congestion will make accessing essential services like healthcare and education harder.)</i>	60%
Recreational access. <i>(I am worried that traffic congestion will make accessing recreational areas such as parks and trails more difficult.)</i>	20%
Social interaction. <i>(I am concerned that traffic congestion will make accessing social activities like visiting friends or going to the movies harder.)</i>	40%
Other	NA

Figure R.19: Responses to the 2050 No-Build Model results survey question regarding their concerns about the potential increase in traffic congestion over the next few decades.

2050 Build Model

The APO used the 2050 Build Model results to demonstrate to the public how adding 39 expansion projects to the road network and future growth would affect traffic congestion. The StoryMap once again featured an interactive slider map highlighting the differences in Level of Service (LOS), this time between the 2050 No-Build Model and the 2050 Build Model.

Two people participated in the 2050 Build Model survey questions.

MTP Projects

The StoryMap then showcased both types of MTP projects—capacity expansion and system preservation—on an interactive map. In the mapping tool, participants could see the responsible entity, the number of proposed lanes, parking availability, and whether there will be multimodal facilities like sidewalks or shared-use paths. We also provide timelines for each project’s potential construction year time band and estimated costs in the year of expenditure.

MTP Project Survey Questions

The APO asked the public to review the proposed projects using the interactive map. After reviewing the projects, they were asked a series of questions.

Responses to the following question are recorded below: *“Do you feel that the proposed infrastructure projects align with your vision for the future of your community?”*

Yes	No
100%	0%

Figure R.20: Responses to the 2050 Build Model results survey question regarding how they feel the proposed infrastructure projects align with their vision for the future of their community.

Responses to the following question are recorded below: *“How important is it to you that these projects consider long-term sustainability and future growth?”*

Very Important	Important	Somewhat Important	Not Important
50%	50%	0%	0%

Figure R.21: Responses to the 2050 Build Model results survey question regarding how important it is to them that these projects consider long-term sustainability and future growth.

The following comments were received based on the answer to the previous question.

Comment	Disposition
I find that areas of St. Cloud can get incredibly congested. In the past, I have avoided certain areas, or going shopping, or visiting certain restaurants at different times, in order to avoid that congestion. I’ve heard the same from friends/family. I worry that business and development won’t be successful in the City if people are avoiding them at peak times. I also think that the more congested roads inside the City are, the less likely people are to use them to bike or walk. There is a need for these projects, but if they	<p>Thank you for sharing your thoughts and concerns about congestion in Saint Cloud. We understand how frustrating congestion can be, especially when it impacts your daily choices like where and when to shop or visit local businesses. You’re not alone in feeling this way; we’ve heard similar concerns from others in the community.</p> <p>You’ve highlighted a critical issue—ensuring that business and development in the city can thrive without being hindered by congestion. As the APO works on long-term transportation</p>

Comment	Disposition
<p>aren't done carefully and in conjunction with each other, then we will have spent significant money without long term benefit. They should account for growing populations and realize the need for extensive work to happen, because one piece of this puzzle isn't going to solve the issue.</p>	<p>planning through the Looking Ahead 2050 MTP, we are committed to addressing congestion in a way that balances the needs of drivers, cyclists, pedestrians, and businesses. This includes carefully planning and coordinating projects to ensure that they provide long-term benefits and accommodate our growing population.</p> <p>We agree that tackling congestion requires more than just addressing one piece of the puzzle. It involves a holistic approach integrating roadway improvements, public transit expansion, and enhanced walking and biking infrastructure. The goal is to create a more efficient and sustainable transportation system that benefits all users while fostering the growth of our city.</p>
<p>Growth needs to be properly planned vs organic, car centric growth.</p>	<p>Thank you for your comment regarding the importance of proper planning for growth. At the APO, we focus on creating a balanced and sustainable transportation system that supports all modes of travel—whether by car, bike, foot, or public transit—while promoting smart growth for the region.</p> <p>Our work on the Looking Ahead 2050 Metropolitan Transportation Plan considers the need for coordinated planning that aligns transportation infrastructure with the community's development goals. By considering land use, population growth, and the demand for multimodal transportation, we aim to foster a more connected and accessible region that accommodates future growth sustainably and equitably.</p>

Figure R.22: Open-ended comments and APO staff disposition regarding how important it is to you that these projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: *“How well do you think the proposed projects address the historically underrepresented community’s travel needs?”*

Very Well	Well	Neutral	Poorly	Very Poorly
0%	100%	0%	0%	0%

Figure R.23: Responses to the 2050 Build Model results survey question regarding how well the proposed projects address the historically underrepresented community’s travel needs.

A follow-up question was asked to provide feedback based on whether the participant answered “neutral,” “poorly,” or “very poorly.” No participants answered.

2050 Build Model Survey Questions

Responses to the following question are recorded below: “Based on your previous responses to the 2050 No-Build modeling section, which factors concerning potential increases in traffic congestion over the next few decades have NOT been adequately addressed by the proposed projects?”

Based on your previous responses to the 2050 No-Build modeling section, which factors concerning potential increases in traffic congestion over the next few decades have NOT been adequately addressed by the proposed projects? (Select all that apply)	Results (Percentage of Respondents)
Increased commute times. <i>(I still worry that traffic congestion will significantly lengthen my daily commute.)</i>	100%
Public health. <i>(I am still concerned about the increased air and noise pollution due to more vehicles on the road.)</i>	0%
Natural environment. <i>(I am still concerned that the increased traffic will lead to the degradation of wildlife and fauna.)</i>	0%
Quality of life. <i>(I believe worsening traffic congestion will still reduce my community's overall quality of life.)</i>	50%
Emergency response times. <i>(I am worried that traffic congestion will still slow emergency response times for fire, police, and medical services.)</i>	50%
Access to services. <i>(I am concerned that traffic congestion will still make accessing essential services like healthcare and education harder.)</i>	50%
Recreational access. <i>(I am still worried that traffic congestion will make accessing recreational areas such as parks and trails more difficult.)</i>	0%
Social interaction. <i>(I am still concerned that traffic congestion will make accessing social activities like visiting friends or going to the movies harder.)</i>	50%
Other	NA

Figure R.24: Responses to the 2050 Build Model results survey question-based on your previous responses to the 2050 No-Build modeling section, which factors concerning potential increases in traffic congestion over the next few decades have NOT been adequately addressed by the proposed projects?”

Based on the answer to the previous question, we asked participants to elaborate on why their concerns were met or not met. The following comment was received.

Comment	Disposition
<p>I think there needs to be more bridges across the Mississippi.</p>	<p>Thank you for your comment regarding the need for more bridges across the Mississippi River. Additional river crossings could help alleviate congestion and improve regional connectivity.</p> <p>While the planning and constructing of new bridges is a complex process involving significant resources and coordination among various agencies, the APO will continue to explore opportunities to improve connectivity across the river.</p>

Figure R.25: Open-ended comment and APO staff disposition regarding why their concerns were met or not met.

Urban Beltline Corridor

The APO used the Urban Beltline Corridor results to demonstrate to the public how creating a roadway around the central urban area would affect traffic congestion. The StoryMap once again featured an interactive slider map highlighting the differences in Level of Service (LOS), this time between the 2050 Build Model and Urban Beltline Corridor Model. Three people participated in the Urban Beltline Corridor survey questions.

Urban Beltline Corridor Model Results Survey Questions

The APO asked the public to use the Urban Beltline Corridor map to review the proposed alignment. After reviewing, they were asked a series of questions.

Responses to the following question are recorded below: *“How important do you think the Urban Beltline will be for the future growth and development of the Saint Cloud metro area?”*

Very Important	Somewhat Important	Neither Important nor Unimportant	Somewhat Unimportant	Not At All Important
33.33%	33.33%	0%	0%	0%

Figure R.26: Responses to the urban beltline corridor model results survey question asking how important participants think the urban beltline will be for the future growth and development of the Saint Cloud metro area.

Responses to the following question are recorded below: "Do you think the Urban Beltline will make traveling across the Saint Cloud metro area easier?"

Yes	No
100%	0%

Figure R.27: Responses to the urban beltline corridor model results survey question asking if they think the urban beltline will make traveling across the Saint Cloud metro area easier.

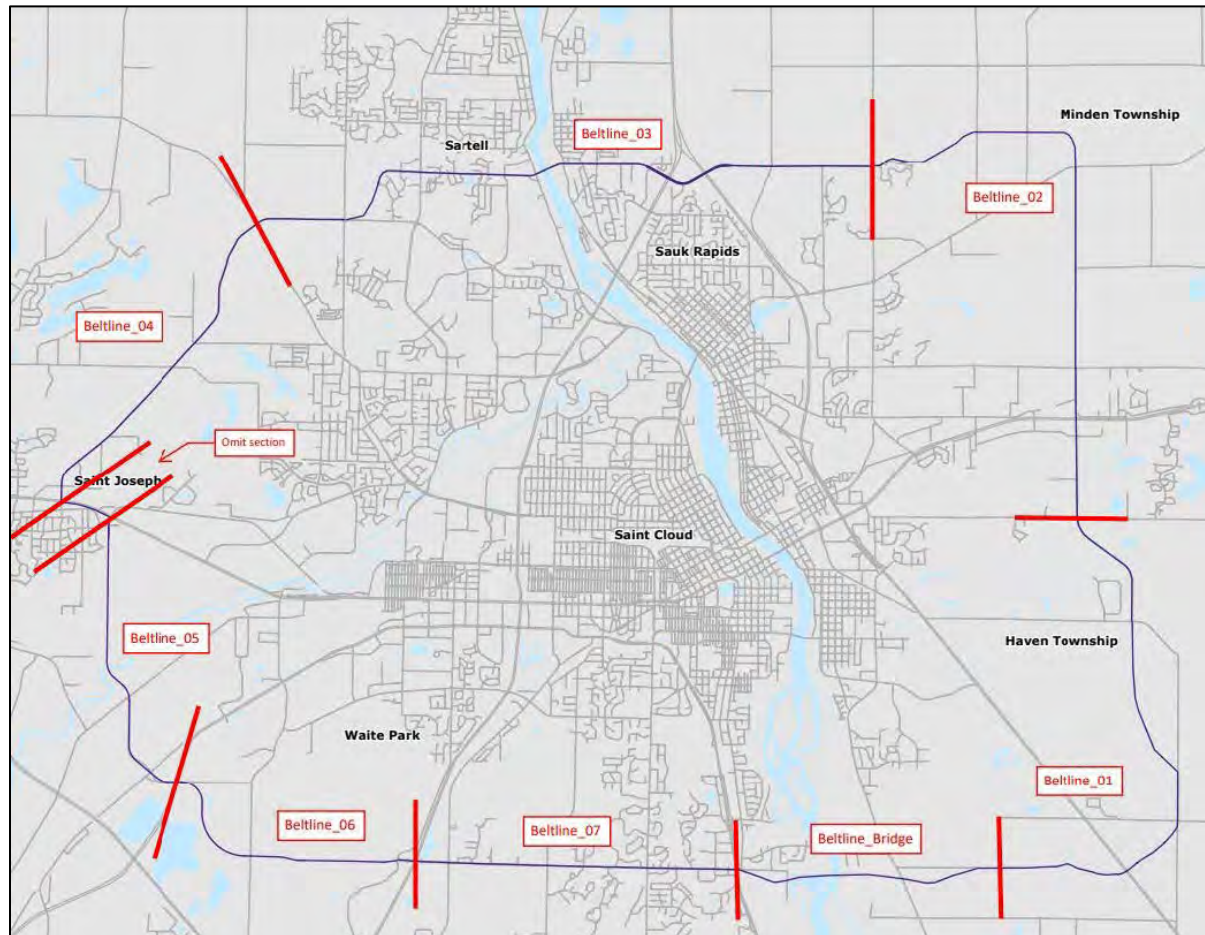


Figure R.28: Example of the Urban Beltline Corridor alignment.

Respondents were asked to rank each section of the Urban Beltline Corridor from 1 (most important) to 8 (least important). Sections with higher average scores indicate those ranked as more important by participants. Responses to the following question are recorded below: *“Which section(s) of the Urban Beltline do you think will help the region best meet its transportation goals?”*

Which section(s) of the Urban Beltline do you think will help the region best meet its transportation goals?	Results (Average Score)
Beltline_Bridge	8.00
Beltline_01	4.00
Beltline_02	5.00
Beltline_03	4.33
Beltline_04	4.33
Beltline_05	4.00
Beltline_06	4.67
Beltline_07	1.67

Figure R.29: Responses to the urban beltline corridor model survey question asking participants which section(s) of the urban beltline they thought would help the region best meet its transportation goals.

The following comments were received based on the answer to the previous question.

Comment	Disposition
We need additional river crossings. Also remove stop Lights on HWY 10. Use on and off ramps for access.	<p>Thank you for your comments regarding the need for additional river crossings and the removal of stop lights on HWY 10. We appreciate your input.</p> <p>Many community members have raised the need for additional river crossings, and we understand the importance of enhancing connectivity across the Mississippi River. Planning for such large infrastructure projects requires significant coordination and funding. Still, we will continue to explore opportunities with our regional partners to improve river crossings in a way that supports long-term growth and mobility.</p> <p>Regarding your suggestion to remove stop lights on HWY 10 and use on- and off-ramps instead, we recognize that signalized intersections can sometimes contribute to congestion and delays. Converting these intersections to interchanges with ramps could help improve traffic flow,</p>

Comment	Disposition
	especially in high-traffic areas. However, these changes require careful planning, engineering, and substantial investment. We will forward your comments to the appropriate agencies, including MnDOT, as they review potential improvements for HWY 10.
I think the bridge is very important!	Thank you for your comment! We agree that bridges play a critical role in our transportation network, particularly when it comes to enhancing connectivity and easing congestion across the Mississippi River.

Figure R.30: Open-ended comments and APO staff disposition regarding additional comments about the urban beltline corridor.

MTP SurveyMonkey Public Comments

As a companion to the MTP's StoryMap survey, APO staff developed additional surveys via the online survey development platform SurveyMonkey. These surveys were used to allow the public to review individual projects – both capacity expansion and system preservation – contained within Looking Ahead 2050 at an agency/jurisdictional level. APO staff released project specific surveys for the following agencies/jurisdictions:

- Benton County.
- Sherburne County.
- Stearns County.
- City of Saint Cloud.
- City of Saint Joseph.
- City of Sartell.
- City of Sauk Rapids.
- City of Waite Park.
- Minnesota Department of Transportation (MnDOT) District 3.

Mirroring the MTP StoryMap, these project surveys asked the public to provide feedback on the following questions:

1. Do you feel the proposed capacity expansion infrastructure projects align with your vision for the future?
2. How important is it to you that the following capacity expansion projects consider long-term sustainability and future growth?
3. How well do you think the proposed capacity expansion projects address the historically underrepresented community's travel needs?

4. Do you feel the proposed system preservation infrastructure projects align with your vision for the future of your community?
5. How important is it to you that the following system preservation projects consider long-term sustainability and future growth?
6. How well do you think the proposed system preservation projects address the historically underrepresented community's travel needs?

Opportunities to provide comments/explanations to questions 2, 3, 5, and 6 were also included.

Concluding each survey was a series of optional demographic questions found on all APO surveys.

During the 30-day public comment period from Aug. 8, 2024, through Sept. 7, 2024, a total of 64 people took part in at least one of the APO's nine project surveys.

The following section is broken down by agency/jurisdiction.

Benton County

No one participated in the Benton County MTP project survey.

Capacity Expansion Projects

Benton County has identified seven capacity expansion projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
BC3	35 th Street NE	MN 15 to US 10	Rural four-lane undivided roadway with a shared use path on one side	\$2.624	Short-Term (2025-2028)
BC5	CSAH 29	Fifth Avenue NE/CR 57 to CSAH 1/Mayhew Lake Road	Rural three-lane roadway with a shared use path on one side	\$3.099	Short-Term (2025-2028)
BC2	Benton Drive	First Street/CSAH 29 to 18 th Street NW	Urban three-lane roadway with on-road bike lane facilities	\$5.377	Mid-Term (2029-2034)
BC4	CSAH 29	CSAH 1/Mayhew Lake Road to 35 th Avenue NE	Rural two-lane undivided roadway with no multimodal features	\$6.629	Mid-Term (2029-2034)

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
BC6	CSAH 29	Fifth Avenue NE/CR 57 to US 10	Rural three-lane roadway with a shared use path on one side	\$2.190	Mid-Term (2029-2034)
BC1	CSAH 1/Mayhew Lake Road	35 th Street/CSAH 29 to MN 23	Urban/rural four-lane divided roadway with a shared use path on one side	\$42.665	Long-Term (2035-2050)
BC10	CSAH 8	Second Street SE to MN 23	Urban three-lane roadway with no multimodal features	\$6.220	Long-Term (2035-2050)

Figure R.31: The proposed capacity expansion infrastructure projects to be completed by Benton County as identified in the APO's Looking Ahead 2050 MTP.

No responses were recorded for the following question: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure projects align with your vision for the future of your community?"

No responses were recorded for the following question: "How important is it to you that the following **CAPACITY EXPANSION** projects consider long-term sustainability and future growth?"

No additional comments were provided on the previous question.

No responses were recorded for the following question: "How well do you think the proposed **CAPACITY EXPANSION** projects address the historically underrepresented community's travel needs?"

No additional comments were provided on the previous question.

System Preservation Projects

Benton County has identified four system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
BC7	CSAH 3	CSAH 1/Mayhew Lake Road to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
BC11	CR 57	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2029-2034)
BC8	CSAH 33	Third Street N to Ninth Street	\$2.859	Long-Term (2035-2050)
BC9	CSAH 8	MN 23 to CR 45/CR 80	\$2.012	Long-Term (2035-2050)

Figure R.32: The proposed system preservation infrastructure projects to be completed by Benton County as identified in the APO's Looking Ahead 2050 MTP.

No responses were recorded for the following question: “Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?”

No responses were recorded for the following questions: “How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?”

No additional comments were provided on the previous question.

No responses were recorded for the following question: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community’s travel needs?”

No additional comments were provided on the previous question.

Sherburne County

No one participated in the Sherburne County MTP project survey.

Capacity Expansion Projects

Sherburne County has identified one capacity expansion project it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SH2	County owned roadways adjacent to US 10	15 th Avenue S in Saint Cloud to southern border of Haven Township	Unspecified scope of work – could possibly include reconstruction of county roadways, consolidation of access points, and construction of new alignments as recommended by the US 10 corridor study completed in April 2023 (https://tinyurl.com/3nzacu7t)	\$14.490	Long-Term (2035-2050)

Figure R.33: The proposed capacity expansion infrastructure project to be completed by Sherburne County as identified in the APO’s Looking Ahead 2050 MTP.

No responses were recorded for the following question: “Do you feel the proposed **CAPACITY EXPANSION** infrastructure project aligns with your vision for the future of your community?”

No responses were recorded for the following question: “How important is it to you that the following **CAPACITY EXPANSION** project considers long-term sustainability and future growth?”

No additional comments were provided on the previous question.

No responses were recorded for the following question: "How well do you think the proposed **CAPACITY EXPANSION** project addresses the historically underrepresented community's travel needs?"

No additional comments were provided on the previous question.

System Preservation Projects

Sherburne County has identified one system preservation project it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SH1	CR 62/17 th Street SW	Tee-to-Green Street to CSAH 20	\$6.391	Short-Term (2025-2028)

Figure R.34: The proposed system preservation infrastructure project to be completed by Sherburne County as identified in the APO's Looking Ahead 2050 MTP.

No responses were recorded for the following question: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure project aligns with your vision for the future of your community?"

No responses were recorded for the following question: "How important is it to you that the following **SYSTEM PRESERVATION** project considers long-term sustainability and future growth?"

No additional comments were provided on the previous question.

No responses were recorded for the following question: "How well do you think the proposed **SYSTEM PRESERVATION** project addresses the historically underrepresented community's travel needs?"

No additional comments were provided on the previous question.

Stearns County

Four people participated in the Stearns County MTP project survey.

Capacity Expansion Projects

Stearns County has identified four capacity expansion projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
ST2	CSAH 133 (Second Street) in Sartell	Existing CSAH 133 to 19 th Avenue (3/4 mile)	Urban two-lane roadway with a shared use path on one side	\$2.309	Short-Term (2025-2028)
ST8	CR 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Urban four-lane divided roadway with shared use path on one side	\$5.008	Mid-Term (2029-2034)
ST4	CSAH 75 (Second Street S in Saint Cloud)	MN 15 to 33 rd Avenue S	Urban six-lane roadway with sidewalks on both sides	\$4.364	Long-Term (2035-2050)
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	Urban four-lane undivided roadway with shared use path on one side	\$9.719	Long-Term (2035-2050)

Figure R.35: The proposed capacity expansion infrastructure projects to be completed by Stearns County as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
ST2	3	1
ST8	2	2
ST4	3	1
ST1	3	1

Figure R.36: Responses to the MTP project survey question regarding how well the proposed capacity expansion projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **CAPACITY EXPANSION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
ST2	1	2	1	0
ST8	1	1	2	0
ST4	1	3	0	0
ST1	1	3	0	0

Figure R.37: Responses to the MTP project survey question regarding how important the proposed capacity expansion projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
<p>" The expansions look wasteful and not as valuable."</p>	<p>APO staff are curious to learn more about why this individual feels the expansions proposed by Stearns County are wasteful. In addition, APO staff would like to know if the commenter had additional thoughts as to what potentially would serve as a better corridor to expand and/or construct.</p>
<p>" The traffic is already congested in some of these areas. Long-range planning is very late."</p>	<p>Based on current traffic volumes as well as what traffic levels these roadways were designed to carry (a metric known as volume to capacity ratio), the corridors identified for capacity expansion by Stearns County are currently under capacity and functioning rather well. That said, there may be times during the day, especially during morning and evening commutes, in which there will be added traffic on these roadways. But overall, these corridors are not experiencing constant traffic congestion/delay now.</p> <p>However, based on future travel patterns (which account for added population and the locations of future development), three out of the four corridors (CSAH 133 being the exception) will see an increase in traffic volumes which will result in travel delay by 2050. This is based upon the results of the APO's travel demand model – reflecting future regional growth but no added capacity to the existing system. The purpose of this long-range plan is to attempt (as best we can) to get ahead of some of these concerns before they become chronic problems. We realize that we will not be able to address every problem as quickly as we would like due to factors such as costs. But the long-range planning process remains important for cities and counties as they currently look to authorize future housing developments/business and industrial zoning to ensure that these future locations account for current and projected future travel demands on the existing system.</p>

Figure R.38: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified capacity expansion projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: "How well do you think the proposed **CAPACITY EXPANSION** projects address the historically underrepresented community's travel needs?"

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
ST2	1	0	2	0	0
ST8	1	0	2	0	0
ST4	1	0	2	0	0
ST1	1	0	2	0	0

Figure R.39: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion projects address the historically underrepresented community's travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" I was hoping for something to happen to 322 nd St., St. Cloud."	APO staff have heard through various other public outreach events/activities on the need to address existing/current issues on 322 nd Street. This roadway, however, is not owned by Stearns County (it is currently owned by the City of Saint Cloud, LeSauk Township, and Saint Wendel Township). That said, 322 nd Street has been identified for future improvements as part of the City of Saint Cloud's MTP project list. The proposed improvements (see SC6) is to expand 322 nd Street to a three lane roadway with a shared use path on one side and a sidewalk on the other. This project is slated for a mid-term construction (2029-2034) with an estimated construction cost of \$7.168 million in year of expenditure.
" Seems like you may be focusing on that while losing sight of other important issues and concerns."	Historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan's development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region's transportation network.

Comment	Disposition
<p>" I do not understand why this is even a question that should be addressed – disgusting."</p>	<p>APO staff wished this respondent had indicated what other important issues and concerns were omitted that should be considered with these proposed capacity expansion projects.</p> <p>While transportation infrastructure has played a major role in the development of regions such as the Saint Cloud metro, it has also had some unfortunate impacts to vulnerable populations. Historically, transportation infrastructure such as major highways and interstates, were often constructed in areas with high concentrations of Black/Indigenous/People-of-Color or low-income individuals. The barriers that many of these roadways have created have had lasting impacts on our communities and the individuals who have and continue to live there. Additionally, historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan's development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region's transportation network.</p>

Figure R.40: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed capacity expansion projects addressed the historically underrepresented community's travel needs.

System Preservation Projects

Stearns County has identified four system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
ST10	CSAH 2 in Brockway Township	421 st Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border	\$5.775	Short-Term (2025-2028)
ST12	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
ST13	CSAH 136 in Saint Cloud and Saint Augusta	CR 115 to 33 rd Street S	\$13.029	Long-Term (2035-2050)

Figure R.41: The proposed system preservation infrastructure projects to be completed by Stearns County as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
ST10	2	2
ST11	2	2
ST12	2	2
ST13	2	2

Figure R.42: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
ST10	1	0	2	1
ST11	1	0	2	1
ST12	1	1	1	1
ST13	1	1	1	1

Figure R.43: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
"No real vision."	During the early stages of the development of Looking Ahead 2050, APO staff conducted a community-based visioning process with the goal to understand the priorities residents had for the future of our region's transportation network. One of the priorities identified as part of that visioning process was System and Environmental Stewardship. This vision stressed the importance of maintaining the existing infrastructure. APO staff are unsure what this comment means and would love to learn more about why this respondent answered in the way they did.
"Very late in updating roads to handle growth in the entire area."	APO staff (as well as our member jurisdictions/agencies) understand that as of 2019 about half of the functionally classified roadways (all roadways except neighborhood/local roadways) were in good condition, the other half were either in fair or poor condition. As part of the community-based visioning process the APO conducted in 2021-2023, the community indicated the need for the APO's member jurisdictions to prioritize fixing our existing infrastructure. Some of the issues with updating our roadways really comes down to the sheer cost to maintain roadways in a timely manner. Especially given the post-COVID inflation and material cost increases, the cost to maintain roadways has jumped considerably. And while APO staff understand many of our local cities and counties may be in the "catch up" stage for some of the major roadway preservation treatments, it is our hope that we can better plan for/be more proactive in system preservation treatments to extend the life of existing facilities in a more cost-effective way over the duration of this plan.

Figure R.44: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified system preservation projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
ST10	0	0	2	1	0
ST11	0	0	2	1	0
ST12	0	0	3	0	0
ST13	0	0	3	0	0

Figure R.45: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community’s travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
“ What does that have to do with anything”	<p>Historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan’s development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region’s transportation network.</p> <p>APO staff wished this respondent had indicated what other important issues and concerns were omitted that should be considered with these proposed system preservation projects.</p>
“ Same as answer to # 4”	<p>While transportation infrastructure has played a major role in the development of regions such as the Saint Cloud metro, it has also had some unfortunate impacts to vulnerable populations. Historically, transportation infrastructure such as major highways and interstates, were often constructed in areas with high concentrations of Black/Indigenous/People-of-Color or low-income individuals. The barriers that many of</p>

Comment	Disposition
	<p>these roadways have created have had lasting impacts on our communities and the individuals who have and continue to live there. Additionally, historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan’s development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region’s transportation network.</p>

Figure R.46: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed system preservation projects addressed the historically underrepresented community’s travel needs.

City of Saint Cloud

Five people participated in the City of Saint Cloud MTP project survey.

Capacity Expansion Projects

The City of Saint Cloud has identified 10 capacity expansion projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SC9	Heatherwood Road	47 th Street to 60 th Street	Urban roadway (50% three-lane, 50% two-lane) with a shared use path on one side and a sidewalk on the other	\$8.389	Short-Term (2025-2028)
SC1	40 th Street S	Cooper Avenue to Roosevelt Road	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other	\$14.015	Mid-Term (2029-2034)

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SC2	40 th Street S	Oak Grove Road to Cooper Avenue	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other	\$7.090	Mid-Term (2029-2034)
SC6	322 nd Street	CSAH 133 to CSAH 4	Urban three-lane roadway with a shared use path on one side and a sidewalk on the other	\$7.168	Mid-Term (2029-2034)
SC3	Third Street N	31 st Avenue N to Ninth Avenue N	Urban four-lane divided roadway with a constrained (8-foot wide) shared use path on one side – will widen multimodal component to 10-feet where possible	\$21.981	Long-Term (2035-2050)
SC10	West Saint Germain Street	Seventh Street S/22 nd Street S to 33 rd Street S	Urban three-lane roadway with a shared use path on one side and a sidewalk on the other	\$16.957	Long-Term (2035-2050)
SC5	Pinecone Road S	CR 134 to CSAH 120	Urban four-lane divided roadway with a shared use path on one side and a sidewalk on the other	\$7.914	Long-Term (2035-2050)
SC4	Ninth Avenue N	15 th Street N to Eighth Street N/Veterans Drive	Urban four-lane divided roadway with a shared use path on one side and a sidewalk on the other	\$11.387	Long-Term (2035-2050)
SC7	Clearwater Road/Ninth Avenue S	University Drive to 22 nd Street S	Urban three-lane roadway with no planned multimodal components	\$5.525	Long-Term (2035-2050)
SC8	Cooper Avenue	Overpass of I-94	Urban two-lane roadway with shared use path on one side and a sidewalk on the other	\$5.701	Long-Term (2035-2050)

Figure R.47: The proposed capacity expansion infrastructure projects to be completed by the City of Saint Cloud as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: “Do you feel the proposed **CAPACITY EXPANSION** infrastructure projects align with your vision for the future of your community?”

Project ID	Yes	No
SC9	2	1
SC1	3	0
SC2	3	0
SC6	5	0
SC3	3	1
SC10	3	0
SC5	3	0
SC4	3	1
SC7	3	1
SC8	2	1

Figure R.48: Responses to the MTP project survey question regarding how well the proposed capacity expansion projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: “How important is it to you that the following **CAPACITY EXPANSION** projects consider long-term sustainability and future growth?”

Project ID	Very Important	Important	Somewhat Important	Not Important
SC9	2	0	1	0
SC1	2	1	0	0
SC2	2	1	0	0
SC6	5	0	0	0
SC3	3	0	0	0
SC10	2	0	1	0
SC5	3	0	0	0
SC4	2	0	1	0
SC7	2	0	1	0
SC8	2	0	0	1

Figure R.49: Responses to the MTP project survey question regarding how important the proposed capacity expansion projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
“ Need to improve traffic flow in the St. Cloud.”	During the initial public outreach for this planning effort (between 2021 and 2023), APO staff heard similar comments

Comment	Disposition
	<p>regarding the need to improve traffic flow throughout the Saint Cloud region. Because of community feedback during our visioning process, APO staff were able to identify Congestion Management as one of the region's visions for the future. One of the reasons the APO' member jurisdictions (including the City of Saint Cloud) have identified capacity expansion projects is in the hopes that by constructing new alignments or widening existing roadway corridors, traffic will flow better through the region.</p> <p>However, there are some limitations with the capacity expansion method. For starters, much of the traffic congestion experienced by individuals is occurring on our major corridors like MN 15 and MN 23. Those corridors are owned by the Minnesota Department of Transportation (MnDOT) and the state does not anticipate expanding them over the duration of this planning effort. So, other means such as improving walkability/bikeability and transit along those corridors in addition to exploring other means such as adaptive signal timing might assist in improving traffic flow in the future.</p> <p>Additionally, the APO has also had a renewed focus in the urban arterial beltline which would bypass through traffic from the core metro. But this concept will cost a substantial amount of money and will take substantial time and resources to implement. That said, implementing key corridors of this concept, including another bridge crossing of the Mississippi River, is a commitment the APO's Policy Board has taken to address the current and future traffic flow conditions.</p>
<p>" Saint Cloud is a growing area and ALL of these projects are long overdue. To improve traffic flow, we need to make these changes."</p>	<p>APO staff appreciate this comment. The Saint Cloud region, but in particular the City of Saint Cloud itself, is growing and is anticipated to continue to do so over the duration of this planning effort. This is part of the reason why City of Saint Cloud staffers have identified these specific capacity expansion projects for consideration within the APO's MTP. Part of the limitations in why these projects haven't been</p>

Comment	Disposition
	<p>completed already (to address the “long overdue” portion of this comment) really comes down to funding. The City of Saint Cloud must balance the desire to build new roadways with its current abilities to maintain the existing system. As such, capacity expansion projects need to be strategically developed and implemented in a way that allows for the existing system to be taken care of as well.</p> <p>Finally, to address the traffic flow portion of this comment. APO staff agree that the construction of these projects will undoubtedly provide for improved traffic flow throughout the region as opposed to a “do nothing” approach. However, there are some limitations with the capacity expansion method. For starters, much of the traffic congestion experienced by individuals is occurring on our major corridors like MN 15 and MN 23. Those corridors are owned by the Minnesota Department of Transportation (MnDOT) and the state does not anticipate expanding them over the duration of this planning effort. So, other means such as improving walkability/bikeability and transit along those corridors in addition to exploring other means such adaptive signal timing might assist in improving traffic flow in the future. Improving traffic flow throughout the region will involve a multitude of different approaches, one of which can include the proposed capacity expansion projects.</p>

Figure R.50: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified capacity expansion projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: “How well do you think the proposed **CAPACITY EXPANSION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SC9	1	0	1	0	0
SC1	1	0	1	0	0
SC2	1	0	1	0	0
SC6	2	0	0	1	0
SC3	2	1	0	0	0
SC10	1	0	1	0	0

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SC5	2	0	0	0	0
SC4	1	0	1	0	0
SC7	1	0	1	0	0
SC8	1	0	1	0	0

Figure R.51: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion projects address the historically underrepresented community's travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
<p>" We cannot wait five years. The road is dangerous and in terrible condition."</p>	<p>APO staff are uncertain which roadway this respondent is referring to. However, based upon the list of projects and known concerns, staff assume this comment is in regards to 322nd Street. APO staff as well as the City of Saint Cloud, LeSauk Township, Saint Wendel Township, and Stearns County are well aware of the ongoing pavement condition and safety issues associated with 322nd Street.</p> <p>Part of the current limitations in addressing this roadway from an APO standpoint is the roadway as it is defined currently (2024) is a local roadway. As such, local roadways are ineligible to receive federal funding assistance through the APO. That said, APO staff in addition to MnDOT and the local agencies are in the process of updating the functional classification of the region's roadway network as of the drafting of this plan. If this corridor's functional classification is upgraded from a local roadway to a collector (or above) it will then open up federal funding opportunities to assist in completing the necessary roadway improvements to this corridor. However, until the functional classification has been changed, no federal funding assistance can be provided to that corridor.</p> <p>APO staff have been in talks with the City of Saint Cloud about the concerns residents along this corridor have brought to our attention. The City of Saint Cloud has identified potential short-term fixes for the corridor that would address the pavement condition in the near-term. However, it is very</p>

Comment	Disposition
	clear that this corridor does need some substantial attention. APO staff will continue to coordinate with the City of Saint Cloud in particular (and the two townships who own the roadway) to explore options to expedite the proposed improvements to the extent possible.
" Unnecessary question in regards to traffic movement in St. Cloud."	Historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan's development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region's transportation network.

Figure R.52: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed capacity expansion projects addressed the historically underrepresented community's travel needs.

System Preservation Projects

The City of Saint Cloud has identified 13 system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SC11	22 nd Street S	Oak Grove Road to Cooper Avenue	\$2.987	Short-Term (2025-2028)
SC19	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
SC15	Centennial Drive/10 th Street N	Ninth Avenue N to 33 rd Avenue	\$4.991	Short-Term (2025-2028)
SC20	East Saint Germain Street	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
SC16	University Drive	Mississippi River to 15 th Avenue SE	\$4.384	Short-Term (2025-2028)

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SC18	Wilson Avenue SE	Seventh Street SE to Division Street	\$1.096	Short-Term (2025-2028)
SC17	12 th Street N	MN 15 to 33 rd Avenue N	\$1.526	Short-Term (2025-2028)
SC13	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.852	Short-Term (2025-2028)
SC12	Ninth Avenue N	Fourth Street S to University Drive	\$2.272	Short-Term (2025-2028)
SC14	Ninth Avenue N	Fourth Street S to Veterans Drive/Eighth Street N	\$2.496	Short-Term (2025-2028)
SC22	255 th Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC23	County Road 74	33 rd Street S to 40 th Street S	\$3.055	Short-Term (2025-2028)
SC21	250 th Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)

Figure R.53: The proposed system preservation infrastructure projects to be completed by the City of Saint Cloud as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
SC11	3	0
SC19	3	0
SC15	3	0
SC20	3	0
SC16	3	0
SC18	3	0
SC17	3	0
SC13	2	1
SC12	2	0
SC14	3	0
SC22	2	1
SC23	2	1

Project ID	Yes	No
SC21	2	1

Figure R.54: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
SC11	2	0	1	0
SC19	3	0	0	0
SC15	3	0	0	0
SC20	3	0	0	0
SC16	3	0	0	0
SC18	2	1	0	0
SC17	3	0	0	0
SC13	2	1	0	0
SC12	2	1	0	0
SC14	2	1	0	0
SC22	2	1	0	0
SC23	2	1	0	0
SC21	2	1	0	0

Figure R.55: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" Needed improvements to traffic flow."	During the initial public outreach for this planning effort (between 2021 and 2023), APO staff heard similar comments regarding the need to improve traffic flow throughout the Saint Cloud region. Because of community feedback during our visioning process, APO staff were able to identify Congestion Management as one of the region's visions for the future. One of the reasons the APO' member jurisdictions (including the City of Saint Cloud) have identified capacity expansion projects is in the hopes that by constructing new

Comment	Disposition
	<p>alignments or widening existing roadway corridors, traffic will flow better through the region.</p> <p>However, there are some limitations with the capacity expansion method. For starters, much of the traffic congestion experienced by individuals is occurring on our major corridors like MN 15 and MN 23. Those corridors are owned by the Minnesota Department of Transportation (MnDOT) and the state does not anticipate expanding them over the duration of this planning effort. So, other means such as improving walkability/bikeability and transit along those corridors in addition to exploring other means such as adaptive signal timing might assist in improving traffic flow in the future.</p> <p>Additionally, the APO has also had a renewed focus in the urban arterial beltline which would bypass through traffic from the core metro. But this concept will cost a substantial amount of money and will take substantial time and resources to implement. That said, implementing key corridors of this concept, including another bridge crossing of the Mississippi River, is a commitment the APO's Policy Board has taken to address the current and future traffic flow conditions.</p>
<p>" We are thankful that these projects are finally being seriously considered and planned for. I grew up in Saint Cloud so I know how important these projects are to our area."</p>	<p>The APO, its staff, and member jurisdictions (including the City of Saint Cloud) recognize the need and the importance of preserving the existing transportation system. Part of the limitations in why these projects haven't been completed already comes down to funding. Transportation projects are incredibly expensive to complete. In addition, the City of Saint Cloud maintains an expansive network of roadways. These factors, coupled with finite resources (i.e., money) have the city needing to prioritize system preservation projects. Many of these roadway corridors have been on the city's radar for years with some even being included in Saint Cloud's Capital Improvement Program (CIP). By listing these corridors in the APO's Looking Ahead 2050 MTP, these roadways can also become eligible to receive federal funding</p>

Comment	Disposition
	assistance to complete which could lessen the burden of financing these projects (to some extent) and allow for the city to complete these needed system preservation projects in a more timely and efficient manner.

Figure R.56: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified system preservation projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SC11	1	0	1	0	0
SC19	1	0	1	0	0
SC15	2	0	0	0	0
SC20	1	1	0	0	0
SC16	2	0	0	0	0
SC18	2	0	0	0	0
SC17	2	0	0	0	0
SC13	2	0	0	0	0
SC12	1	1	0	0	0
SC14	1	1	0	0	0
SC22	1	0	1	0	0
SC23	1	0	1	0	0
SC21	1	0	1	0	0

Figure R.57: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community’s travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" Same as Question #5."	Historical transportation practices have often been very car-centric with little to no focus on other transportation means such as transit and active transportation (walking/biking). While many individuals in our region do drive or have access to a motor vehicle, many either are unable to (such as kids or people with disabilities) or do not have reliable access to a motor vehicle. One of the goals the APO has identified as part of the community visioning process conducted during the early stages of this plan's development was to create and maintain a multimodal transportation network so people of all ages and abilities can travel throughout our region. By asking this question, APO staff are hoping to gain insight as to how these projects will advance the vision developed by the community to ensure everyone has access to the region's transportation network.

Figure R.58: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed system preservation projects addressed the historically underrepresented community's travel needs.

City of Saint Joseph

One person participated in the City of Saint Joseph MTP project survey.

Capacity Expansion Projects

The City of Saint Joseph has identified four capacity expansion projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SJ9	Gateway Avenue	Minnesota Street to Lake Sarah	Urban two-lane roadway with a shared use path on one side and a sidewalk on the other	\$2.035	Short-Term (2025-2028)
SJ5	20 th Avenue SE	Intersection of Jade Road and College Avenue to 16 th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other	\$4.721	Mid-Term (2029-2034)

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SJ11	Westwood Parkway	Current terminus to Pearl Drive	Urban four-lane roadway with a shared use path on one side and a sidewalk on the other	\$11.578	Long-Term (2035-2050)
SJ3	Field Street	Seventh Avenue to 16 th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other	\$7.231	Long-Term (2035-2050)

Figure R.59: The proposed capacity expansion infrastructure projects to be completed by the City of Saint Joseph as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
SJ9	1	0
SJ5	1	0
SJ11	0	1
SJ3	1	0

Figure R.60: Responses to the MTP project survey question regarding how well the proposed capacity expansion projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **CAPACITY EXPANSION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
SJ9	0	0	0	1
SJ5	0	0	0	1
SJ11	0	0	0	1
SJ3	0	0	0	1

Figure R.61: Responses to the MTP project survey question regarding how important the proposed capacity expansion projects consider long-term sustainability and future growth.

No additional comments were provided on the previous question.

Responses to the following question are recorded below: “How well do you think the proposed **CAPACITY EXPANSION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SJ9	0	0	1	0	0
SJ5	0	0	1	0	0
SJ11	0	0	1	0	0
SJ3	0	0	1	0	0

Figure R.62: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion projects address the historically underrepresented community’s travel needs.

No additional comments were provided on the previous question.

System Preservation Projects

The City of Saint Joseph has identified seven system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SJ11	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
SJ13	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
SJ17	Callaway Street	College Avenue to Fourth Avenue SE	\$1.334	Short-Term (2025-2028)
SJ12	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
SJ14	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
SJ15	Northland Drive	CSAH 75 to 200 LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
SJ16	Field Street	College Avenue to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)

Figure R.63: The proposed system preservation infrastructure projects to be completed by the City of Saint Joseph as identified in the APO’s Looking Ahead 2050 MTP.

Responses to the following question are recorded below: “Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?”

Project ID	Yes	No
SJ11	1	0
SJ16	1	0
SJ17	1	0
SJ12	1	0
SJ14	1	0
SJ15	1	0
SJ16	1	0

Figure R.64: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: “How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?”

Project ID	Very Important	Important	Somewhat Important	Not Important
SJ11	0	0	0	1
SJ13	0	0	0	1
SJ17	0	0	0	1
SJ12	0	0	0	1
SJ14	0	0	0	1
SJ15	0	0	0	1
SJ16	0	0	0	1

Figure R.65: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

No additional comments were provided on the previous question.

Responses to the following question are recorded below: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community's travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SJ11	0	0	1	0	0
SJ13	0	0	1	0	0
SJ17	0	0	1	0	0
SJ12	0	0	1	0	0
SJ14	0	0	1	0	0

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SJ15	0	0	1	0	0
SJ16	0	0	1	0	0

Figure R.66: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community's travel needs.

No additional comments were provided on the previous question.

City of Sartell

Two people participated in the City of Sartell MTP project survey.

Capacity Expansion Projects

The City of Sartell has identified 11 capacity expansion projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
S1	Leander Avenue	CSAH 120 to Heritage Drive	Urban three-lane roadway with a shared use path on one side	\$6.426	Short-Term (2025-2028)
S3	19 th Avenue N	11 th Street to 15 th Street	Urban two-lane roadway with a shared use path on one side	\$0.894	Short-Term (2025-2028)
S2	Roberts Road	Pinecone Road to CSAH 4	Urban three-lane roadway with a shared use path on one side	\$7.284	Short-Term (2025-2028)
S8	Fourth Avenue S	Second Street S to Fourth Street S	Urban three-lane roadway with a shared use path on one side	\$1.005	Short-Term (2025-2028)
S9	15 th Street N	Pinecone Road to 19 th Avenue N	Urban two-lane roadway with turn lanes and a shared use path on one side	\$4.808	Mid-Term (2029-2034)
S6	Heritage Drive	Huntington Drive (west leg) to CSAH 1	Urban three-lane roadway with a shared use path on one side	\$3.669	Mid-Term (2029-2034)
S7	Heritage Drive	Pinecone Road to 19 th Avenue S	Urban three-lane roadway with a shared use path on one side	\$2.703	Mid-Term (2029-2034)

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
S18	23 rd Street S	Seventh Avenue S to Leander Avenue	Urban three-lane roadway with a shared use path on one side	\$1.438	Mid-Term (2029-2034)
S19	15 th Street S	Pinecone Road to Roberts Road	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other	\$1.549	Mid-Term (2029-2034)
S20	Beetle Boulevard	17 th Street S to Scout Drive	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other	\$0.588	Mid-Term (2029-2034)
S5	Pinecone Road	Heritage Drive to Second Street S	Urban four-lane roadway with a shared use path on one side	\$4.439	Mid-Term (2029-2034)

Figure R.67: The proposed capacity expansion infrastructure projects to be completed by the City of Sartell as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
S1	2	0
S3	1	1
S2	1	1
S8	2	0
S9	1	1
S6	2	0
S7	1	1
S18	1	1
S19	1	1
S20	2	0
S5	1	1

Figure R.68: Responses to the MTP project survey question regarding how well the proposed capacity expansion projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: “How important is it to you that the following **CAPACITY EXPANSION** projects consider long-term sustainability and future growth?”

Project ID	Very Important	Important	Somewhat Important	Not Important
S1	0	2	0	0
S3	0	1	0	1
S2	0	1	1	0
S8	1	1	0	0
S9	0	1	0	1
S6	1	1	0	0
S7	0	1	1	0
S18	0	1	1	0
S19	0	1	0	1
S20	0	1	1	0
S5	0	1	1	0

Figure R.69: Responses to the MTP project survey question regarding how important the proposed capacity expansion projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
<p>“ S1 is due for repaving due to its deteriorating condition. It is also fairly narrow for the amount of traffic it carries. Therefore it should be replaced and whilst at it, expand it for the future. A three lane with side path is an excellent choice as well!</p> <p>In my opinion, the city shouldn’t expand any ‘dead end’ roads until either the population grows or there is interested developments. There is no reason to have high-capacity roads crossing farmland. This is why I rated roads that just destroy farms (without providing anything else but a maintenance burden) as “somewhat important” or “not important.”</p> <p>S20 is rated as such because the walking paths would benefit the population, though the roadway is fine as is.</p>	<p>S1: We will certainly pass along the comments regarding S1 to the City of Sartell. As of the drafting of this plan, it appears the City of Sartell has identified this project to be completed within the next four to five years, so this project is coming down the pipeline pretty quickly.</p> <p>Part of the development of this long-range plan is to understand where the cities and counties within the APO’s planning area are currently experiencing development pressures as well as where they anticipate seeing development pressure over the lifetime of this plan (through 2050). While many of the capacity expansion projects for the City of Sartell are listed as being completed in the first 10 years of the plan, the timeline for construction is more than likely to fluctuate based on needs such as population growth, development growth, etc.</p>

Comment	Disposition
<p>S6: Is desperately needed for safety reasons. While it would take away from peoples properties (I am presuming here), the added center lane would give drivers a chance to turn without creating bottlenecks. Currently, If drivers aren't paying close attention they may unintentionally cause rear-end collisions to motorists simply trying to turn.</p>	<p>S20: This capacity expansion project would continue ultimately connect the dead end at 17th Street S to Scout Drive – both of which have walking/biking facilities on them. So this would fill a connection gap for the neighborhood, providing another access into and out of the neighborhood aside from Leander Avenue and Roberts Road.</p> <p>S6: This project would essentially complete the three-lane gap on existing on Heritage Drive between Huntington Drive and CSAH 1. While it is uncertain if the expansion would encroach past the roadway right-of-way, it is a factor that is considered when making these decisions on whether to expand an existing roadway or not. APO staff will forward this comment on to City of Sartell staffers.</p>

Figure R.70: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified capacity expansion projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: “How well do you think the proposed **CAPACITY EXPANSION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
S1	1	0	1	0	0
S3	0	0	1	1	0
S2	0	1	1	0	0
S8	1	0	1	0	0
S9	0	0	1	1	0
S6	1	0	1	0	0
S7	0	1	1	0	0
S18	0	1	1	0	0
S19	0	0	2	0	0
S20	0	1	1	0	0
S5	0	0	2	0	0

Figure R.71: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion projects address the historically underrepresented community’s travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
<p>S3 and S9 would simplify the neighborhoods route to some nearby churches but that is all those streets would do. While slightly longer, there exists several streets already that serve the same function.</p> <p>S19 makes no sense now but in the future it could help with mobility I suppose.</p> <p>S5 already has a great walking path alongside it, and the current traffic level doesn't seem to be an alarming issue through in the future it may be.</p>	<p>S3 and S9: The City of Sartell has indicated there is a lack of east-west connections within the community. In particular, city leaders have expressed concerns with a lack of east-west connections in the Celebration neighborhood – with residents either having to south on 19th Avenue N and then west on 2-1/2 Street N to access Pinecone Road. While it is correct that there are other corridors such as 2-1/2 Street N that serve a similar function, the City is hoping to provide another connection so as not to concentrate traffic on 2-1/2 Street N.</p> <p>S19: This connection was originally planned to happen prior to the Great Recession in the mid-2000s. Like several of the capacity expansion projects identified by the City of Sartell, many will be dependent upon future development pressures and community need to dictate the timing of construction.</p> <p>S5: Pinecone Road does have a great walking path alongside it. The section in question (between Heritage Drive and Second Street S) is where the stretch of Pinecone transitions into two lanes (it was four-lanes south of the existing roundabout with Heritage Drive). Through a process known as travel demand modeling, APO staff can use projected population and development data to forecast future traffic congestion on various roadways. As the corridor is designed today, if the region was to continue to grow (adding population and development), this section of Pinecone Road would start to become congested by 2050 if nothing were to be done to the corridor. However, when we update our travel demand model with the additional lanes along this stretch of Pinecone Road to our future 2050 scenario, the corridor would operate similar to how it does today.</p>

Figure R.72: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed capacity expansion projects addressed the historically underrepresented community's travel needs.

System Preservation Projects

The City of Sartell has identified 10 system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
S15	19 th Avenue S	Sixth Street S to First Street S	\$2.537	Short-Term (2025-2028)
S10	Townline Road	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
S4	LeSauk Drive	Riverside Drive to Dehler Drive	\$1.070	Short-Term (2025-2028)
S14	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2034)
S16	2-1/2 Street N	Pinecone Road to 19 th Avenue S	\$2.766	Mid-Term (2029-2034)
S17	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2034)
S11	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.535	Mid-Term (2029-2034)
S13	12 th Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2035-2050)
S12	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
S21	35 th Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)

Figure R.73: The proposed system preservation infrastructure projects to be completed by the City of Sartell as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
S15	2	0
S10	2	0
S4	2	0
S14	2	0
S16	2	0
S17	1	1
S11	2	0
S13	1	1
S12	1	1

Project ID	Yes	No
S21	2	0

Figure R.74: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
S15	0	2	0	0
S10	0	1	1	0
S4	0	2	0	0
S14	1	1	0	0
S16	0	2	0	0
S17	1	1	0	0
S11	0	2	0	0
S13	0	1	1	0
S12	0	1	1	0
S21	0	2	0	0

Figure R.75: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" The 'somewhat important' selections will most likely be utilized by similar number of residents and visitors in the future and therefore should maintained with only regular repaving schedules. More important routes should have more care taken in them for their maintenance, especially as the local population continues to climb."	<p>As part of the process to develop this plan, the jurisdictions and agencies that propose adding additional capacity must also ensure that by doing so they can maintain their existing infrastructure. This includes regularly scheduled maintenance to maximize the life expectancy of the pavement. However, eventually roadways will need to be reconstructed – if not just to repair the roadbed, but to also repair/replace underground utility lines (water/sewer). These projects are only proposed to rebuild the roadway to its existing (2024) configuration.</p> <p>As to the concern about more important routes taking precedence over others. This again comes down to pavement condition and how the roadway is designed. If a roadway is</p>

Comment	Disposition
	built to accommodate large vehicles (semis for instance) then the presence of regular semi traffic shouldn't degrade the roadway as quickly as if a roadway not built to handle large vehicles is suddenly handling a huge influx of semi traffic on a regular basis. That said, routes that tend to have more frequent traffic also tend to have more preventative maintenance done on them on a more frequent basis. And this is more than likely going to continue through the duration of this plan.

Figure R.76: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified system preservation projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: "How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community's travel needs?"

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
S15	0	1	1	0	0
S10	0	1	1	0	0
S4	1	0	1	0	0
S14	1	0	1	0	0
S16	1	0	1	0	0
S17	1	0	1	0	0
S11	1	0	1	0	0
S13	1	0	1	0	0
S12	1	0	1	0	0
S21	0	1	1	0	0

Figure R.77: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community's travel needs.

No additional comments were provided on the previous question.

City of Sauk Rapids

One person participated in the City of Sauk Rapids MTP project survey.

Capacity Expansion Projects

The City of Sauk Rapids has identified one capacity expansion project it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
SR9	13 th Avenue NE	Existing 19 th Street N to Golden Spike Road	Urban two-lane rural roadway with sidewalk on one side	\$2.710	Long-Term (2035-2050)

Figure R.78: The proposed capacity expansion infrastructure projects to be completed by the City of Sauk Rapids as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure project aligns with your vision for the future of your community?"

Project ID	Yes	No
SR9	1	0

Figure R.79: Responses to the MTP project survey question regarding how well the proposed capacity expansion project aligns with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **CAPACITY EXPANSION** project considers long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
SR9	1	0	0	0

Figure R.80: Responses to the MTP project survey question regarding how important the proposed capacity expansion project considers long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
<p>" It is important to scale the project appropriately to handle growth, so it isn't outdated as soon as it is constructed."</p>	<p>This is an excellent point made by this respondent. APO staff – following the direction of the City of Sauk Rapids staff – have discussed both the future growth of the city as well as possible development pressures (and types of development pressures) the city is experiencing prior to coming up with proposed infrastructure projects. The proposed capacity expansion project by the City of Sauk Rapids to extend 13th Avenue NE to CSAH 3/Golden Spike Road will be done in the latter portion of this plan (2035-2050) which means future iterations of the APO's MTP will continue to monitor this area for future growth and if necessary, adjust the scale of the project accordingly.</p>

Figure R.81: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified capacity expansion project considers long-term sustainability and future growth.

Responses to the following question are recorded below: "How well do you think the proposed **CAPACITY EXPANSION** project addresses the historically underrepresented community's travel needs?"

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
SR9	0	1	0	0	0

Figure R.82: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion project addresses the historically underrepresented community's travel needs.

No additional comments were provided on the previous question.

System Preservation Projects

The City of Sauk Rapids has identified 18 system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SR1	Second Avenue S	Benton Drive to 10 th Street S	\$1.288	Short-Term (2025-2028)
SR19	11 th Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
SR18	First Avenue N	Benton Drive to 11 th Street N	\$0.641	Short-Term (2025-2028)
SR2	Second Avenue S	10 th Street S to Searle Street	\$1.691	Short-Term (2025-2028)

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
SR3	11 th Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
SR12	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
SR4	Fourth Avenue N	Eighth Street N to 13 th Street N	\$3.732	Long-Term (2035-2050)
SR5	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
SR6	11 th Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
SR7	Second Avenue N	Eighth Street N to 11 th Street N	\$3.372	Long-Term (2035-2050)
SR8	Ninth Avenue N	Second Street N to 11 th Street N	\$3.258	Long-Term (2035-2050)
SR10	Sixth Avenue South and North	First Street S to 11 th Street N	\$6.682	Long-Term (2035-2050)
SR13	10 th Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)
SR14	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
SR15	Benton Drive	Third Street N to Second Avenue N	\$8.530	Long-Term (2035-2050)
SR16	18 th Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
SR17	18 th Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
SR11	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)

Figure R.83: The proposed system preservation infrastructure projects to be completed by the City of Sauk Rapids as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
SR1	1	0
SR19	1	0

Project ID	Yes	No
SR18	1	0
SR2	1	0
SR3	1	0
SR12	1	0
SR4	1	0
SR5	1	0
SR6	1	0
SR7	1	0
SR8	1	0
SR10	1	0
SR13	1	0
SR14	1	0
SR15	1	0
SR16	1	0
SR17	1	0
SR11	1	0

Figure R.84: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
SR1	1	0	0	0
SR19	1	0	0	0
SR18	1	0	0	0
SR2	1	0	0	0
SR3	1	0	0	0
SR12	1	0	0	0
SR4	1	0	0	0
SR5	1	0	0	0
SR6	1	0	0	0
SR7	1	0	0	0
SR8	1	0	0	0
SR10	1	0	0	0
SR13	1	0	0	0

Project ID	Very Important	Important	Somewhat Important	Not Important
SR14	1	0	0	0
SR15	1	0	0	0
SR16	1	0	0	0
SR17	1	0	0	0
SR11	1	0	0	0

Figure R.85: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" Maintaining and preserving the road system in a responsible way that will keep them useable and functional for as long as possible keeps costs lower in the long run, while accommodating growth."	Another excellent point made by this respondent. And a point that APO staff have heard from others in the Saint Cloud metro area – fix and maintain our existing infrastructure. It is one of the reasons why one of the APO's long-term visions identified in Looking Ahead 2050 is System and Environmental Stewardship. As one of the objectives of the plan, the APO member jurisdictions will work to cost-effectively preserve the existing system – by striving to apply the right preservation treatment at the right time in order to extend the life of existing infrastructure in a fiscally responsible manner.

Figure R.86: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified system preservation projects consider long-term sustainability and future growth.

No responses were recorded for the following question: "How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community's travel needs?"

No additional comments were provided on the previous question.

City of Waite Park

One person participated in the City of Waite Park MTP project survey.

Capacity Expansion Projects

The City of Waite Park has identified one capacity expansion project it hopes to complete by 2050.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)	Time Band of Construction
WP1	10 th Avenue N	Third Street N to Division Street	Urban four-lane roadway with a shared use path on one side	\$3.095	Long-Term (2035-2050)

Figure R.87: The proposed capacity expansion infrastructure projects to be completed by the City of Waite Park as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **CAPACITY EXPANSION** infrastructure project aligns with your vision for the future of your community?"

Project ID	Yes	No
WP1	1	0

Figure R.88: Responses to the MTP project survey question regarding how well the proposed capacity expansion project aligns with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **CAPACITY EXPANSION** project considers long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
WP	1	0	0	0

Figure R.89: Responses to the MTP project survey question regarding how important the proposed capacity expansion project considers long-term sustainability and future growth.

No additional comments were provided on the previous question.

Responses to the following question are recorded below: "How well do you think the proposed **CAPACITY EXPANSION** project addresses the historically underrepresented community's travel needs?"

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
WP1	1	0	0	0	0

Figure R.90: Responses to the MTP project survey question regarding how respondents felt the proposed capacity expansion project addresses the historically underrepresented community's travel needs.

No additional comments were provided on the previous question.

System Preservation Projects

The City of Waite Park has identified five system preservation projects it hopes to complete by 2050.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
WP2	Waite Avenue	Third Street N to First Street N	\$1.465	Short-Term (2025-2028)
WP5	Second Avenue S	Second Street S/MN 23 to Division Street	\$1.239	Short-Term (2025-2028)
WP3	10 th Avenue S	Division Street to Second Street S/MN 23	\$1.284	Mid-Term (2029-2034)
WP6	Second Avenue N	Division Street to Third Street N	\$2.282	Mid-Term (2029-2034)
WP4	10 th Avenue S	Second Street S/MN 23 to Seventh Street S	\$6.777	Long-Term (2035-2050)

Figure R.91: The proposed system preservation infrastructure projects to be completed by the City of Waite Park as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: "Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?"

Project ID	Yes	No
WP2	1	0
WP5	1	0
WP3	1	0
WP6	1	0
WP4	1	0

Figure R.92: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: "How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?"

Project ID	Very Important	Important	Somewhat Important	Not Important
WP2	1	0	0	0
WP5	1	0	0	0
WP3	1	0	0	0
WP6	1	0	0	0
WP4	1	0	0	0

Figure R.93: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

No additional comments were provided on the previous question.

Responses to the following question are recorded below: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
WP2	1	0	0	0	0
WP5	1	0	0	0	0
WP3	1	0	0	0	0
WP6	1	0	0	0	0
WP4	1	0	0	0	0

Figure R.94: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community’s travel needs.

No additional comments were provided on the previous question.

Minnesota Department of Transportation (MnDOT) District 3

Fifty people participated in the MnDOT MTP project survey.

System Preservation Projects

MnDOT has identified 17 system preservation projects it hopes to complete by 2050. Note, projects M2, M7, M11, M12, and M15 extend outside of the APO’s planning boundary.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
M1	MN 23	US 10/MN 23 interchange project	\$49.000	Short-Term (2025-2028)
M2	I-94	From eastern planning area boundary to western planning area boundary	\$0.500	Short-Term (2025-2028)
M3	MN 15	Bridge 73019 over MN 15	\$0.800	Short-Term (2025-2028)
M4	I-94	Bridges 73877 (westbound) and 73878 (eastbound) over Sauk River in Saint Joseph Township	\$1.500	Short-Term (2025-2028)
M5	MN 15	Bridge 05003 over US 10	\$1.850	Short-Term (2025-2028)
M6	MN 23	0.455 miles east of 93 rd Avenue to MN 15 in Waite Park, eastbound and westbound	\$12.985	Short-Term (2025-2028)

Project ID	Project Location	Termini	Estimated Project Cost (in millions)	Time Band of Construction
M7	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	\$7.470	Mid-Term (2029-2034)
M8	I-94	Bridges 73855 and 73856 over MN 15	\$2.405	Mid-Term (2029-2034)
M9	MN 23	MN 15 to Fourth Avenue in Saint Cloud	\$7.155	Mid-Term (2029-2034)
M10	I-94	Bridge 73873 over MN 15	\$1.300	Mid-Term (2029-2034)
M11	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4	\$15.700	Mid-Term (2029-2034)
M12	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	\$18.490	Mid-Term (2029-2034)
M13	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33	\$12.000	Mid-Term (2029-2034)
M14	I-94	Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2	\$0.750	Mid-Term (2029-2034)
M15	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93 rd Avenue, eastbound and westbound	\$15.000	Mid-Term (2029-2034)
M16	I-94	Bridge 73869 (westbound) and 73870 (eastbound) over CSAH 2	\$2.300	Mid-Term (2029-2034)
M17	I-94	East end of Bridge 73865 and 73866 1.5 miles west of MN 23 to southeast end of bridges 73853 and 73854 over CSAH 75	\$14.614	Mid-Term (2029-2034)

Figure R.95: The proposed system preservation infrastructure projects to be completed by MnDOT District 3 as identified in the APO's Looking Ahead 2050 MTP.

Responses to the following question are recorded below: “Do you feel the proposed **SYSTEM PRESERVATION** infrastructure projects align with your vision for the future of your community?”

Project ID	Yes	No
M1	45	5
M2	43	5
M3	44	6
M4	45	5
M5	46	3
M6	46	4
M7	45	5
M8	45	3
M9	45	4
M10	46	4
M11	47	3
M12	43	7
M13	37	13
M14	46	3
M15	42	8
M16	46	4
M17	48	2

Figure R.96: Responses to the MTP project survey question regarding how well the proposed system preservation projects align with the respondent's vision for the future of their community.

Responses to the following question are recorded below: “How important is it to you that the following **SYSTEM PRESERVATION** projects consider long-term sustainability and future growth?”

Project ID	Very Important	Important	Somewhat Important	Not Important
M1	31	9	6	4
M2	28	8	10	4
M3	31	13	3	3
M4	25	6	14	4
M5	29	9	8	3
M6	28	11	6	5
M7	21	13	11	4
M8	24	11	10	5
M9	29	8	8	5
M10	26	12	8	4

Project ID	Very Important	Important	Somewhat Important	Not Important
M11	25	12	8	5
M12	26	13	9	2
M13	31	9	6	4
M14	30	9	7	4
M15	18	16	10	6
M16	25	12	10	3
M17	27	10	10	3

Figure R.97: Responses to the MTP project survey question regarding how important the proposed system preservation projects consider long-term sustainability and future growth.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
" Reach out to where resources or services are available across the cities."	APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.
" Roads and bridges that are well maintained help communities reach their destinations quicker and more efficiently."	APO staff will agree with this comment. Roadways that are plagued with potholes or bridges that are in less than ideal condition tend to cause significant traffic delay – for example, a bridge or roadway that is weight restricted will need to divert traffic to alternative routes. Additionally, during the initial public outreach for this planning effort (between 2021 and 2023), APO staff heard similar comments regarding the need to fix/maintain our existing roadways. Because of this extensive community feedback during our visioning process, APO staff were able to identify System and Environmental Stewardship as one of the region's visions for the future. It is the hope that by maintaining these heavily utilized corridors in a timely manner that our system, overall, will continue to operate smoother and ultimately more efficiently.

Comment	Disposition
" There will be less traffic congestion across our roads."	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p>
" Easy access to where resources are available within the city."	<p>APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
" Less traffic."	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>

Comment	Disposition
<p>" Less traffic and time saving."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" No traffic jam."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" To have more space and less traffic."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on</p>

Comment	Disposition
	<p>these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" There will be less traffic congestion on those roads."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p>
<p>" No more sitting in the traffic and run late for work."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p>

Comment	Disposition
" M13, M1, M3 are more important for me because I drive on there the mostly."	APO staffers know just how "inconvenient" road construction can be in the short-term. However, with major projects such as M1 (currently underway as of the drafting of this plan), it is the hope that once completed, they will improve traffic flow for everyday drivers/users of the system for many years to come.
" Less traffic."	When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.
" Well maintained roads will help easy traffic."	<p>APO staff will agree with this comment. Roadways that are plagued with potholes or bridges that are in less than ideal condition tend to cause significant traffic delay – for example, a bridge or roadway that is weight restricted will need to divert traffic to alternative routes.</p> <p>Additionally, during the initial public outreach for this planning effort (between 2021 and 2023), APO staff heard similar comments regarding the need to fix/maintain our existing roadways. Because of this extensive community feedback during our visioning process, APO staff were able to identify System and Environmental Stewardship as one of the region's visions for the future. It is the hope that by maintaining these heavily utilized corridors in a timely manner that our system, overall, will continue to operate smoother and ultimately more efficiently.</p>
" Avoid the hassle of traffic."	When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are

Comment	Disposition
	<p>uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO’s travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>“ Better and well built roads and bridges make transportation easier.”</p>	<p>APO staff completely agree. Investment in transportation infrastructure can be incredibly expensive, but it is a very necessary expense to help people get to where they need to go in a timely and efficient manner.</p>
<p>“ We will access necessary services in the easiest way possible.”</p>	<p>APO staffers appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>“ Reaching destinations quickly with minimal delay.”</p>	<p>APO staffers appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>“ Roads are important for easy access to what we need in the community.”</p>	<p>APO staffers appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the</p>

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Comment	Disposition
	hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.
" Bridges and roads help us to get services within short time."	APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.
" We want our bridges and highways built in 2050."	APO staff understand the need to ensure that the condition of our roadways and bridges remain in good and operable condition now through 2050. It is the hope that the projects identified in this plan (the MnDOT specific projects as well as all the other projects across the region) will be completed by 2050 and positively contribute to an efficient regional transportation system.
" It's ok."	APO staff are happy to know this commenter is OK with the MnDOT proposed system preservation projects.
" I don't live in M1, M3, M13 are important."	APO staff are uncertain if this comment is pertaining to the fact that this individual does not live in the region at all or if they feel that M1, M3, M13 are important even though they don't live in the region.
" We need to have efficient roads for our cities."	APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.
" Because this will help our community."	APO staff would agree with this commenter's assessment. Investment in transportation infrastructure, especially major corridors such as I-94, MN 23, MN 15, US 10, and MN 95 will

Comment	Disposition
	not only help individuals living and/or working in our communities get to their desired destinations. Roadways in good condition are always a plus!
" Community will benefit from the roads."	APO staff would agree with this comment. In particular, these MnDOT owned roadways serve as major corridors for freight and people – providing vital connections not only within the Saint Cloud metro but to other areas outside of our region including the Twin Cities area. Ensuring that these corridors are in good condition is critical for our residents and those that need to travel to our region from elsewhere across the state or nation.
" Will help growth."	Because these corridors are going to be rebuilt to the way they currently are now, APO staff are uncertain the extent this will help address possible congestion issues as a result of regional growth/development. However, preserving and maintaining these corridors will help ensure these roadways are able to serve their continued purpose – providing a long-distance corridor connection for those living in our region and for those visiting our region and/or traveling through.
" This is very important because it will help the long-term plan for infrastructure."	APO staff appreciate this comment! We are, after all, in the business of long-term transportation infrastructure planning. Responsible planning on a regional level will only stand to benefit the region and further coordination efforts between the cities/counties/state to improve the transportation network for the Saint Cloud area.
" Very huge and big. That needs more roads added. It is bumpy."	When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the

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Comment	Disposition
	<p>cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p> <p>As stated earlier, these MnDOT proposed projects are system preservation projects. So that means, they should take care of some of the bumpiness/roughness felt on these major corridors.</p>
<p>" It is a big road that needs more space during rush hours."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO’s travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" Easy access for services across the city and its neighboring cities."</p>	<p>APO staffers appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>" This helps a lot in the community of St. Cloud and reduces the traffic."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be</p>

Comment	Disposition
	<p>lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO’s travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>“ We need to improve our bridges and roads so that we have less traffic.”</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO’s travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>

Comment	Disposition
<p>"As the city of St. Cloud, Waite Park, and the surrounding area rapidly growing so fast I think this will help much more than before."</p>	<p>Making sure that our major corridors such as MN 23, MN 15, US 10, MN 95, and I-94 are in good condition will be of the utmost importance to supporting the region's economic vitality. As the regional hub for Central Minnesota, the Saint Cloud area carries a lot of through traffic as well as serving as a desired destination for jobs, medical services, higher education, etc. Completing necessary improvements to these long-distance corridors will only help improve the ride quality (and ultimately vehicle conditions – because you won't have to travel over potholes, etc.). As more people and businesses (and large truck traffic) are coming into the region, we need to make sure that our infrastructure can support/accommodate these changes. Maintenance is just one way in which we can do that.</p>
<p>"Highways and bypasses will help a lot on the traffic."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p> <p>That said, APO member jurisdictions (the cities and counties) are committed to exploring other possibilities to help deviate traffic away from the center of the metro area through the urban arterial beltline concept. If/when constructed, this roadway will circle the entire Saint Cloud metro – allowing traffic to bypass the more heavily congested corridors today (like MN 15 and MN 23) if they are simply trying to get</p>

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Comment	Disposition
	<p>through the region. While this concept is far from being fully constructed, it is an effort that has received renewed interest in as of the past five years and work (including planning and preliminary environmental work) is currently (as of the drafting of this plan) to take steps to make it happen.</p>
<p>" Roads assist us with access to community services such as schools, hospitals, etc."</p>	<p>APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>" No getting late for work. Easy access for emergency services."</p>	<p>APO staff completely agree! Traffic is a pain, but even more so if you are running late for work, school, or other appointments. While the projects specifically identified by MnDOT are designed to improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p> <p>APO staffers also appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>

Comment	Disposition
" Highways, roads, and bridges are very important."	APO staff completely agree. Highways, roadways, and bridges – along with other modes of transportation such as sidewalks, shared use paths/bike lanes, and public transit – all play an important role in our communities and the every day lives of those that live and work in our region.
" Redeveloping the infrastructure is very important. Roads and bridges connect our communities."	APO staff completely agree. Highways, roadways, and bridges – along with other modes of transportation such as sidewalks, shared use paths/bike lanes, and public transit – all play an important role in our communities and the every day lives of those that live and work in our region. Ensuring that these critical pieces of infrastructure are maintained in fixed in a timely manner helps our region stay economically competitive, but more importantly, helps people get to where they need to go.
" People don't get late from work or medical appointments."	<p>APO staff completely agree! Traffic is a pain, but even more so if you are running late for work, school, or other appointments. While the projects specifically identified by MnDOT are designed to improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p>
" To have less traffic and more roads."	When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel

Comment	Disposition
	<p>patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" It's very important to have less traffic."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff, however, will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
<p>" It is very IMPORTANT to have less traffic on Highway 15."</p>	<p>APO staffers understand this commenter's concern regarding the congestion experienced on MN 15, especially during peak travel times (morning and evening commute as well as weekends). Because of the ongoing public comments received pertaining to the operation of the MN 15 corridor through Saint Cloud/Waite Park, the APO in conjunction with MnDOT conducted a planning study in 2020 to understand the existing conditions of MN 15 and work toward implementable solutions to improve the corridor between Second Street S/MN 23 to 12th Street N. Part of the planning study effort looked at several possible "solutions" to better move traffic through that area. One preferred option included a median u-turn or MUT intersection between the north and south junctions of MN 15 and MN 23/CSAH 75. More</p>

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Comment	Disposition
	<p>information on the proposed improvements as well as a link to the planning study can be found here: https://tinyurl.com/4d7v7v74.</p> <p>APO staff will also forward this comment on to MnDOT staff regarding the need to address traffic congestion on MN 15.</p>
<p>" We'll reach our services faster."</p>	<p>APO staffers appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>" Because some roads are very busy with a lot of cars so we should be able to keep it running as smooth as possible."</p>	<p>While the projects specifically identified by MnDOT are designed to improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p> <p>APO staffers also appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
<p>" We're so pleased to have our roads and bridges built."</p>	<p>We are too!</p>
<p>" Community will benefit from accessible roads with less traffic."</p>	<p>APO staff completely agree! Traffic is a pain. While the projects specifically identified by MnDOT are designed to</p>

Comment	Disposition
	<p>improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p> <p>APO staffers also appreciate this commenter's concerns about ensuring our region's transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.</p>
" I think it's not needed."	APO staff are appreciative of this comment and will certainly forward this on to MnDOT staff.
" Easy access for services and emergency. Quality and on time work."	<p>APO staff completely agree! Traffic is a pain, but even more so if you are running late for work, school, or other appointments. While the projects specifically identified by MnDOT are designed to improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p>

Comment	Disposition
	APO staffers also appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.
" For easy access to where resources are within the cities."	APO staffers appreciate this commenter’s concerns about ensuring our region’s transportation system is able to connect users to the resources and/or services they need. It is the hope that through the maintenance of the existing roadway corridors like MN 23, MN 15, US 10, MN 95, and I-94, that access to these key destinations in and around the Saint Cloud metro will continue to be reached as efficiently and effectively as possible.

Figure R.98: Open-ended comments and APO staff disposition regarding how important respondents felt it was that the identified system preservation projects consider long-term sustainability and future growth.

Responses to the following question are recorded below: “How well do you think the proposed **SYSTEM PRESERVATION** projects address the historically underrepresented community’s travel needs?”

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
M1	22	13	11	2	2
M2	21	13	13	2	1
M3	23	18	6	3	0
M4	21	13	13	1	1
M5	21	15	12	1	1
M6	21	15	13	1	0
M7	22	10	12	3	2
M8	21	13	13	2	1
M9	19	15	13	1	1
M10	24	11	14	1	0
M11	21	13	15	1	0
M12	19	15	14	2	0
M13	21	16	8	4	1
M14	26	10	11	2	1
M15	16	19	14	0	1

Project ID	Very Well	Well	Neutral	Poorly	Very Poorly
M16	22	14	12	2	0
M17	22	16	11	1	0

Figure R.99: Responses to the MTP project survey question regarding how respondents felt the proposed system preservation projects address the historically underrepresented community's travel needs.

Based upon the answer to the previous question, the following comments were received.

Comment	Disposition
M7	APO staff are unsure what is meant by the comment "M7" and if this commenter feels that M7 does or does not address historically underrepresented communities and their travel needs.
M9	APO staff are unsure what is meant by the comment "M9" and if this commenter feels that M9 does or does not address historically underrepresented communities and their travel needs.
" More bike paths."	<p>During the initial rounds of public input for the development of this plan (in 2021 and 2023), APO staff heard several comments from the community about the need to invest in more bike paths (and sidewalks, bike lanes, trails, etc.) throughout our region. This is, in part, the reason behind the development of the Multimodal Connections visioning statement contained within this plan. Community members, much like this commenter, have expressed a desire for more areas to walk and bike in the community.</p> <p>While several of the MnDOT projects (particularly along I-94 and US 10) would not be conducive for walking/biking infrastructure, there are sections – such as MN 23 and MN 15 throughout the core metro area – which could be considered for future active transportation infrastructure investments. APO staff will pass this information along to MnDOT staff for their consideration as these identified projects move further along in the construction process.</p>
M15, M5	APO staff are unsure what is meant by the comment "M15 and M5" and if this commenter feels that these two projects do or do not address historically underrepresented communities and their travel needs.

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Comment	Disposition
" No improvements needed."	Thank you for your feedback! APO staffers will be sure to share this information with MnDOT staff.
" It's hard to get our destination because of road traffic."	<p>APO staff hear this commenter's concerns regarding the impact that traffic congestion is having on this individual getting to where they need to go.</p> <p>As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p> <p>APO staff will pass along this comment regarding the desire to reduce traffic on these MnDOT-owned corridors.</p>
" I would say M1 because the roads are always bad."	APO staff can appreciate the fact this commenter feels the roadways surrounding M1 (the MN 23/US 10 interchange project currently underway as of the drafting of this plan) are problematic to navigate given the extensive construction taking place since 2023. It is the hope that once construction wraps up (ideally November 2024), that not only will the roadway surface be improved on MN 23 and US 10, but that it will be much safer for pedestrians to cross US 10 thanks in part to the addition of a bridge crossing Fourth Street SE and other various active transportation (walking/biking) improvements to be completed as a result of this project.
" If I were running late, I would like to have no traffic."	APO staff completely agree! Traffic is a pain, but even more so if you are running late for work, school, or other appointments. While the projects specifically identified by

Appendix R: MTP Final Public Engagement

Comment	Disposition
	<p>MnDOT are designed to improve the roadway pavement conditions, they unfortunately do not do much to lessen (or eliminate) traffic.</p> <p>The APO, its staff, and member jurisdictions/agencies will need to explore other creative solutions (such as further investments in public transit and active transportation infrastructure, reconfiguration of traffic signal timing, or even strategic zoning to allow for key destinations such as grocery stores to be located near housing/residential areas) to address this issue.</p>
<p>" No improvements needed."</p>	<p>Thank you for your feedback! APO staffers will be sure to share this information with MnDOT staff.</p>
<p>" Now."</p>	<p>APO staff certainly understand this commenter's desire to have several of these improvements completed as soon as possible. But, unfortunately, we have a very short construction season in Minnesota, coupled with the fact that many of these projects cost a substantial amount of money. The good news is, the projects identified by MnDOT are more than likely set to happen within the next 10 years or so.</p>
<p>" Need less on Highway 10."</p>	<p>APO staff are assuming this commenter is referring to the need for less traffic on US 10. APO staff certainly understand the congestion problems that can arise on US 10 – especially during the summer months as many travelers from the Twin Cities use US 10 as a way to get north to the Brainerd Lakes area.</p> <p>That said, APO member jurisdictions (the cities and counties) are committed to exploring other possibilities to help deviate traffic away from the center of the metro area through the urban arterial beltline concept. If/when constructed, this roadway will circle the entire Saint Cloud metro – allowing traffic to bypass the more heavily congested corridors today (like MN 15 and MN 23) if they are simply trying to get through the region. This would also have added benefits in diverting traffic from US 10 to I-94 as well. While this concept is far from being fully constructed, it is an effort that</p>

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Comment	Disposition
	has received renewed interest in as of the past five years and work (including planning and preliminary environmental work) is currently (as of the drafting of this plan) to take steps to make it happen.
" M1 is bothering me because I drive there every day."	APO staff can appreciate the fact this commenter feels the roadways surrounding M1 (the MN 23/US 10 interchange project currently underway as of the drafting of this plan) are problematic to navigate given the extensive construction taking place since 2023. It is the hope that once construction wraps up (ideally November 2024), that not only will the roadway surface be improved on MN 23 and US 10, but that it will be much safer for pedestrians to cross US 10 thanks in part to the addition of a bridge crossing Fourth Street SE and other various active transportation (walking/biking) improvements to be completed as a result of this project.
" Lack of proper engagement and awareness."	APO staff are sorry to learn this commenter feels these projects are lacking proper engagement and awareness. The APO, its staffers, and jurisdictional/agency partners are committed to ensuring that the public is not only aware of potential transportation improvement projects but is also involved in the ongoing discussions and decision-making process. APO staff hope to continue these lines of communication well after this planning effort has been completed to help those in our region – especially those individuals who live in close proximity to proposed projects – gain more awareness about transportation infrastructure projects and activities to help facilitate conversations about future developments within our region’s transportation network.
" Lacking representation."	APO staffers are sorry to learn this commenter feels these projects are lacking in representation from historically underrepresented communities. The APO, its staffers, and jurisdictional/agency partners are committed to ensuring that the public is not only aware of potential transportation improvement projects but is also involved in the ongoing discussions and decision-making process. APO staff hope to improve lines of communication and collaboration with

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Comment	Disposition
	diverse communities and individuals within our planning area to improve this aspect when it comes to transportation planning.
M13	APO staff are unsure what is meant by the comment “M13” and if this commenter feels that M13 does or does not address historically underrepresented communities and their travel needs.
M10, M3, M4	APO staff are unsure what is meant by the comment “M10, M3, and M4” and if this commenter feels that these three projects do or do not address historically underrepresented communities and their travel needs.
N/A	Thank you for the feedback!
None	Thank you for the feedback!
None	Thank you for the feedback!
M1, M7, M8	APO staff are unsure what is meant by the comment “M1, M7, and M8” and if this commenter feels that these three projects do or do not address historically underrepresented communities and their travel needs.
“ Not close to residential area and services.”	APO staff appreciate this commenter’s concerns that these corridors are not close enough to residential areas and services. These roadways are under the jurisdiction of MnDOT and tend to serve longer distance trips. As a result, these roadways tend to have less access points and focus more heavily on moving a significant amount of traffic from one place to another as quickly as possible. As such, roadways like I-94, MN 15, US 10, MN 23 typically would not have direct access to businesses, hospitals, schools, or residential areas. However, these corridors do serve an important function in connecting communities and regions to each other for the benefit of residents and freight movement.
“ Traffic light roads are poor condition.”	APO staff appreciate this comment. However, we wish this commenter had provided additional feedback on what problems there were with the traffic signals (does the commenter feel that they are timed wrong or are they malfunctioning) or if there were specific intersections in which there are more problems than others.

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Comment	Disposition
	<p>APO staff will certainly forward this comment on to MnDOT staff for their consideration as they work to improve the roadways corridors within the APO's planning area.</p>
N/A	<p>Thank you for the feedback!</p>
<p>" To have less traffic."</p>	<p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p> <p>APO staff will certainly pass along this comment to MnDOT staff for their consideration.</p>
<p>" More spaces."</p>	<p>APO staff assume that this comment is related to the need to reduce traffic congestion on these roadways by creating more space for vehicles to move along these corridors.</p> <p>When it comes to the projects solely identified by the Minnesota Department of Transportation, APO staff are uncertain how this commenter feels traffic congestion will be lessened. Per the projects identified, MnDOT is proposing to do system preservation work (reconstruction level work) on these roadways – essentially just maintaining them as they are right now with no real proposed changes to how corridors will function. As the APO's travel demand model (a computer software the APO uses in helping to forecast future travel patterns) indicates, traffic congestion on MnDOT roadway corridors is not anticipated to improve much at all even if the cities and counties in the Saint Cloud metro add more lane miles (or build new roadways) on their systems.</p>

Comment	Disposition
	But, APO staff will certainly forward this concern to MnDOT staff for their consideration.
" When I picked neutral I mean that it could use some work, like more signs to keep stuff smooth."	APO staff are curious to know more about what this commenter means when they would like to see more signs to keep things moving smoothly. Are they referring to additional traffic signals or wayfinding signage to help people in navigating the transportation network in the region.
" None."	Thank you for the feedback!
M12	APO staff are unsure what is meant by the comment "M12" and if this commenter feels that M12 does or does not address historically underrepresented communities and their travel needs.
M14	APO staff are unsure what is meant by the comment "M14" and if this commenter feels that M14 does or does not address historically underrepresented communities and their travel needs.

Figure R.100: Open-ended comments and APO staff disposition regarding how well respondents felt the proposed system preservation projects addressed the historically underrepresented community's travel needs.

Conclusion

The Looking Ahead 2050 public engagement efforts have provided valuable insights into how the region's transportation network should evolve. APO staff conducted a wide-reaching campaign that provided the opportunity for community members to share their views on current conditions and future plans/projects that would impact the region's transportation network. The input received has shaped the draft plan's vision, ensuring that it addresses key concerns such as safety, accessibility, and environmental sustainability. As the plan moves toward final approval, the feedback gathered will serve as a vital guide to ensuring that the transportation system of 2050 reflects the aspirations of the entire Saint Cloud metro community.

Public Comment Disposition Matrix

APO staffers conducted public outreach surrounding the APO's draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP) from Aug. 8, 2024, through Sept. 7, 2024. The following is a list of comments received during this outreach period as well as APO staff responses to them. For in-person events, these comments were noted from the interaction between the public and APO staffers. Please note some of these comments have been condensed for brevity.

Date	Source	Comment	Disposition
July 26, 2024	Age-Flourishing Saint Cloud – Transportation and Mobility Work Group Meeting	<p>The following comments were received by one individual:</p> <ol style="list-style-type: none"> Does the plan address emerging technologies like electric bikes and other forms of active transportation, given their increasing role in modal shifts? The Beltline should not be turned into a racetrack around the city, emphasizing that wide, high-speed roadways make it harder for active transportation users to cross. Constructing the Beltline could encourage urban sprawl. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> The APO recognizes emerging technologies like electric bike's growing role in shifting transportation behaviors. The Looking Ahead 2050 Metropolitan Transportation Plan does mention these technologies and emphasizes the importance of active transportation networks and accommodating new forms of mobility. We will actively monitor how infrastructure can support these emerging technologies and facilitate safer, more efficient travel for all users. Your concerns about the Beltline are also well noted. We agree that it's critical to avoid creating roadways that act as barriers for active transportation users. The design of the Beltline should prioritize safety and accessibility for all modes of travel, including pedestrians and cyclists. We will work to ensure that the Beltline is not merely a high-speed roadway but a carefully planned route that integrates well with other forms of transportation and supports a healthy, connected community. We recognize that constructing the Beltline has the potential to influence development patterns, and we share your concern about the possibility of encouraging urban sprawl. Careful planning and coordination with local land-use policies will be essential to ensure that growth is managed in a way that is sustainable and supportive of our community's goals. We will continue to work closely with our partners to ensure that development along the Beltline is balanced and aligns with the region's long-term vision.
July 26, 2024	Age-Flourishing Saint Cloud – Transportation and Mobility Work Group Meeting	<p>The following comments were received by one individual:</p> <ol style="list-style-type: none"> Does the model account for factors such as on/off ramps along MN 15, which could impact congestion? This individual highlighted an issue with Highway 15, pointing out that its design includes too many stoplights, leading to stop-and-go traffic. They added that the city's layout forces people to drive through the middle, which was a deliberate design choice. This individual raised concerns about the Beltline concept, arguing that it is not a true Beltline like I-494 but rather an interior roadway passing through the city and near Quarry Park. They suggested that a real Beltline should connect I-94 to US 10. 33rd Street S does not function as a true Beltline due to stoplights and stop-and-go traffic caused by developments. They argued that the city needs an interstate-like roadway around it. This individual questioned the effectiveness of spending on these projects, asking what alternative plans exist if congestion is not significantly reduced. How does the Interstate System interact with the APO, and whether MnDOT has plans to create a Beltline in the area? 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> The modeling used in the Looking Ahead 2050 Metropolitan Transportation Plan does not account for specific micro factors, such as the type of traffic control devices or the presence of on/off ramps, unless they are specifically highlighted in a project. While we recognize that ramps and similar infrastructure can impact traffic flow and congestion, at this time, MnDOT does not have any programmed projects calling for new ramps on Highway 15. We understand the frustration caused by the stop-and-go traffic along Highway 15. The presence of stoplights can indeed slow down traffic and create congestion, particularly in a corridor like this. While Highway 15 is a state-managed roadway, we continue to collaborate with MnDOT to explore potential improvements that could help alleviate congestion. Finding a balance between local access needs and regional traffic flow is a key consideration in any future planning efforts. Your observation about the Beltline is well noted. The Beltline as currently envisioned is not intended to function like I-494 but rather as a key regional connector that supports local and regional traffic flow. That said, we understand the desire for a more comprehensive bypass that connects I-94 to US 10 and will continue to explore ways to enhance regional connectivity as part of our long-term planning efforts. We recognize that 33rd Street S does not function as a freeway or Interstate due to the presence of stoplights and ongoing development, which can lead to congestion. Our goal is to improve connectivity across the region, and while the Beltline will not be an interstate-like roadway, we are committed to making it as efficient as possible for all users. Future planning efforts will continue to focus on reducing bottlenecks and ensuring smooth traffic flow along key corridors. We hear your concern about the effectiveness of these investments. Our goal is to ensure that any project we undertake provides long-term benefits to the community. If congestion is not significantly reduced by these efforts, alternative plans will be evaluated and considered. We are committed to continuous improvement and will adjust strategies as necessary to address ongoing challenges. The APO works closely with MnDOT, particularly in coordinating regional and state transportation planning efforts. MnDOT does have a role in shaping major roadway projects, and while there are no immediate plans for a full Beltline like I-494 in the Saint Cloud area, we continue to collaborate with MnDOT on exploring

Date	Source	Comment	Disposition
July 26, 2024	Age-Flourishing Saint Cloud – Transportation and Mobility Work Group Meeting	What is the expected population growth by 2050 and how it might be influenced by the industries that develop.	regional solutions that can address long-term mobility needs. Your suggestion of a more interstate-like roadway is an important consideration, and we will ensure this feedback is included in future discussions. Thank you for your question about population growth and its potential link to industry development. According to projections used in the Looking Ahead 2050 Metropolitan Transportation Plan, the region's population is expected to grow significantly by 2050. The rate of growth will largely depend on various factors, including economic conditions, housing availability, and the types of industries that develop in the area.
Aug. 20, 2024	Metro Bus RAC Meeting	The following comments were received by one individual: 1. At one time there was talk about a curb cut with a pedestrian ramp to access the sidewalk/transit stop near Apollo High School along 12 th Street N (across from the Linden Grove Veterans Apartments) to allow for an easier and safer pedestrian crossing. 2. A sidewalk is needed across from the Arby's on First Street S in Waite Park. There are a lot of people who use the transit stops along this roadway who are coming from Walmart. 3. The midblock bus stop on Division Street by Midtown Mall needs to be addressed from a safety perspective. There are a lot of people who will cross Division Street to get to the strip mall on the other side of Division.	APO staff will pass along the comments regarding the need for a curb cut/pedestrian ramp along 12 th Street N as well as the sidewalk across from Arby's on First Street S to the City of Saint Cloud for their consideration. As to the comments about the midblock crossings on Division Street. The Minnesota Department of Transportation (MnDOT) is aware of the presence of midblock crossings along this particular stretch of MN 23 in Saint Cloud. As of 2021, local MnDOT staffer have been working with specialized MnDOT professionals dedicated to active transportation (walking/biking safety) to brainstorm creative ways to improve walkability/bikeability along the entire MN 23 corridor through Waite Park/Saint Cloud, especially as this corridor is set to have some system preservation work on it in 2028 (Waite Park) as well as in the early 2030s (Saint Cloud). APO staff will forward this comment on the MnDOT for their consideration as final plans/designs are being developed/drafted for the Saint Cloud portion of MN 23.
Aug. 13, 2024	Whitney Senior Center	The following comments were received by two individuals: 1. Concerns surrounding downtown. Parking is not doable. There are major safety concerns – especially a lack of lighting. More effort is needed to beautify downtown Saint Cloud. Overall, downtown Saint Cloud can be so much better. 2. Driving throughout the area is fine. 3. More parks are needed, especially along or near the Mississippi River. Munsinger Gardens is the best part of this town. It is very user friendly.	1. While APO staff hear the concerns these individuals have regarding Saint Cloud's downtown, improvements such as parking and beautification efforts are outside of the APO's scope of work. That said, APO staff will be happy to forward these comments to Saint Cloud city staff for their consideration. 2. APO staff are happy to learn these individuals have experienced no real issues driving around the area. 3. Similar to the downtown beautification/parking situation, the development of more parks is outside of the APO's scope of work. That said, APO staff will be happy to forward these comments to the City of Saint Cloud.
Aug. 13, 2024	Whitney Senior Center	The following comments are from one individual: 1. Continue to improve access to certain areas by building more walking trails. The City of Sauk Rapids does a really good job of this. 2. Maintaining our roadways is important. 3. Our bus system is really important. It will be something that I eventually might need as I get older.	Responses to each of the comments. 1. As one of the goals of the APO's Looking Ahead 2050 MTP, ensuring the transportation network is multimodal (meaning we provide access for walking, biking, transit, scooters, etc.) is an important focus for the APO and its member jurisdictions. In 2022 APO staff worked with the five cities (Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park) to develop a regional active transportation plan to address certain gaps in the walking/biking network as well as identify areas for new facilities to be built. Going forward, the APO staff are committed to updating this plan and working with the cities and counties to plan for active transportation infrastructure. We are glad to know that this commenter feels Sauk Rapids is doing a good job with this. 2. During the community-led visioning process at the early stages of this plan's development, APO staff had heard from hundreds of individuals who felt the same way – we need to maintain our existing roadways. As such, one of the future visioning statements contained within this plan is System and Environmental Stewardship. This means, our member jurisdictions and agencies should prioritize maintaining our existing roadways in a cost-effective manner. 3. APO staff realize that not everyone has the ability to or even wants to drive a motor vehicle. As such, providing safe and reliable public transit is an important resource for our region to embrace as we work to develop and maintain a multimodal system that is affordable and equitable to all users of all abilities. APO staff are happy to hear this commenter feels transit (Metro Bus) plays an important role in our community.

Date	Source	Comment	Disposition
Aug. 13, 2024	Whitney Senior Center	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> The Northstar transit station in Big Lake does not feel safe. It is located in the middle of nowhere and with no one around it is really creepy to wait there by yourself. Metro Bus is doing a great job with its service. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> The APO staff have noted the concerns this individual has expressed about the Northstar Big Lake station. While the APO is committed to extending the Northstar commuter rail line to Saint Cloud, the train and the stations are maintained by Metro Transit out of the Twin Cities. APO staff have forwarded this commenter's concerns to the customer service email with Met Transit. APO staff are glad to hear this commenter feels Metro Bus is doing a great job. APO staff have also provided this respondent with information regarding Metro Bus's Metro Bus Forward public outreach that was going on during the APO's public comment period.
Aug. 13, 2024	Whitney Senior Center	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> When is the Northstar train coming to Saint Cloud? We really need to finish that connection. Additional connections to commercial air service through our airport would be incredibly helpful. <p>Commenter also had inquired about Amtrak service within the region.</p>	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> The short answer is we don't know if or when the Northstar Commuter Rail will end up coming to Saint Cloud or not. The Northstar rail line has undergone some significant changes since the last update to the APO's MTP – including the dramatic drop off in ridership due to COVID, the decline in service frequency (again, due to COVID), as well as dwindling funding/support from agencies outside of the APO's planning area. As of the drafting of this MTP, the APO's Policy Board is still committed to exploring options on how to finish the connection to Saint Cloud, however, the timeline is not clear on if this will still be a possibility or not. APO staff will be following this closely over the next several years given the feedback received from the community. While the APO is appreciative of this comment regarding the need for additional commercial air service at the Saint Cloud Regional Airport, the airport unfortunately is outside of the scope of work the APO is charged to complete. That said, the APO's Policy Board has stated their support for the continued development and investment in the region's airport which would include the addition of more commercial air service to more destinations. <p>As to the Amtrak station, Saint Cloud does have an Amtrak station on the east side of town (555 East Saint Germain Street). This station is not staffed and has limited amenities. This station services the Empire Builder line. For more information on the arrival/departure times, APO staff would direct those questions to Amtrak. Amtrak (and passenger rail) is outside of the scope of the APO's work.</p>
Aug. 13, 2024	Whitney Senior Center	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> Saint Cloud needs to be more walkable. There are several missing sidewalk connections. An example being near the downtown post office. Need more parking downtown. We need to get the beltline around Saint Cloud completed. I don't take Highway 23 or Highway 15 because of the traffic. That and there are a ton of red light runners at those intersections. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> As one of the goals of the APO's Looking Ahead 2050 MTP, ensuring the transportation network is multimodal (meaning we provide access for walking, biking, transit, scooters, etc.) is an important focus for the APO and its member jurisdictions. In 2022 APO staff worked with the five cities (Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park) to develop a regional active transportation plan to address certain gaps in the walking/biking network as well as identify areas for new facilities to be built. Going forward, the APO staff are committed to updating this plan and working with the cities and counties to plan for active transportation infrastructure. While the APO appreciates this comment regarding parking, it unfortunately falls outside of the scope of work the APO is charged with. That said, APO staff will forward this comment along to staff with the City of Saint Cloud. Members of the APO's Policy Board completely agree with this sentiment. Some sections of the beltline are already in place (or soon will be), but several large sections – including the connection between US 10 and CSAH 75 (which leads to I-94) as well as the Southwest portion connecting Waite Park and Saint Joseph – have only had planning studies completed as of the drafting of this plan. As part of the APO's 2050 MTP, APO staff have outlined the urban beltline as an unfunded regional priority (see Chapter 8). APO staff are also very much aware of the congestion issues experienced on MN 15 and MN 23 and the strong likelihood of them worsening as our region continues to grow. In addition to continuing to pursue funding to complete the beltline, the APO is committed to seeking out other ways to reduce congestion on these corridors such as adaptive signal controls, increases in public transit, and the development of a more walkable/bikeable area. As to the red-light runners, APO staff have received numerous comments at previous engagements about the prevalence of red light runners in the region. This is why the APO has identified Transportation Safety as one of the core goals of the region's future transportation network. As part of this vision, it would entail the continued effort to foster a culture of traffic safety which ideally will work to improve driver behavior.
Aug. 13, 2024	Whitney Senior Center	<p>There should be more transportation options for older adults in the Saint Cloud region beyond driving, such as trains, shuttles, or additional bus services.</p>	<p>Ensuring transportation options for individuals of all ages and abilities is a priority for the APO. We recognize the importance of providing non-driving alternatives for older adults and will continue to work with our member jurisdictions and agencies to explore expanded transportation options.</p>

Date	Source	Comment	Disposition
Aug. 13, 2024	Whitney Senior Center	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> 1. There need to be more bus routes that are more direct and operate for longer hours. Currently, there are no late-night transportation options in the area. One gentleman shared that he was stranded at Walmart because the buses had stopped running, and there were no ride-hailing services available. Due to a disability, he was unable to walk the distance home and had to call law enforcement for a ride. 2. The Northstar commuter rail should be extended to Saint Cloud. 3. There are insufficient active transportation facilities in the region, with some areas having few, if any, available. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> 1. Thank you for sharing your concerns. We appreciate your feedback regarding the bus routes and late-night transportation options. The issue of limited transit service during late hours, especially for individuals with disabilities, is a critical concern, highlighting the need for improved access to transportation options. While the APO does not manage the transit schedules directly, we will forward your comments to Metro Bus for their consideration. Providing transportation options for all community members, regardless of the time of day, remains a focus in our ongoing planning efforts. 2. The Northstar commuter rail extension to Saint Cloud is an issue the APO is deeply committed to exploring. The extension has encountered various challenges, including funding obstacles and changes in ridership trends. Currently, the APO's Policy Board continues to advocate for this connection, and we will closely monitor developments to push for progress on this crucial transportation option for our region. 3. Your concerns about the insufficient active transportation facilities in the area are well noted. Improving access to safe and connected facilities for walking, biking, and other forms of active transportation is a priority for the APO. Our recent Regional Active Transportation Plan identified key gaps in the network, and we are working with local jurisdictions to prioritize improvements.
Aug. 13, 2024	CAIRO Listening Session	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> 1. Fixing our existing roadways. How do we budget for them? 2. We also need to make sure that we are fixing our bike paths and sidewalks for people in wheelchairs. When I use my power wheelchair the uneven sidewalk makes me feel unsafe. In particular, there are issues along Wilson Avenue to the downtown area with uneven sidewalks and it has been a struggle. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> 1. During early public engagement on this draft, APO staff received hundreds of comments regarding the need to fix our existing roadways. Because of this, one of the APO's goal statements identified through our community-led visioning process is System and Environmental Stewardship. Budgets for maintaining our existing roadways are set on an individual jurisdictional level. Funding for roadway projects comes from a variety of different sources depending on the function of a roadway. Often times local neighborhood roadways will rely on methods such as property tax assessments or bonding. Other times, more major roadways can receive state or federal funding to assist in completing necessary repairs. With a substantial network of roadways to maintain, often times cities and counties will work to prioritize which roadways to fix/address based on several factors including pavement condition, utility condition (the condition of the underground sewer and water mains), or the amount of vehicle traffic on certain roadways. With limited funds (as well as a limited construction season), cities and counties work to distribute limited maintenance funds to areas in which will see the most benefit. 2. Regarding the comments on the Wilson Avenue sidewalk conditions, APO staff have forwarded this concern to City of Saint Cloud staff. To address the overall comment about the pavement conditions for the region's sidewalks and bike paths, APO staff understand the need to maintain the existing transportation infrastructure – which includes sidewalk and shared use/bike paths. As part of the development of the APO's 2022 regional active transportation plan, the APO contracted with a consultant to conduct a pavement condition analysis for the region's shared use paths. This report was shared with each of the region's cities (Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park) to assist them in prioritizing facilities for improvement. Sidewalks, however, were not included. Current practice for sidewalk condition is a self-reporting standard for immediate problem concerns. Otherwise sidewalk condition is typically addressed as part of a roadway reconstruction project.
Aug. 13, 2024	CAIRO Listening Session	<p>The following comments are from one individual:</p> <ol style="list-style-type: none"> 1. I've been hearing a lot of talk about a bridge connecting Highway 10 and I-94. What's going on with that? 2. Signal timing concerns. I've noticed that the yellow timing is not long enough compared to other areas. 3. Northstar. When is the train going to be coming to Saint Cloud? 4. What about providing public transit to other areas outside of the Saint Cloud area? Like regular routes to Melrose or other areas like that? 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> 1. As of the drafting of the APO's MTP, the APO had just completed a planning study pertaining to the proposed corridor connecting US 10 with Stearns CSAH 75 (with an ultimate pathway to I-94). Additionally, the APO was awarded \$800,000 in Congressionally Directed Spending (federal earmarked funding) to conduct an environmental evaluation on the corridor. Once the environmental documentation is completed, additional work will need to occur including, but not limited to, the acquiring of the necessary land to construct the bridge and subsequent connections and the overall construction of the facility. As of right now, we are still very much in the early stages of seeing this concept become constructed. But the APO's Policy Board is committed to this connection as it is expected to have tremendous benefits for the entire region. 2. Signal timing is a very complex process. A typical traffic signal is coordinated to give priority to the roadway that carries the most traffic. This is why you often will see larger roadways like MN 23 have longer "green time" compared to smaller side streets. In conversations with the City of Saint Cloud's traffic systems manager, some of the biggest challenges with traffic signal timing in the Saint Cloud region is due to the fact that this region has some major roadways such as MN 23, MN 15, and Stearns County's County Road 75 (which carry roughly the same amount of traffic) all meeting in very close proximity to each other. This ultimately requires traffic

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			<p>managers to give equal priority “green time” to both corridors to move traffic – resulting in traffic back up. The length/duration of the “yellow time” is based on several factors including the speed at which traffic is traveling at – to allow vehicles to safely enter and exit an intersection without the likelihood of the light turning red. Overall, the longer the yellow time, the more likely people will continue to go through an intersection (and will do so even if the light turns red). APO staff have reached out to the City of Saint Cloud’s traffic systems manager with this comment since there appeared to be interest in this topic from the larger listening session group.</p> <ol style="list-style-type: none"> 3. The short answer is we don’t know if or when the Northstar Commuter Rail will end up coming to Saint Cloud or not. The Northstar rail line has undergone some significant changes since the last update to the APO’s MTP – including the dramatic drop off in ridership due to COVID, the decline in service frequency (again, due to COVID), as well as dwindling funding/support from agencies outside of the APO’s planning area. As of the drafting of this MTP, the APO’s Policy Board is still committed to exploring options on how to finish the connection to Saint Cloud, however, the timeline is not clear on if this will still be a possibility or not. APO staff will be following this closely over the next several years given the feedback received from the community. 4. Currently, the Saint Cloud area is serviced by both Saint Cloud Metro Bus (within the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park) as well as Tri-CAP (our rural transit provider). Tri-CAP is the responsible entity for transporting individuals from outside of the metro area (like Saint Joseph, Cold Spring, Little Falls, Melrose, Sauk Centre, etc.) both within those respective communities as well as into Saint Cloud on occasion. One of the main concerns with providing additional transit service (on a more consistent/frequent basis) to areas outside of the Saint Cloud metro area really comes down to cost. The cost of providing the service at an affordable rate, the cost to employ operators to service these areas, as well as the cost of operating such services (buses, fuel, etc.). While ridership for Tri-CAP is steady across their multicounty system, individual and frequent routes connecting the more rural communities to the “urban metro area” can be cost prohibitive for many agencies. That said, APO staff does understand the importance providing such services are to residents who live in our region but are employed outside of the metro, or those who live outside the metro and need to get to work or access necessary community resources only available within the Saint Cloud metro. One of the initiatives developed by the Minnesota Department of Transportation (MnDOT) to address some of these concerns was the Regional Transportation Coordinating Councils (RTCCs). However, implementation of this concept has been unsuccessful in the Stearns, Benton, Sherburne, and Wright County area. Hopefully renewed effort (and funding) will allow for this much needed effort to continue within the region. But unfortunately, as of the drafting of this plan, it is still very much a work in progress.
Aug. 13, 2024	CAIRO Listening Session	How will you know if your planning efforts are successful?	This is an excellent question. At the end of the day, we truly won’t be 100% sure if our planning efforts are successful on a grand scale. We could certainly implement all of the projects (the ones that are financially feasible as well as the entire urban beltline) and complete all of the planning studies/initiatives identified in the plan and still fall short of our ultimate vision. However, if we as a region, can work towards constant improvement to ensure our roadways are maintained, our environment is protected, all individuals are able to travel in our region using whatever mode they choose to use (walking, biking, transit), to develop a safe transportation system then I think we can count it as a win. At the end of the day, APO staff may be the ones charged with writing/conducting this planning effort, but this plan cannot be successfully implemented unless the community is supportive of it and the cities, counties, and the state (those with the power and ability to implement the plan) take it upon themselves to do so.
Aug. 13, 2024	CAIRO Listening Session	What about getting more cameras to monitor for hit and runs? We are seeing a lot more of them in our area and it would be safer for our community if we had them.	Installation of cameras to monitor traffic safety concerns such as hit and runs (or redlight runners), is unfortunately outside of the APO’s scope of work. APO staff have forwarded this comment on to staff within the City of Saint Cloud for their consideration.
Aug. 13, 2024	CAIRO Listening Session	Why do we need roundabouts?	While roundabouts can be a polarizing topic (love them or hate them), they do serve a safety purpose. One of the most common types of collisions that happen which result in fatalities or serious injuries are right-angle (or T-bone) crashes. These typically happen at intersections when an individual doesn’t yield the right-of-way to another vehicle (running a stop sign/redlight and traveling at a higher rate of speed). Roundabouts are designed to reduce these types of crashes. First, roundabouts require those entering the roundabout to slow down (typically, we see posted speeds of about 15 mph). Second, vehicles using a roundabout, if struck by another vehicle, will typically be sideswiped (hit on the side of the vehicle/rear side of the vehicle) versus head-on or at a right angle. While these types of crashes can happen with a roundabout, they are much less severe than other types of crashes given the way vehicles travel through the roundabout as well as the speed in which vehicles are traveling. It should be noted that not every

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Aug. 13, 2024	CAIRO Listening Session	Our neighborhood roadways are very narrow and we see a lot of people walking and biking on the roadways. Are there any plans to make them wider or more safe?	<p>intersection is equipped to be outfitted with a roundabout. Some intersections will still benefit from traffic signals (especially those that carry a large amount of vehicle traffic).</p> <p>This question is a complex one to answer. Roadways, particularly in the older parts of town, are designed with intent to slow traffic down near residential areas. By having features such as on-street parking, narrower lanes, and a lot of bicycle/pedestrian traffic, it forces drivers to slow down and pay more attention to their surroundings. That said, having individuals (especially children) walking or biking in the street poses its own issues such as having them share the lane with vehicles and drivers who may or may not be able to see them. On the other hand, removing some of these traffic calming features (eliminating on-street parking, widening the roadways, adding sidewalks/bike paths) will allow vehicles to move through the neighborhoods quicker. And physically separating pedestrians and bicyclists from motor vehicle traffic will inherently be much safer for those users. But by doing this, it has the potential to increase vehicle speed through the neighborhood, which can cause its own set of challenges.</p> <p>Overall, the funding for transportation infrastructure that flows through the APO does not apply toward local, neighborhood roadways. Transportation dollars from the APO goes to roadways that carry much more traffic, or funnel traffic out of neighborhoods and onto other/more major roadways.</p>
Aug. 13, 2024	CAIRO Listening Session	We need to have more shelters for bus stops. Every stop should have a shelter.	<p>One of the barriers to placing bus shelters is the lack of existing facilities to allow shelters to be placed. Things like a concrete/cement pad, utilities (power to allow for shelter lighting), curb cuts and pedestrian ramps on the roadways, and sidewalks all factor into the location of shelters. One of the key functions of the APO is to serve as a facilitator/coordination point across jurisdictional lines. As such, APO staff hope to foster open lines of communication between Saint Cloud Metro Bus and the cities/counties/state that when road construction is occurring along an existing transit route that these features can be put in place to allow Metro Bus the opportunity to add additional shelters in the future.</p> <p>In addition, APO staff have forwarded this comment on to Metro Bus staff for their consideration.</p>
Aug. 13, 2024	CAIRO Listening Session	We are having issues on the southside over parking. We are seeing a lot of officers write tickets for people compared to other areas of the city. What is the reason they are only enforcing this issue on one side of our city?	Parking and parking enforcement are unfortunately outside of the scope of the APO's work. APO staff have forwarded these concerns off to staff with the City of Saint Cloud for their consideration.
Aug. 13, 2024	CAIRO Listening Session	There are a lot of housing issues on the southside around Saint Cloud State University. These need to be addressed.	While housing issues/concerns are outside of the APO's scope of work, APO staff have forwarded these concerns off to staff with the City of Saint Cloud for their consideration.
Aug. 13, 2024	CAIRO Listening Session	The roads near Saint Cloud State University are not in good condition.	<p>During early public engagement on this draft, APO staff received hundreds of comments regarding the need to fix our existing roadways. Because of this, one of the APO's goal statements identified through our community-led visioning process is System and Environmental Stewardship.</p> <p>However, funding that is provided for transportation infrastructure that is funneled through the APO (mainly federal funding) is limited and can only be used on roadways that function a certain way. Local neighborhood streets, many of which are found within the southside area near the SCSU campus, are considered local roadways and are ineligible for federal funding that is distributed through the APO. This means the City of Saint Cloud is responsible for coming up with the funding (through property tax assessments, bonds, allocating funds from general reserves) to maintain these roadways. APO staff have forwarded these comments and concerns on to staff with the City of Saint Cloud for their consideration as they work to identify and budget for future roadway improvements within the next few years.</p>
Aug. 13, 2024	CAIRO Listening Session	<p>The following are comments that were received from one individual:</p> <ol style="list-style-type: none"> 1. We need more parking. 2. More public restrooms. 3. We need the whole city to be connected. 4. Stop the city from towing cars. 5. We need more protection from hit and run collisions. 6. We need to stop the restricting orders from the city. 7. The city must stop giving parking tickets for no reason, especially where we live. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> 1. While APO staff appreciate the comment about the need for additional parking, the APO does not play any role in this area. This comment has been forwarded on to Saint Cloud city staff for their consideration. 2. The APO's funding and planning efforts are limited to surface transportation issues. Unfortunately, this, too, is outside of the APO's scope of work. However, APO staff have forwarded this comment on to Saint Cloud city staff to address. 3. APO staff appreciate the comment regarding the need for better connections across the City of Saint Cloud. From a regional level, part of the charge the APO has is to develop a regional transportation system that works across city and county lines. Continued communication with our member jurisdictions and agencies will be crucial to ensure this is accomplished. Several of the capacity expansion projects identified in the APO's Looking

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			<p>Ahead 2050 MTP are designed to better connect areas of the city. When it comes to facilitating better connected walking/biking trips, the APO has developed a regional active transportation plan which has mapped out various gaps in the existing network that if completed, would serve as another way to connect residents to key destinations by means other than cars. This work will take time and money to implement. But the APO and its member jurisdictions and agencies are committed to doing it.</p> <ol style="list-style-type: none"> 4. APO staff have forwarded this comment on to Saint Cloud city staff for their consideration as this is outside of the APO's scope of work. 5. APO staff have forwarded this comment on to Saint Cloud city staff for their consideration. 6. APO staff are uncertain what this respondent is referring with the request to stop the restricting orders from the city. 7. Parking enforcement is outside of the APO's scope of work. This comment has been forwarded on to Saint Cloud city staff for their consideration.
Aug. 16, 2024	Facebook	As we move ahead towards 2050 I hope the APO and city governments will finally realize that adding roadway capacity in the form of additional lanes will not improve traffic flow, and problems will only worsen over time if the government continues their "one more lane bro" approach to everything.	<p>Thank you for your comment and for sharing your perspective on roadway capacity and traffic flow. The APO recognizes that adding additional lanes is not always the most effective long-term solution to managing congestion. Many transportation professionals agree that expanding roadways can sometimes lead to induced demand, which might exacerbate traffic issues.</p> <p>As part of the Looking Ahead 2050 Metropolitan Transportation Plan, the APO is committed to exploring various approaches to address congestion, including investments in public transit, active transportation infrastructure, and intelligent traffic management technologies. We aim to develop a balanced transportation system that promotes sustainable, efficient mobility options for all users.</p>
Aug. 21, 2024	Email	This is all B.S. Make the Taxpayer Pay for something they will never use. Complete B.S.	<p>Good afternoon (name)</p> <p>Thank you for your comments on the APO's Looking Ahead 2050 long-range surface transportation plan. We will make sure that your comments are recorded in our plan. In addition, we will pass them along to members of the APO's Policy Board for their consideration as well.</p> <p>If there are any additional thoughts that you would be interested in sharing with us about the region's transportation system and the sorts of improvements or changes that we can make please feel free to reach out.</p> <p>Again, thank you for your comment.</p> <p>Have a great day!</p>
Aug. 22, 2024	Great River Regional Library - Waite Park	<p>The following are comments that were received from one individual:</p> <ol style="list-style-type: none"> 1. There needs to be an alternative route around the region, particularly one that avoids congested corridors like Second St S/HWY 23 and University Drive. 2. This individual, who lives near 33rd Street S, expressed support for the Beltline Corridor concept. They believe it is long overdue and would help relieve traffic congestion in the city's core. They also appreciated the Southwest Beltline connection to Saint Joseph. 	<p>Responses to each of the comments.</p> <ol style="list-style-type: none"> 1. Thank you for your comments and for sharing your thoughts on regional congestion. We understand the importance of providing alternative routes that alleviate traffic on major corridors like Second Street S/MN 23 and University Drive. As the region grows, identifying and developing these alternatives remains a priority for the APO and its member jurisdictions. 2. We are pleased to hear your support for the Beltline Corridor concept, particularly the Southwest connection to Saint Joseph. The Beltline Corridor has been recognized as a long-term regional priority to help ease traffic congestion in the city's core and improve overall mobility. Although several segments of the Beltline are still in the planning stages, the APO is committed to continuing its work with local and state partners to advance this project and secure the necessary funding for its completion.
Aug. 22, 2024	Great River Regional Library - Waite Park	<p>The following comment was received from one individual:</p> <ol style="list-style-type: none"> 1. Division Street and 25th Avenue need to be reconstructed. 	<p>Thank you for your comment regarding the need for reconstruction of Division Street and 25th Avenue. We understand the importance of maintaining our transportation infrastructure. While the APO helps prioritize regional transportation needs, reconstruction projects like this typically fall under the responsibility of local jurisdictions.</p> <p>That said, we will forward your comment to the City of Saint Cloud and the Minnesota Department of Transportation (MnDOT) for their consideration as they continue to assess and plan future roadway improvements.</p>

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Aug. 17, 2024	Text/Phone Call	20 th Avenue SE in Saint Cloud needs a sidewalk. So many walkers, joggers, bikers. It's a treacherous road because of the hill and curve. It is highly traveled by buses, cars, and people. This respondent indicated the sidewalk should continue from its current terminus (just north of 23 rd Street SE) to Minnesota Boulevard (MN 301) and then continue along MN 301 to 15 th Avenue SE.	APO staff will forward this comment to City of Saint Cloud staff for their consideration. It does appear, however, based on how the sidewalk network is structured in that area of Saint Cloud that the city does intend add sidewalks alongside 20 th Avenue SE for sure. But APO staff are assuming that the city is waiting for future housing developments to appear along that stretch of roadway before extending the sidewalk north to ensure year-round maintenance on that facility will be done (property owners are required to remove snow from sidewalks adjacent to their property).
Aug. 29, 2024	Transit Center – Metro Bus	The following are comments that were received from one individual: <ol style="list-style-type: none"> 1. The Northstar commuter rail should be extended to Saint Cloud and operate during the day and on weekends. 2. Metro Bus should expand its service to include Saint Joseph. Transit service should also be extended to serve the College of Saint Benedict and Saint John's University. 3. There should be transit service to Avon and along the Interstate 94 corridor. 	Responses to each of the comments. <ol style="list-style-type: none"> 1. The APO recognizes the community's desire for more accessible and frequent commuter rail service. While Northstar faces several challenges—such as funding and ridership trends—our Policy Board remains committed to exploring options for extending the line to Saint Cloud and potentially expanding its operational hours. We will continue to work closely with Metro Transit and other partners to advocate for these improvements. 2. As for expanding Metro Bus service to Saint Joseph and extending transit service to the College of Saint Benedict and Saint John's University, these suggestions highlight the need for enhanced regional connectivity. While Metro Bus currently serves the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park, we will forward your comments to Metro Bus for their consideration as they review potential service expansions. 3. We understand the interest in providing transit service to Avon and along the I-94 corridor. Extending service to more rural areas poses logistical and financial challenges, but we acknowledge the importance of improving access to transit for all residents. We will continue collaborating with our partners to explore feasible solutions for regional transit expansion.
Aug. 29, 2024	Transit Center – Metro Bus	The following are comments that were received from one individual: <ol style="list-style-type: none"> 1. Metro Bus provides reliable transit service; this individual has not been late to work in eight years. 2. A transit service is needed to connect to northern communities like Brainerd, with services available on weekdays. 	Responses to each of the comments. <ol style="list-style-type: none"> 1. Thank you for your comments and for sharing your experience with Metro Bus. We are pleased to hear that you've found the service reliable and contributed to your consistent commute for the past eight years. 2. Regarding your suggestion for a transit connection to northern communities like Brainerd with weekday service, we understand the importance of expanding regional transit options. While extending service to more distant areas presents challenges in terms of cost and logistics, we will forward your suggestion to both Metro Bus and Tri-CAP, which provides rural transit services in our region. We appreciate your input as we continue exploring ways to enhance regional connectivity.
Aug. 29, 2024	Transit Center – Metro Bus	The following are comments that were received from one individual: <ol style="list-style-type: none"> 1. Bus fares should be reduced, and there should be more bus stops and increased frequency of service. 2. Wi-Fi should be available at the Transit Center. 	Responses to each of the comments. <ol style="list-style-type: none"> 1. Thank you for your comments and suggestions. We appreciate your input on reducing bus fares, increasing the number of bus stops, and improving the frequency of service. While fare structures and service levels are determined by Metro Bus, we will certainly forward your suggestions to them as they continue to evaluate how to best serve the community. Ensuring affordable, convenient, and accessible transit options is a priority in our regional planning efforts. 2. As for your suggestion to provide Wi-Fi at the Transit Center, we understand how important connectivity can be for transit users. We will also pass this suggestion along to Metro Bus for their consideration as they look at ways to enhance their riders' experience.
Aug. 29, 2024	Transit Center – Metro Bus	The following are comments that were received from one individual: <ol style="list-style-type: none"> 1. Metro Bus service needs increased frequency; currently, missing a bus means an hour-long wait. 2. Safety should be a top priority for Metro Bus. If passengers don't feel safe, they are less likely to use the service. 3. Metro Bus should operate for longer hours to accommodate late-night shifts and people who may be drinking. 4. The stigma around transit needs to be addressed. Public transportation is not only cheaper but also more environmentally friendly. 5. This individual would support raising fares if it meant increased frequency and extended service hours. 	Responses to the comments. <ol style="list-style-type: none"> 1. We understand the frustration of having long wait times between buses, especially when missing one can mean waiting an hour. While service frequency is determined by Metro Bus, we will forward your concerns to them for consideration as they continue to review and adjust their schedules to better meet the community's needs. 2. Safety is a top priority, and we agree that ensuring passengers feel secure while using public transit is essential for maintaining and growing ridership. We will relay your comments to Metro Bus and encourage them to continue prioritizing safety measures. 3. Your suggestion to extend service hours, particularly for late-night shifts or individuals needing transportation after drinking, is also essential. As transit plays a vital role in providing safe and accessible transportation options, we will ensure this feedback is passed along to Metro Bus for further review. 4. We appreciate your thoughts on the stigma surrounding public transit and agree that addressing these perceptions is important. Public transportation is a cost-effective and environmentally friendly option, and efforts to promote its benefits are part of our ongoing planning initiatives.

Date	Source	Comment	Disposition
Aug. 29, 2024	Email	<p>I talked to the young men in the transit center today. I will begin attending the city council meetings to voice my suggestions but the site said to reach out to you too. I'm originally from nyc. As you know our system there is more frequent (every 2-15 minutes depending on the bus route) than here. Mta covers the 5 boroughs but also Long Island and upstate New York. I would love to see more inter connectivity between here and the cities. If we had more transportation connecting the cities and Saint Cloud, more people that don't drive would stay here. I've lived here for two years and have had at least 5 families I was neighbors to relocate to the cities though it's more costly. I feel like we'd retain more people here in this city if there was more accessibility. We could go to the cities for exciting events and return to our smaller city for rest and community. I would love to see weekend hours for the North Star bus. I wish we could all drive but medical issues prevent some of us from driving. However lack of a car shouldn't stop us from seeing this great state from Duluth to rochester. Just some thoughts from a native of one of the biggest cities in the nation. Thank you for listening.</p>	<p>5. Your willingness to support fare increases in exchange for increased frequency and extended service hours is valuable input. We will share your perspective with Metro Bus as they evaluate potential changes to their service and fare structures.</p> <p>Thank you for reaching out and for sharing your experiences and suggestions. We appreciate hearing from someone with firsthand knowledge of larger transit systems like New York City's. We understand that greater frequency, expanded connectivity, and extended service hours could make a significant difference in retaining residents and providing more accessible transportation options in our region.</p> <p>Your point about the interconnectivity between Saint Cloud and the Twin Cities is well-taken. Improving transportation options between these areas, including expanding services like the Northstar commuter rail, is something the APO and its partners continue to explore. We recognize that a more connected and reliable transit system could greatly benefit those who cannot drive or prefer public transportation for reasons such as cost or convenience.</p> <p>Your suggestion for weekend service on the Northstar and increasing accessibility across the state is important as we work toward creating a more equitable and inclusive transportation network. While there are challenges related to funding and service expansions, we will ensure your feedback is forwarded to Metro Bus, Metro Transit, and other relevant agencies as they evaluate potential improvements.</p>

Figure R.101: Public comment disposition matrix from comments received (sans surveys) on the draft Looking Ahead 2050 Metropolitan Transportation Plan.



OPPORTUNITY DRIVE

Operations Study

December 2022



In partnership with





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1.0 Introduction

The Saint Cloud Area Planning Organization (ST-APO), in partnership with the City of St. Cloud, Stearns County, and the Minnesota Department of Transportation (MnDOT) initiated the Opportunity Drive Operations Study to identify short- and long-term infrastructure needs to address existing issues, support future development, and provide strategic infrastructure guidance to agencies. The Opportunity Drive corridor, also known as County Road 75, has seen a significant amount of change dating back to 1990's. The adjacent I-94 Business Park began to take shape at that time, with several industrial developments occurring. Following construction of the I-94 interchange during 2004/2005 construction seasons, several additional developments were constructed in the business park soon after, including Anderson Trucking, Arctic Cat, and FedEx. However, development activity stalled for several years in this area, until more recently, as the industrial market experienced a significant rebound spurred on by a need for improved logistics and consumer changes. This renewed industrial development has brought significant investment to the area by key industries, including warehouse distribution and e-commerce fulfillment centers.

The change in business activity has highlighted the need to have a transportation system that supports the dynamic nature of today's business climate. Thus, the Opportunity Drive Operations Study quantified current conditions, identified existing and future infrastructure needs, and helped prioritize investments to ensure safe and efficient operations for area users. Engaging area stakeholders was also a critical component to developing an implementable and fully supported infrastructure plan. The following information provides an overview of the study process, findings, and recommendations.



2.0 Study Goals and Objectives

The study focuses on Opportunity Drive (CR 75) from approximately ¼-mile west of I-94 to approximately 222nd Street. However, land use and roadway connectivity within the St. Cloud I-94 Business Park is a critical component to understanding the overall impact and needs of the Opportunity Drive corridor. Thus, transportation infrastructure needs were identified for not only the Opportunity Drive corridor, but also within the entire I-94 Business Park.

Goals

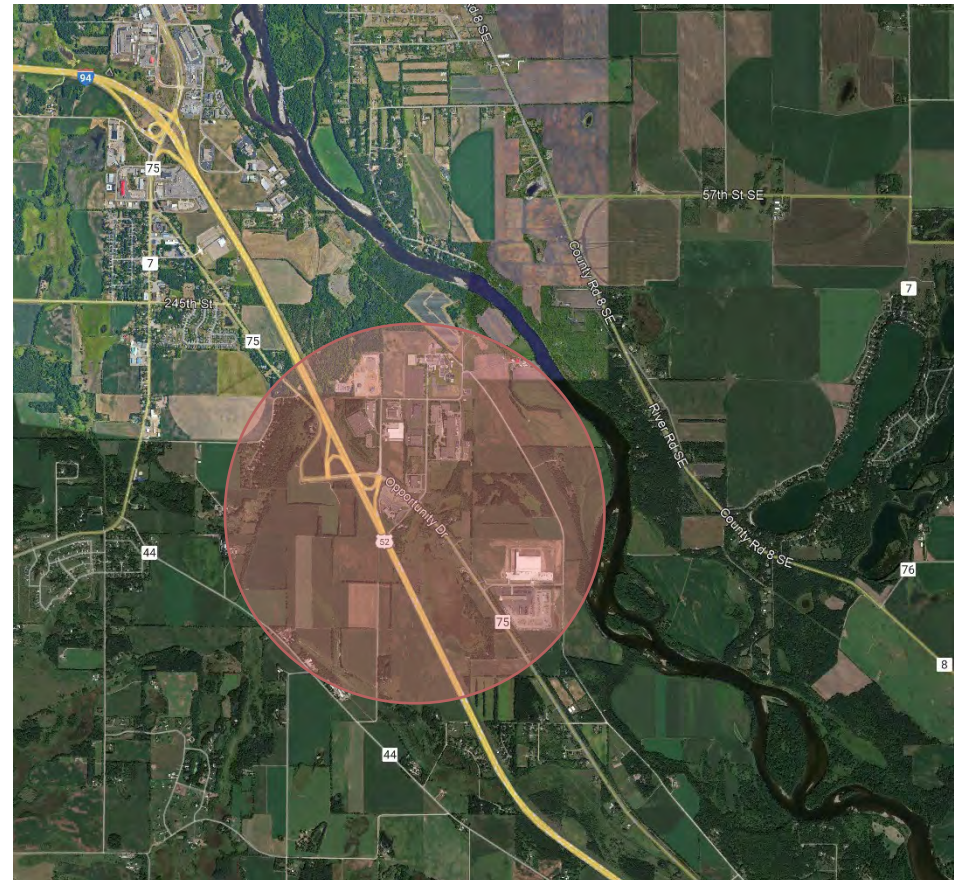
The following overarching study goals were used to guide the study:

- Identify existing and future issues and needs from a safety, mobility, and access perspective
- Develop and evaluate potential infrastructure improvements to address issues and needs, such as traffic controls, roadway connectivity, and geometric improvements
- Recommend short- and long-term improvements and identify associated implementation timeframes or decision metrics

Objectives

Based on discussion with the project team, area agencies, and key stakeholders, the following objectives were identified to help facilitate the overall study process and methods used to not only conduct the study but help facilitate and evaluate potential infrastructure improvements:

- Support freight activity and associated businesses
- Enable additional economic development
- Improve safety and mobility for all users
- Provide efficient local and regional connectivity
- Be proactive and prepared for future growth



3.0 Issues and Needs

An existing and future conditions assessment was conducted to understand issues and needs within the study area. This assessment process included a review of a wide variety of transportation characteristics, operations, and safety. The intent of this assessment was to identify and summarize key issues and needs, along with identifying an approximate timeline or metrics that would prompt infrastructure changes and/or considerations. The following information summarizes the issues and needs assessment process, assumptions, and overall findings, which informed the alternative development and evaluation phase of the study documented later in this report.



SAFETY AND CRASH HISTORY



TRAFFIC OPERATIONS



ACCESS



GEOMETRIC STANDARDS



LAND USE



FUTURE ROADWAYS & VISION

Safety and Crash History

Five years of crash history were obtained using the Minnesota Department of Transportation Crash Mapping Analysis Tool (MnCMAT2) along the Opportunity Drive corridor. This included data from January 2017 through December 2021. In review of the crash history, the following safety trends were identified:

- A total of 14-crashes occurred in the study area over the last 5-years (i.e., an average of 3 crashes per year)
- Most crashes occurred at the Opportunity Drive (CR 75) and 8th Avenue (I-94 East Ramp) intersection
- The predominant crash type included angle and run-off-road crashes
- 65% of crashes were property damage, 28% of crashes were possible or minor injury, and 7% of crashes were serious injury
- There were no fatal or pedestrian/bicycle crashes
- 30% of crashes occurred between 4 and 6 p.m.

The Opportunity Drive (CR 75) and 8th Avenue (I-94 East Ramp) intersection was the only location with crash and severity rates significantly higher than intersections with similar characteristics. The crashes at this location are primarily angle-type crashes where left-turning motorists along Opportunity Drive and/or motorists on the side-street approaches attempt to judge an adequate gap to make their desired maneuver. These decisions paired with vehicle speeds, appear to be contributing factors towards this safety issue. Pertinent crash statistics include the following:

PROPERTY DAMAGE



9 crashes
64%

POSSIBLE INJURY



2 crashes
14%

MINOR INJURY



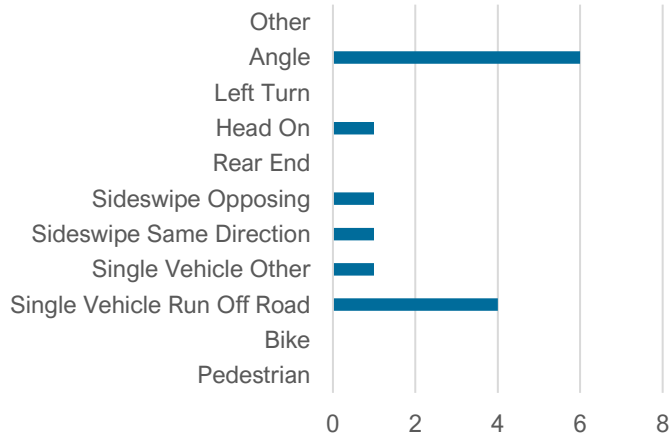
2 crashes
14%

SERIOUS INJURY



1 crash
7%

Crash by Type



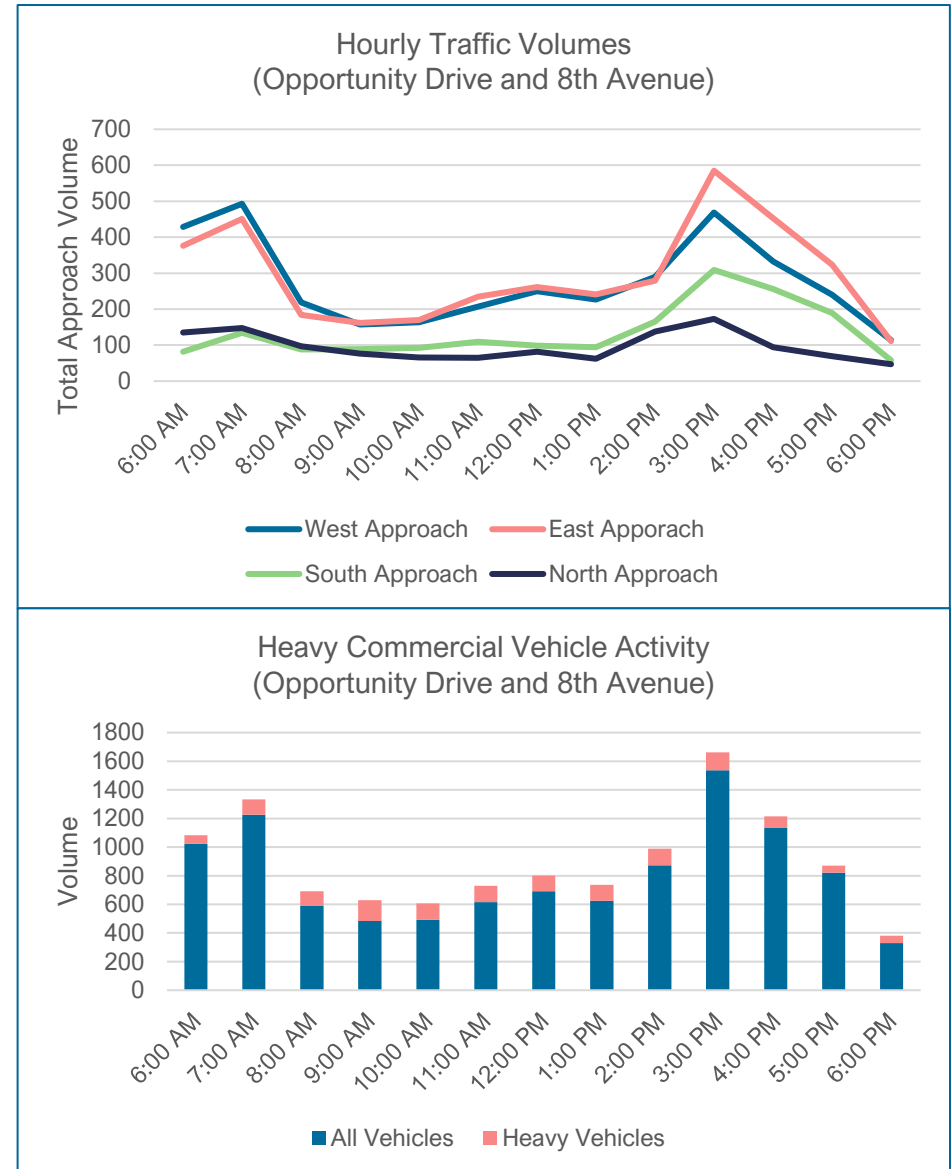
Intersection	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (PDO)	Entering ADT	Total Crash Rate				Fatal & Serious Injury Crash Rate			
								Observed	Statewide Average	Critical Rate	Critical Index	Observed	Statewide Average	Critical Rate	Critical Index
CR 75 / I-94 East Ramp (8th Ave)	6	0	1	0	2	3	6100	0.538	0.128	0.450	1.2	8.973	0.311	6.940	1.29
CR 75 / Glen Carlson Drive	1	0	0	0	0	1	4800	0.114	0.128	0.500	0.230	0.000	0.311	8.430	0.000
CR 75 / 74th Street	0	0	0	0	0	0	2850	0.00	0.128	0.630	0.00	0.000	0.311	13.050	0.00

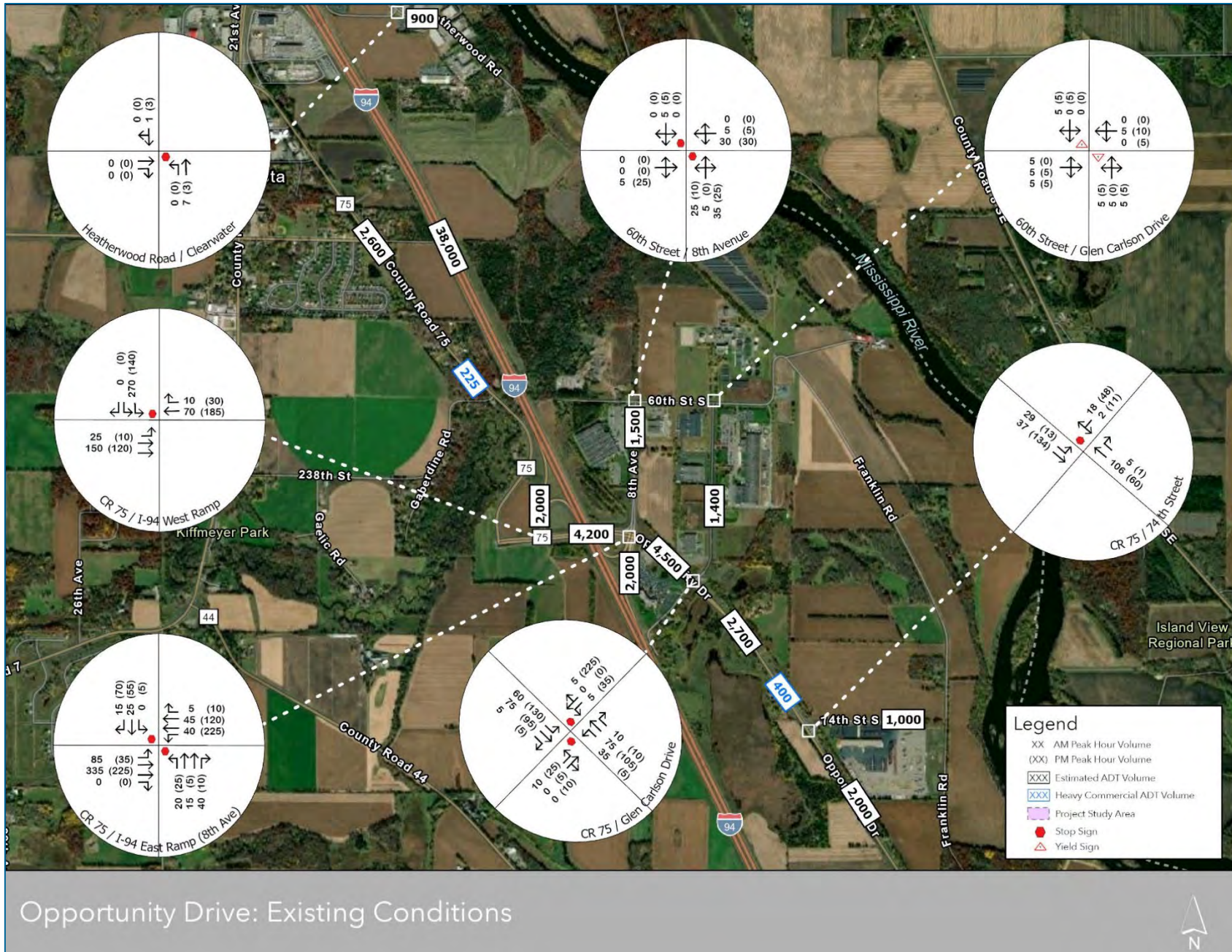
Traffic Volumes

To quantify current traffic operations within the study area, various data resources were leveraged. This included a combination of historical average daily traffic (ADT) volumes provided by MnDOT, Streetlight speed data obtained by the Saint Cloud APO, and intersection turning movement counts collected by the project team. A summary of the existing traffic conditions, which illustrates a.m. and p.m. peak hour intersection turning movements, estimated ADT volumes (including heavy commercial vehicles), traffic controls, and geometric configurations is shown in the corresponding graphic. Key traffic operational characteristics of note, include:

- Up to 13-hour of intersection turning movement counts were collected on Tuesday, April 12, 2022
- ADT volumes range from 2,000 to 4,500 vehicles per day
- The a.m. and p.m. peak hours occur between 6:45 and 7:45 a.m. and 3 to 4 p.m., respectively
 - These peak hours occur slightly early than typical roadway peak hours, which are attributed to the industrial nature of area businesses
- Heavy commercial vehicle activity represents between 8% and 14% of all vehicles along the study corridor
- Approximately 800 oversize-overweight (OSOW) permits were pulled over the last 5-years for the study corridor, which represents approximately 3-per week.

The traffic data indicates the Opportunity Drive corridor serves a significant amount of freight (i.e., heavy commercial activity) as compared to other corridors. As such, special considerations to ensure existing and future infrastructure within the area can support this elevated freight activity is a critical component to the long-term success of the area and its businesses.



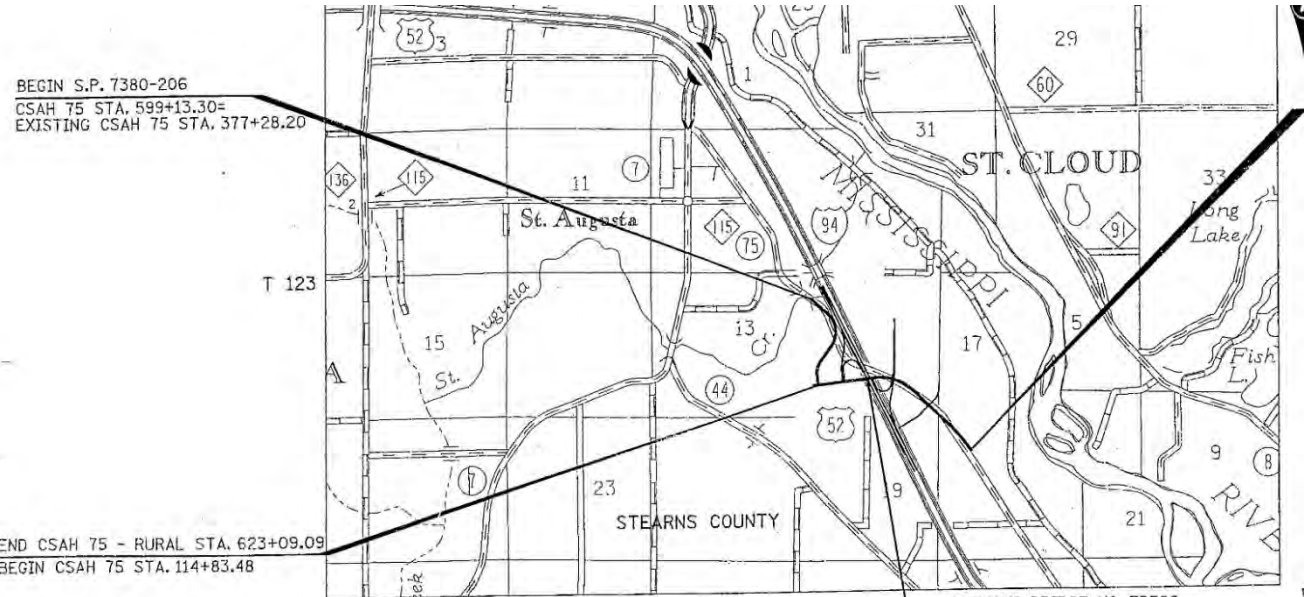


Vehicle Speeds

Vehicular speeds along the corridor have been a concern expressed by area businesses. A potential contributing factor is that there is not a posted speed limit along the corridor. A speed study had been previously completed which determined most vehicles were traveling at 55-mph or less and the speed limit should be 55-mph.

As part of this study, a preliminary review of vehicle speeds was conducted to understand current motorist behaviors, as well as the intended design speed. Historical design documents indicate the intended design speed of Opportunity Drive in the vicinity of I-94 was 40-mph. However, Streetlight speed data obtained by the Saint Cloud APO indicates that the average and 85th percentile speed of motorists is 45-mph and 60 mph, respectively.

It is important to note that motorists tend to travel along a corridor at speeds that feel comfortable, regardless of the posted speed limit. In this situation, motorists are traveling faster than the intended design speed but generally consistent with the previous speed study. Further discussion regarding vehicle speeds is provided as part of the alternative evaluation.



DESIGN DESIGNATION FOR:	CSAH 75	RAMPS / LOOPS	GLENN CARLSON	LOCAL ROAD	BTH AVE.	
R-VALUE	71	71	71	71	71	
ADT (Current Year) 2003 =	5,100	1,800	LOW	LOW	LOW	
ADT (Future Year) 2038 =	18,800	13,300 (YEAR 2038)	2,840	1,700	14,800	
T (HEAVY COMMERCIAL)	1,560		10 TON	10 TON	10 TON	FOR PL
PAVEMENT DESIGN	10 TON	10 TON	10 TON	10 TON	10 TON	STAT
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR					73
NO. OF TRAFFIC LANES	2 / 4	1	2	2	2	
NO. OF PARKING LANES	0	0	0	0	0	
ESALS	1,310,000 (20 YRS.)	15,300,000 (35 YRS.)	174,000 (20 YRS.)	104,000 (20 YRS.)	905,000 (20 YRS.)	
Design Speed	40 MPH	50 MPH (25 MPH)	30 MPH	30 MPH	30 MPH	
Based on Sight Distance	STOPPING	STOPPING	STOPPING	STOPPING	STOPPING	
Height of eye / Height of Object	3.5' / 0.5'	3.5' / 0.5'	3.5' / 0.5'	3.5' / 0.5'	3.5' / 0.5'	
Design Speed not achieved at:						

SCALES

EX MAP	2500'
GENERAL LAYOUT	200'
PLAN	50'
PROFILE	100' HORIZ. 10' VERT.
X-SECTION	10' 10'

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

I HEREBY CERTIFY THAT THE FINAL MADE BY ME OR UNDER MY DIRECT PROFESSIONAL ENGINEER UNDER THE

SIGNATURE _____ DATE _____ LIC. NO. _____

THIS PLAN AND/OR SPECIFICATION WAS PREPARED SPECIFICALLY FOR THIS PROJECT, AND ANY RE-USE OF DETAILS OR SPECIFICATIONS ON OTHER PROJECTS IS NOT INTENDED OR AUTHORIZED BY THE DESIGNER. LIABILITY FOR ANY RE-USE ON OTHER PROJECTS IS THE RESPONSIBILITY OF THE PERSON, AGENCY, OR CORPORATION USING PLAN OR SPECIFICATION DATA FROM THIS PROJECT.

CITY STA

Intersection Capacity

Intersection capacity was evaluated using Synchro/SimTraffic Software (version 11), which incorporates methods outlined in the Highway Capacity Manual, 6th Edition. The software is used to develop calibrated models that simulate observed traffic operations and identify key metrics such as intersection Level of Service (LOS) and queues. These models incorporate collected traffic, freight, pedestrian, and bicyclist volumes, traffic controls, and driver behavior factors. Level of Service (LOS) quantifies how an intersection is operating. Intersections are graded from LOS A through LOS F, which corresponds to the average delay per vehicle values shown. An overall intersection LOS A through LOS D is generally considered acceptable in the study area. LOS A indicates the best traffic operation, while LOS F indicates a location where demand exceeds capacity.

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service, which takes into account the total number of vehicles entering the intersection and the capability of the intersection to support the volumes.

Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, most delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience

Level of Service	Average Delay / Vehicles	
	Stop, Yield, and Roundabout	Signalized Intersections
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds

AM Peak Hour					
Intersection	Level of Service (Delay in Seconds)				
	EB	WB	NB	SB	Overall
Opportunity Drive (CR 75) and I-94 West Ramp	A (1)	A (2)	--	A (7)	A (4)
Opportunity Drive (CR 75) and 8 th Avenue (I-94 East Ramp)	A (2)	A (2)	A (8)	A (9)	A (3)
Opportunity Drive (CR 75) and Glen Carlson Drive	A (1)	A (1)	A (5)	A (4)	A (1)
Opportunity Drive (CR 75) and 74 th Street	A (1)	A (<1)	--	A (3)	A (1)
60 th Street and 8 th Avenue	A (0)	A (2)	A (2)	A (6)	A (2)
60 th Street and Glen Carlson Drive	A (1)	A (0)	A (1)	A (1)	A (1)
Heatherwood Road and Clearwater Road	--	--	A (<1)	A (<1)	A (<1)
PM Peak Hour					
Intersection	Level of Service (Delay in Seconds)				
	EB	WB	NB	SB	Overall
Opportunity Drive (CR 75) and I-94 West Ramp	A (1)	A (4)	--	A (7)	A (4)
Opportunity Drive (CR 75) and 8 th Avenue (I-94 East Ramp)	A (2)	A (3)	C (24)	B (11)	A (5)
Opportunity Drive (CR 75) and Glen Carlson Drive	A (1)	A (2)	A (7)	A (5)	A (3)
Opportunity Drive (CR 75) and 74 th Street	A (<1)	A (<1)	--	A (3)	A (1)
60 th Street and 8 th Avenue	A (<1)	A (2)	A (2)	A (6)	A (2)
60 th Street and Glen Carlson Drive	A (<1)	A (1)	A (<1)	A (2)	A (1)
Heatherwood Road and Clearwater Road	--	--	A (<1)	A (<1)	A (<1)

high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

The existing intersection capacity analysis identified that all study intersections currently operate at an overall LOS A during the peak hours. In addition, all movements and/or approaches operate at LOS D or better during the peak hours and no queues over 100 feet were identified for any movement. Therefore, no significant intersection capacity issues currently exist within the study area.

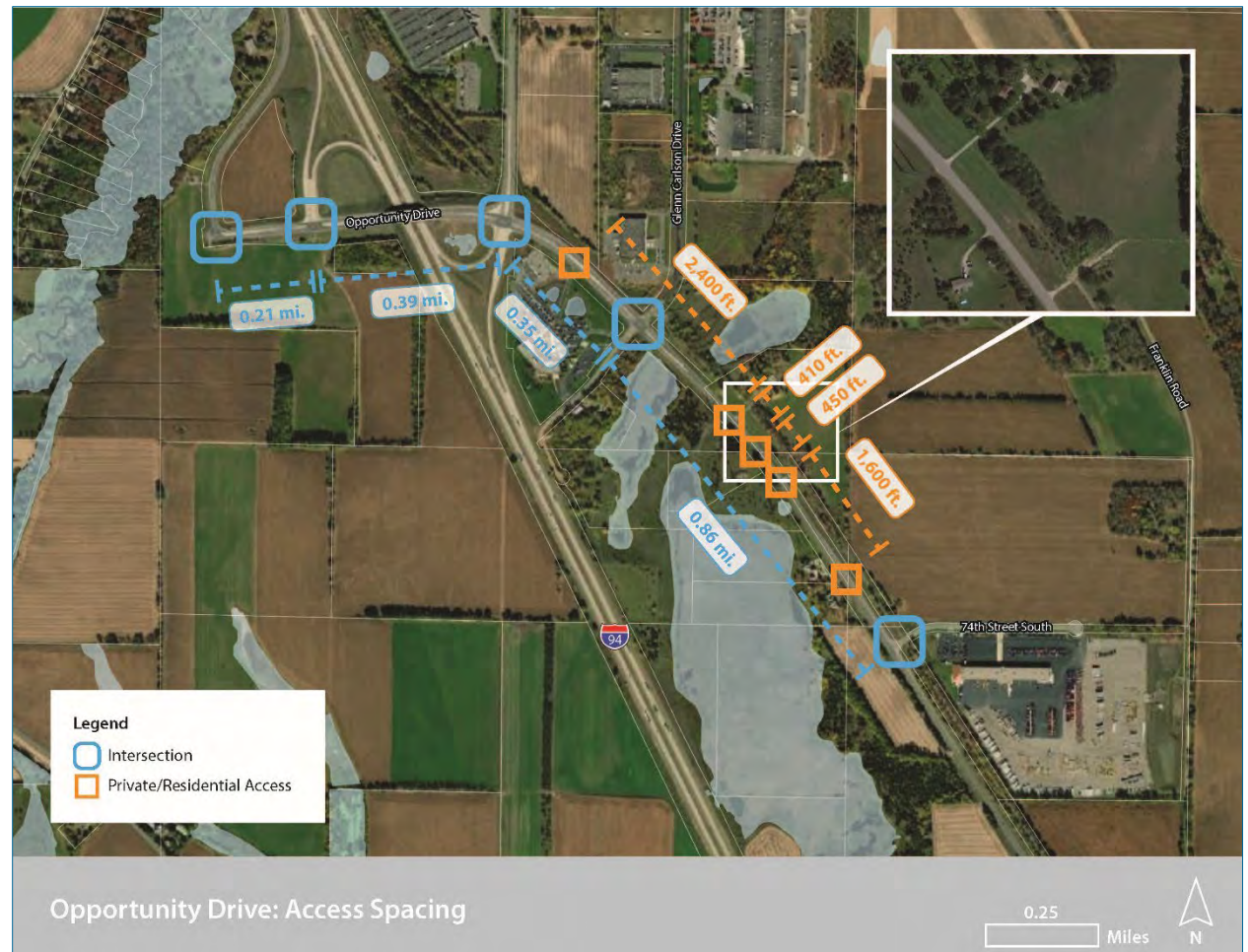
Access

Opportunity Drive is functionally classified as a “Collector” roadway and is generally in a “rural” setting although it could be considered more “urbanized” near I-94. County access guidance suggests:

- Intersection Spacing: minimum of 1/8-mile
- Driveway Spacing: 1/8- to 1/4-mile
- Signal Spacing: minimum of 1/4-mile

Existing access along the corridor is generally focused at the primary study intersections and public roadways. There is a partial access (i.e., right-in only) that serves Anderson Trucking Services (ATS) and several single-family residences/agricultural driveways within the study area. However, in general, the existing roadways are within existing Stearns County Access Spacing guidance.

When considering future access, these guidelines will be reviewed to ensure compliance, where possible.



Geometric Review

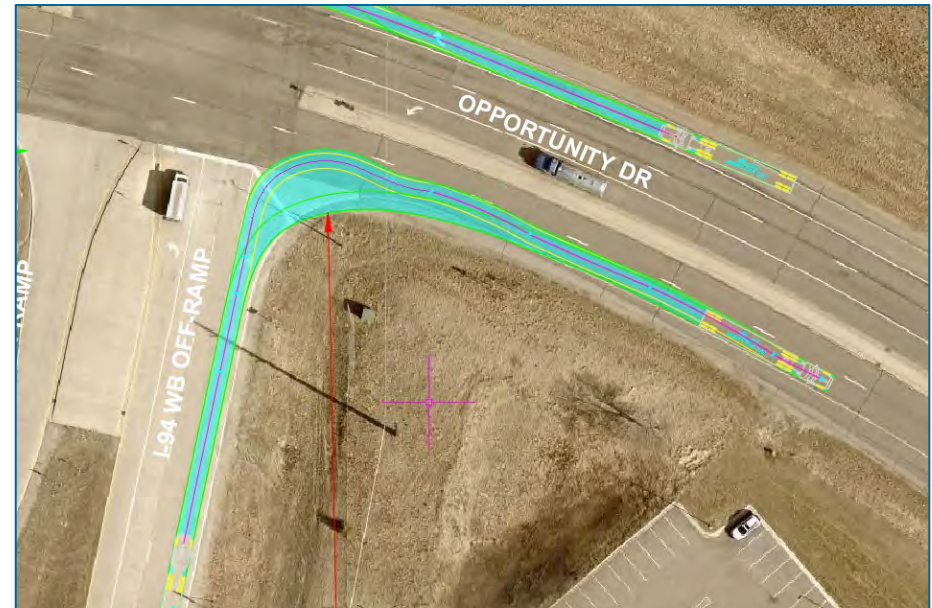
A preliminary geometric review of the current roadway configuration relative to design standards and truck maneuverability was completed to identify any conflicts or issue areas. Key metrics reviewed included:

- Existing Horizontal Alignments
- Turn Lane Lengths and Storage
- Truck Turning Maneuverability
- Lane and Shoulder Widths
- Sight Lines and Clear Zones

The geometric review identified the following issue areas or potential concerns needing further investigation:

- 60th Street: the curve near 4th Avenue does not meet existing horizontal standards
- Northbound Right-Turn Lane along 8th Avenue at 60th Street: the northbound right-turn lane is relatively short (~90 feet) relative to design speeds and standards.
- Truck Encroachment Areas:
 - I-94 East Ramps – Northbound to Westbound, Northbound to Eastbound, and Westbound to Northbound movements
 - Glen Carlson Drive – Eastbound to Southbound and Southbound to Westbound movements
 - 60th Street and 8th Avenue – Northbound to Eastbound movement
 - 60th Street and Glen Carlson Drive – Eastbound to Southbound and Northbound to Eastbound movements
- 60th Street Shoulder: does not meet the current standard shoulder width

Key assumptions, design criteria, parameters, and design details of the preliminary geometric review are available upon request.



Stakeholder Concerns

A focus group was established, primarily consisting of local businesses within or directly adjacent to the study area to gather feedback on how the transportation system is functioning, as well as to better understand future development/business plans and transportation needs. The first focus group occurred in June 2022 and included representatives from Anderson Trucking Service (ATS), Landwehr Construction, Associated Wholesale Grocers (AWG), and Rice Companies. The following is a summary of feedback relating to existing conditions along Opportunity Drive:



- Be mindful of **access** to each facility
- Consider a **better turnaround** for trucks at the end of 74th Street
- The I-94 East Ramp intersection is **difficult to cross** with large vehicles; is a new traffic control needed?
- Consider a **stop sign** at 8th Avenue & 60th Street
- **Congestion** at the Glen Carlson intersection
- The southbound left-turn lane at 74th Street is a bit short, **rear-end accident concerns**
- Traversing **roundabouts are challenging for trucks** – particularly OSOW vehicles
- Freight drivers prefer **longer acceleration and deceleration lanes**
- Drivers prefer **controlled left-turn movements**
- How will the **Heatherwood Road extension** impact area options?

In addition to these concerns, stakeholders shared feedback regarding business/expansion plans and potential timelines. This information was leveraged to help identify future traffic forecasts and shape the implementation plan discussed later in this report.

Future Land Use

There are currently various developments within the I-94 Business Park that are under construction, have been recently approved, and/or are in the early development planning stages. This includes developments both west and east of I-94, as well as several significantly sized projects. A key component of this study is to identify the future remaining development potential and their overall impact and need on adjacent transportation infrastructure. Therefore, understanding future business plans, remaining development potential, and developing realistic traffic forecasts is a critical step in the study process.

With any development, market conditions often influence development and their timeframes. Therefore, a specific horizon year (i.e., year 2040) was not assumed to coincide with the future land use contemplated as part of this study. The future land use assumptions represent a full build out of the area / I-94 Business Park to help identify the long-term infrastructure needs and key metrics / development levels which may necessitate area infrastructure changes.

Through discussions with the project team, the City of St. Cloud, St. Augusta, and area businesses, future land use assumptions were developed for each undeveloped parcel within the I-94 Business Park as well as portions of St. Augusta. As noted, this area is already experiencing considerable growth and additional large-scale developments are in the planning process. At the pace of development, full build out could happen within the next 5 to 10 years or depending on market conditions may take 20+ years to materialize.

A summary of both near-term and full build out development assumptions are illustrated in the adjacent figure and the trip generation table on the following page. These land use assumptions were used to develop detailed trip generation estimates and traffic forecasts for the entire study area. Key development assumptions include:

- Approximately 1 million square feet of industrial development is expected to be constructed within the next 2 years
- There is approximately 6.5 million square feet of remaining developable area within the I-94 Business Park (i.e., full build out)

To provide additional context, assumptions used as part of the St. Cloud Regional Travel Demand Model (TDM) represent an estimated 2.6 million square feet of development that is estimated to occur by the year 2045. This equates to about 1/3 of the full build development assumptions used as part of this study. However, as noted earlier, this study is intended to understand the long-term infrastructure needs, while also putting together an implementation strategy to support future development. Current development patterns suggest that more development is likely to occur within the area than assumed within the regional travel demand model.



Traffic Forecasts

Rather than utilize traffic forecasts developed using assumptions within the regional travel demand model, a more detailed trip generation approach was utilized to develop the full build out condition traffic forecasts. This approach leveraged the following steps:

- 1) Compare traffic counts to known land uses and their estimated trip generation
- 2) Identify future land use potential sizes and types
- 3) Compare socio-economic allocations for the area
- 4) Develop remaining trip generation estimates
- 5) Route new trips throughout the study area

Using this approach, the I-94 Business Park has the potential to generate approximately 35,000 daily trips to/from the area upon full build out. This assumes that future developments will continue to generate trips at a rate that is consistent with current traffic generation patterns.

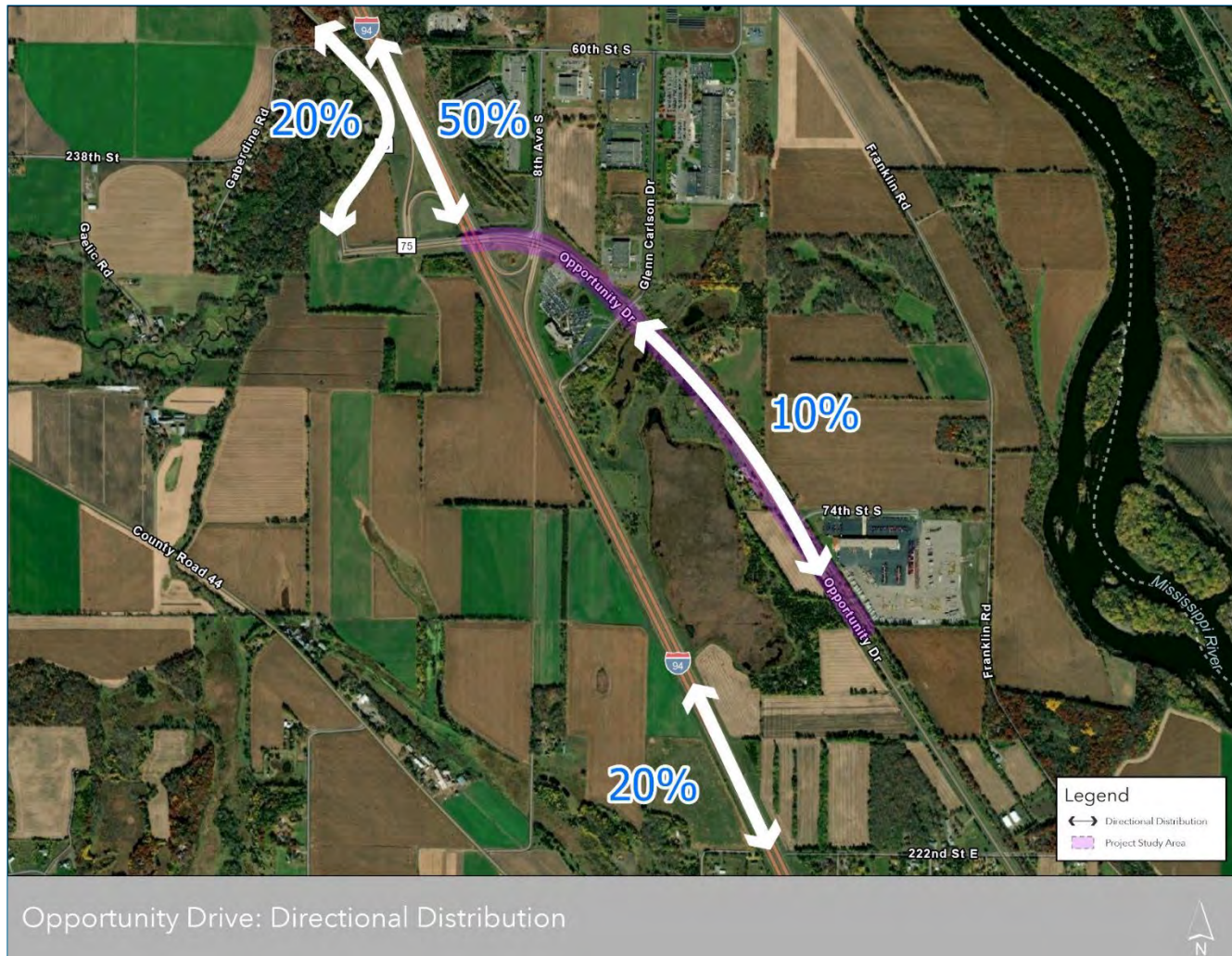
Note that the current trip generation rate of area development is generally consistent with estimates developed utilizing the ITE Trip Generation Manual. Although with industrial type developments, the trip generation during the peak hours can vary based on shift-change times and overall business logistics (i.e., delivery timeframes, business needs, etc.). Additional details regarding traffic forecasts are included later in this report.

REMAINING DEVELOPMENT POTENTIAL AND TRIP GENERATION
Data corresponds to the Adjacent Development Opportunities figure.

Zone/ID	Name	Type (ITE Code)	Size (SF)	AM Peak Hour		PM Peak Hour		Daily
				In	Out	In	Out	
A	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	490,000	255	39	42	224	2,129
B	Dayton	General Light Industrial (110) - 65% Industrial Park (130) - 35%	24,660	13	2	2	11	107
C	Augusta	General Light Industrial (110) - 65% Industrial Park (130) - 35%	162,500	84	13	14	74	706
8th Avenue Traffic Subtotal			677,160	352	54	58	309	2,942
D	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	27,000	14	2	2	12	117
E	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	187,000	97	15	16	85	813
F	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	145,000	75	12	12	66	630
Existing	ATS HQ Expansion	Office (710)	600 employees	259	35	46	224	2,000
Glen Carlson Drive Traffic Subtotal			359,000	445	64	76	387	3,560
G	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	650,000	338	52	55	297	2,824
H	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	1,500,000	780	120	128	684	6,518
Need to Determine Routing Traffic Subtotal			2,150,000	1,118	172	183	981	9,342
I	Associated Wholesale Grocers	General Light Industrial (110) - 65% Industrial Park (130) - 35%	800,000	416	64	68	365	3,476
74th Avenue Traffic Subtotal			800,000	416	64	68	365	3,476
J	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	1,000,000	520	80	85	456	4,345
Direct to Opportunity Drive Traffic Subtotal			1,000,000	520	80	85	456	4,345
K	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	1,000,000	520	80	85	456	4,345
L	Potential	General Light Industrial (110) - 65% Industrial Park (130) - 35%	1,500,000	780	120	128	684	6,518
Direct to Opportunity Drive Traffic Subtotal			2,500,000	1,300	200	213	1,140	10,863
TOTAL (Remaining Area Development)			7,486,160	4,151	634	683	3,638	34,528

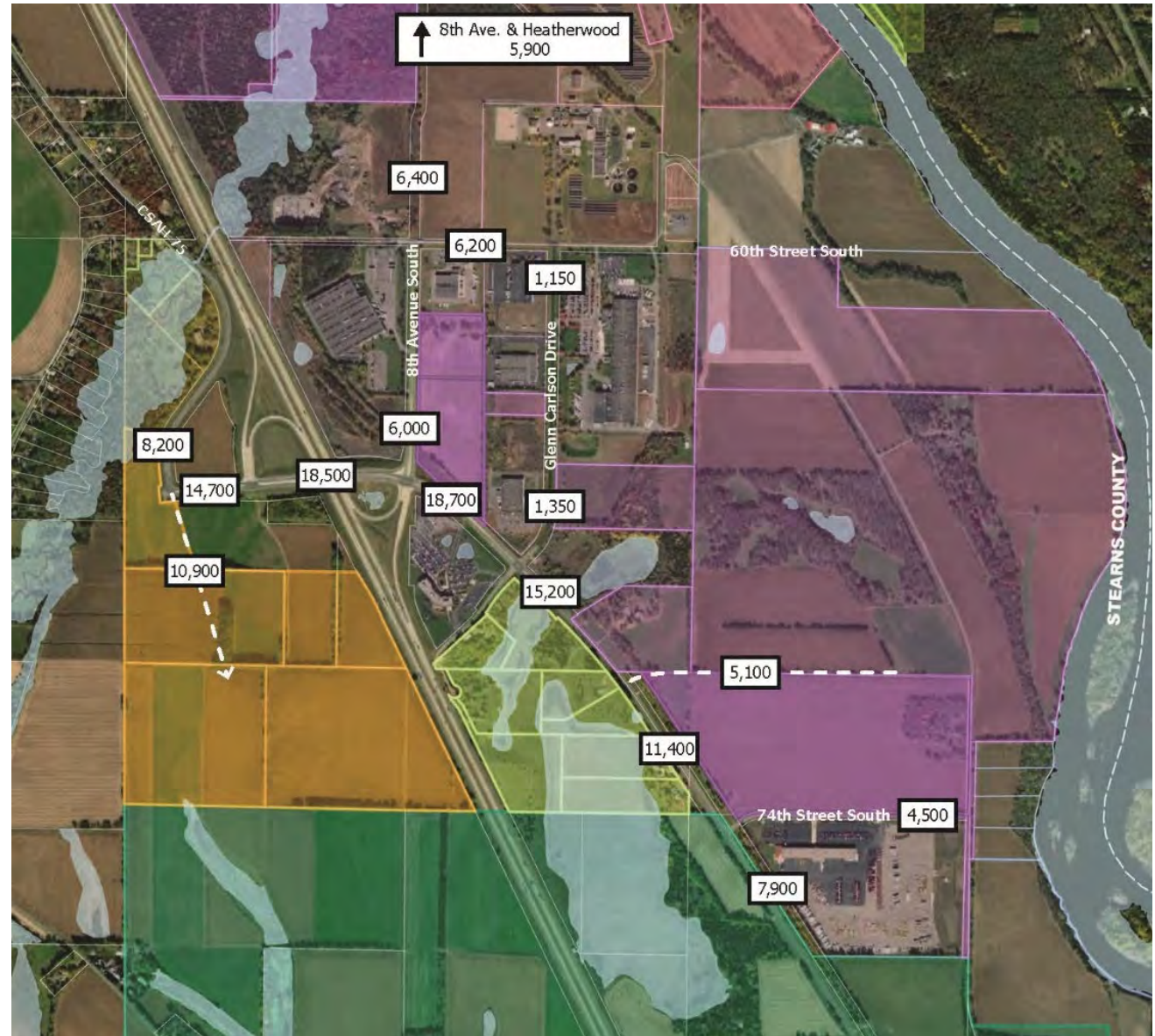
Development West of I-94
Development East of I-94

The trip generation for the remaining developments were generally routed throughout the study area utilizing the directional distribution illustrated. This distribution was developed using a combination of existing travel patterns, employee/demographic data from area businesses, and engineering judgment. Note that the majority of area development (i.e., approximately 70%) traffic is destined to/from I-94 or CSAH 75. This travel pattern influences the need and timeline for the Heathwood Road extension contemplated by the City, as well as the overall I-94 interchange configuration.



Opportunity Drive: Directional Distribution

The resultant traffic forecasts are illustrated in the adjacent graphic. The forecasts indicate that ADT volumes along Opportunity Drive are expected to range from approximately 7,900 to 18,700 vehicles per day, while ADTs along most other roadways are expected to be approximately 6,500 vehicles per day or less. In addition to the ADT volumes, traffic forecasts were developed for the a.m. and p.m. peak hours, which were leveraged as part of the future traffic operations analysis.



Full Build Traffic Operations

Using the full build out traffic forecasts, a multi-pronged approach was leveraged to understand future corridor and intersection capacity issues and needs. In other words, how is the existing infrastructure able to support projected traffic forecasts.

The first approach was a planning level review of forecasted ADT volumes using typical planning level capacity thresholds as shown. This approach indicates that in general, the existing 4-lane facility near the I-94 interchange (i.e., ADT volume ~ 18,500 vpd) can likely support the long-term capacity from a roadway cross-section perspective. However, segments of Opportunity Drive (west of I-94 and immediately east of Glen Carlson Drive) likely warrant expansion to a four-lane facility to function at acceptable levels of service. Note that this approach doesn't fully account for the level of heavy commercial activity present within the corridor; heavy commercial vehicles use more intersection capacity relative to passenger vehicles due to their size and maneuverability limitations.

Facility Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
5-lane	< 11,400	< 18,200	< 29,100	< 32,600	< 36,300	< 36,300
4-lane	< 7,600	< 12,100	< 19,400	< 23,300	< 27,600	< 27,600
3-lane	< 4,900	< 7,900	< 12,700	< 17,000	< 21,100	< 21,100
2-lane	< 3,100	< 5,000	< 8,000	< 12,000	< 15,900	< 15,900

The second method included a detailed intersection capacity analysis conducted using Synchro/SimTraffic software, which better accounts for the heavy commercial activity. Using this approach, most of the study intersections and/or approaches are expected to operate at an unacceptable level of service during the peak hours.

This is primarily due to a lack of traffic controls which provide increased capacity, such as a traffic signal or roundabout. However, traffic control changes alone are not expected to provide sufficient capacity to support full build out conditions in most locations. Therefore, additional capacity analyses were conducted as part of the alternative development process to understand the long-term infrastructure and traffic control needs to support full build out of the area.

Level of Service (Overall / Worst Approach)				
Intersection	AM Peak Hour		PM Peak Hour	
	Existing	Full Build	Existing	Full Build
Opportunity Drive (CR 75) and I-94 West Ramp	A / A	F / F	A / A	F / F
Opportunity Drive (CR 75) and 8 th Avenue (I-94 East Ramp)	A / B	F / F	A / C	F / F
Opportunity Drive (CR 75) and Glen Carlson Drive	A / B	F / F	A / C	F / F
Opportunity Drive (CR 75) and 72nd Street	Future	F / F	Future	F / F
Opportunity Drive (CR 75) and 74th Street	A / A	C / F	A / B	F / F
60th Street and 8th Avenue	A / B	C / F	A / A	F / F
60th Street and Glen Carlson Drive	A / A	A / C	A / A	A / D
Heatherwood Road and Clearwater Road	A / A	A / B	A / A	A / B

Issues and Need Summary

The following high-level issues and needs were identified for the Opportunity Drive corridor and surrounding roadway network within the I-94 Business Park:

- Increase safety at the Opportunity Drive (CR 75) and 8th Avenue (I-94 East Ramp) intersection
- Address the lack of a posted speed limit along the Opportunity Drive corridor
- Improve accommodations for heavy commercial vehicles
- Identify traffic control, geometric, and roadway connection improvements to ensure adequate long-term capacity

These issues and needs served as a guide for the alternative development and evaluation process.

4.0 Alternative Development and Evaluation

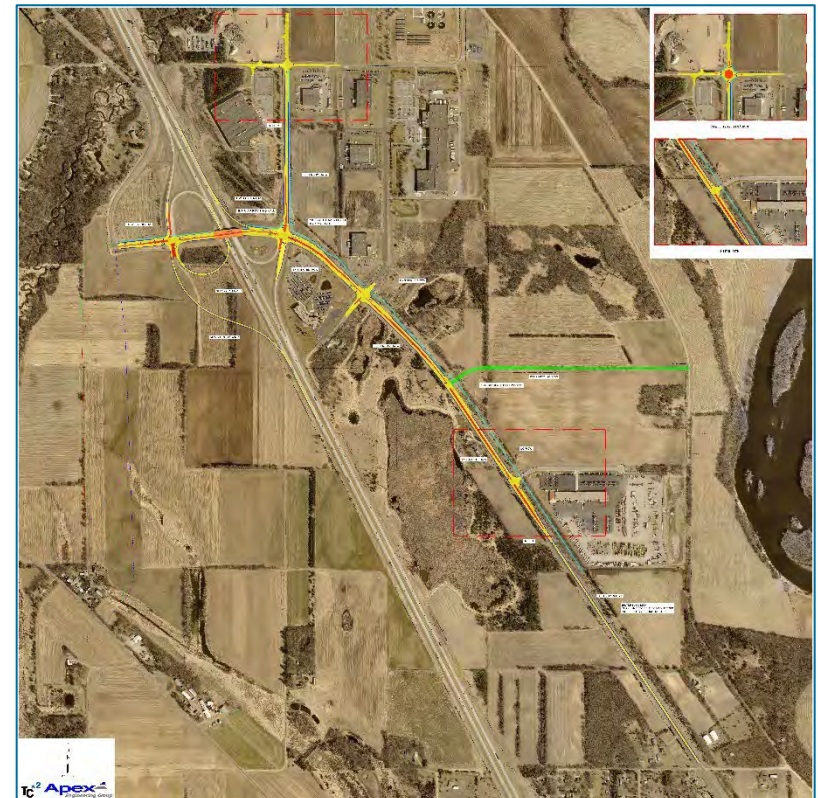
Based on the issues and needs identified, a range of potential alternatives were identified and evaluated. The following sections provide an overview of the process, each alternative and the associated evaluation, and the subsequent findings and recommendations.

Process

A range of alternatives were developed and evaluated to address each of the identified issues. The overarching goals of the alternative development and evaluation process focused on the following strategic goals:

- Forecasts: Focus on full build out conditions, with strategic sensitivity testing
- Alternatives: Provide flexibility to accommodate unknown development or assumption changes
- Implementation: Leverage decision metrics to assist planning staff

The following sections outline the alternative development and evaluation process conducted for each of the issues and needs identified. This information includes feedback and discussions, as well as various technical data which support the study recommendations. The process focuses on the Opportunity Drive corridor and key aspects such as corridor cross-section, traffic controls, intersection capacity, and implementation/need timelines.



Corridor Speeds

Issue(s): No posted speed limit; the existing average and 85th percentile speeds of motorists are 45 and 60 mph, respectively.

Evaluation: The evaluation included a review of design plans and coordination/discussion with the project team, including Stearns County and MnDOT, who ultimately have jurisdiction over Opportunity Drive in this area.

Findings: The Opportunity Drive corridor was originally designed with a 40-mph design speed in the vicinity of the I-94 interchange. In particular, the curve along Opportunity Drive at the 8th Avenue (I-94 East Ramps) intersection is the controlling location, where the curve radius and roadway super-elevation meet the design requirements for a 40-mph curve. However, to increase the design speed of this curve would require a larger curve radius and/or additional roadway super-elevation, which would have significant cost implications.



Slower vehicular speeds along Opportunity Drive would help improve intersection safety by increasing gaps in traffic along Opportunity Drive, as well as reducing the severity of potential crashes. However, the project team recognizes that changing the speed limit alone will not change driver behavior and not likely result in a noticeable change in vehicular speeds along the corridor. In general, a change in context (i.e., a more urban roadway cross-section) and/or traffic controls (such as a roundabout) would be expected to have more influence in slowing vehicular speeds than changing the speed limit.

Recommendation: Given the level of development occurring within the I-94 Business Park, coordination with Stearns County staff should occur to collect additional vehicular speed data in 2023 to determine if a formal speed study should be requested through MnDOT. This approach will allow area stakeholders to understand how travel speeds and volumes have changed due to recent development activity, as well as to determine a likely outcome (i.e., the speed limit) before requesting a formal speed study, if desired.

Corridor Capacity / Cross-Section

Issue(s): What is the long-term capacity needed for the corridor and various segments.

Evaluation: The evaluation focused on a planning level review of the projected traffic volumes relative to typical planning level thresholds by facility type (i.e., 2-lane versus 4-lane, etc.). A factor of safety was also considered given the planning level approach does not directly account for the higher level of heavy commercial vehicle activity associated with the Opportunity Drive corridor. The roadway cross-section was also considered with respect to the existing center median and rural drainage patterns.

Opportunity Drive Segment	Full Build ADT Volume	Existing Configuration LOS	Recommended Configuration LOS	Comment / Consideration
Western Study Limits to I-94	14,700	3-lane / LOS D	5-lane / LOS B	
I-94 to Glen Carlson Drive	18,700	5-lane / LOS C	5-lane / LOS C	
Glen Carlson Drive to 72 nd Street	15,200	2-lane / LOS E	5-lane / LOS B	LOS D as a 3-lane
72 nd Street to 74 th Street	11,400	2-lane / LOS D	3-lane / LOS C	
74 th Street to Southern Study Limits	7,900	2-lane / LOS C	3-lane / LOS B	

Findings: The existing Opportunity Drive corridor does not provide a consistent cross-section throughout the study area; the corridor varies from a 2-lane rural section to a 4-lane+ hybrid section near the 8th Avenue (I-94 East Ramps) intersection. In general, to provide a consistent experience for area users, as well as adequate long-term capacity, a 5-lane section (or a 4-lane with turn lanes) is needed from the western study limits through Glen Carlson Drive and potentially to 72nd Street and beyond. A 3-lane facility (or a 2-lane with turn lanes) is expected to provide adequate long-term capacity from 72nd Street to the southern study limits, but is ultimately dependent upon the type, location, and intensity of future area developments.

From a roadway cross-section perspective, preserving the existing hybrid cross-section (i.e., a center median with outside ditch sections) appears most advantageous. This allows for efficient roadway expansion when needed, while also limiting additional capital expenditures (as compared to converting the corridor to a fully urban roadway cross-section).



Recommendation: Plan for a 5-lane facility from the western study limits through 74th Street, by considering right-of-way preservation as opportunities arise. In the near term, consider implementation of segments as part of other infrastructure projects, such as the upcoming 72nd Street construction project identified within the City of St. Cloud’s capital improvement program. The existing hybrid cross-section should be maintained.

Corridor Traffic Controls

Issue(s): As development continues, new traffic controls will be needed to provide additional intersection capacity.

Evaluation: In general, new traffic controls would likely focus on either traffic signals or roundabouts. Mixing traffic signals and roundabouts along a corridor such as Opportunity Drive is relatively uncommon and therefore identifying a consistent traffic control vision was considered. This evaluation focused on comparing key criteria such as Freight Compatibility, Safety, Roadway Capacity, Implementation, Capital Costs, and Stakeholder Feedback.

Findings: Based on this evaluation, a traffic signal corridor provides improved freight compatibility related to over-size over-weight (OSOW) vehicles, more flexibility in long-term roadway capacity, can be easier implemented and at a lower capital cost, and is more favored by area business representatives. A roundabout corridor would provide a safety advantage over a signal corridor by helping reduce vehicular speeds but comes with more implementation challenges and capital costs.

Recommendation: Plan for traffic signal implementation as opportunities arise and/or warrants are met.

Evaluation Criteria	Signals	Roundabouts
Freight Compatibility	Green	Yellow
Safety	Yellow	Green
Roadway Capacity	Green	Yellow
Implementation	Green	Orange
Capital Costs	Yellow	Red
Stakeholder Feedback	Green	Red

8th Avenue (I-94 East Ramps) Intersection

Issue(s): History of angle-crashes and significant crash and severity rates relative to intersections with similar characteristics; substandard radii for truck maneuverability; need for additional intersection capacity from both a traffic control and geometric roadway configuration perspective.

Evaluation: Two specific evaluations were completed for this location, one of which looked at the need and timing of a traffic control change (i.e., signal need). The second evaluation focused on the need and timing of when the signal and current geometric configuration is expected to no longer provide adequate intersection capacity and the identification of what additional infrastructure is needed to support full build-out of the area (i.e., additional capacity).

Findings (Signal Need): Based on this evaluation, traffic volumes do not currently meet any signal warrants, however warrants are expected to be met between approximately 25 to 50% of the full build out condition. A traffic signal is expected to result in a 5% reduction in overall crashes and a 67% reduction in angle-crashes (per crash modification factors). Note that the extension of Heatherwood Road has the potential to impact the need and timing of future signalization of this location. As part of a signal implementation project, minor geometric modifications could be incorporated to improve turning radii to limit encroachment and/or overtopping of medians, etc.

Recommendation: Monitor development and traffic volume changes and plan for signal installation in the next 2 to 5 years.



Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Opportunity Drive Operations Study
Project/File #	22-023
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	Opportunity Drive	Minor Street (N/S Road)	8th Avenue / I-94 Off Ramp
Analyzed with	2 or more approach lanes	Analyzed with	2 or more approach lanes
Total Approach Volume	4163 vehicles	Total Approach Volume	1057 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	100 percent applied

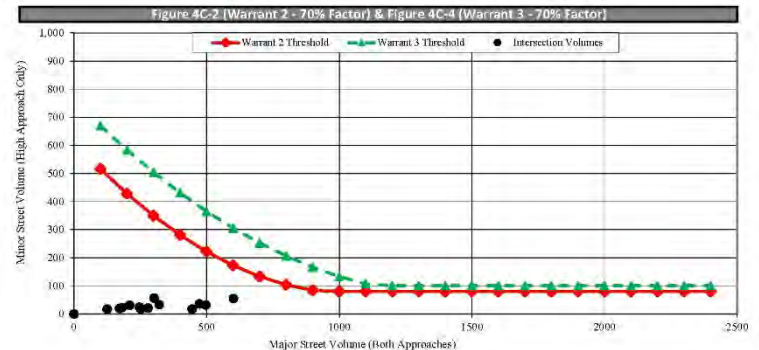
Reduction applied to Volume Warrant thresholds due to isolated community.

Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	Not Satisfied	Not Satisfied	Not Satisfied
Required values reached for	0 hours	0 hours	0 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	420	630	336 (Cond. A) & 504 (Cond. B)
Criteria - Minor Street (veh/hr)	140	70	112 (Cond. A) & 56 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

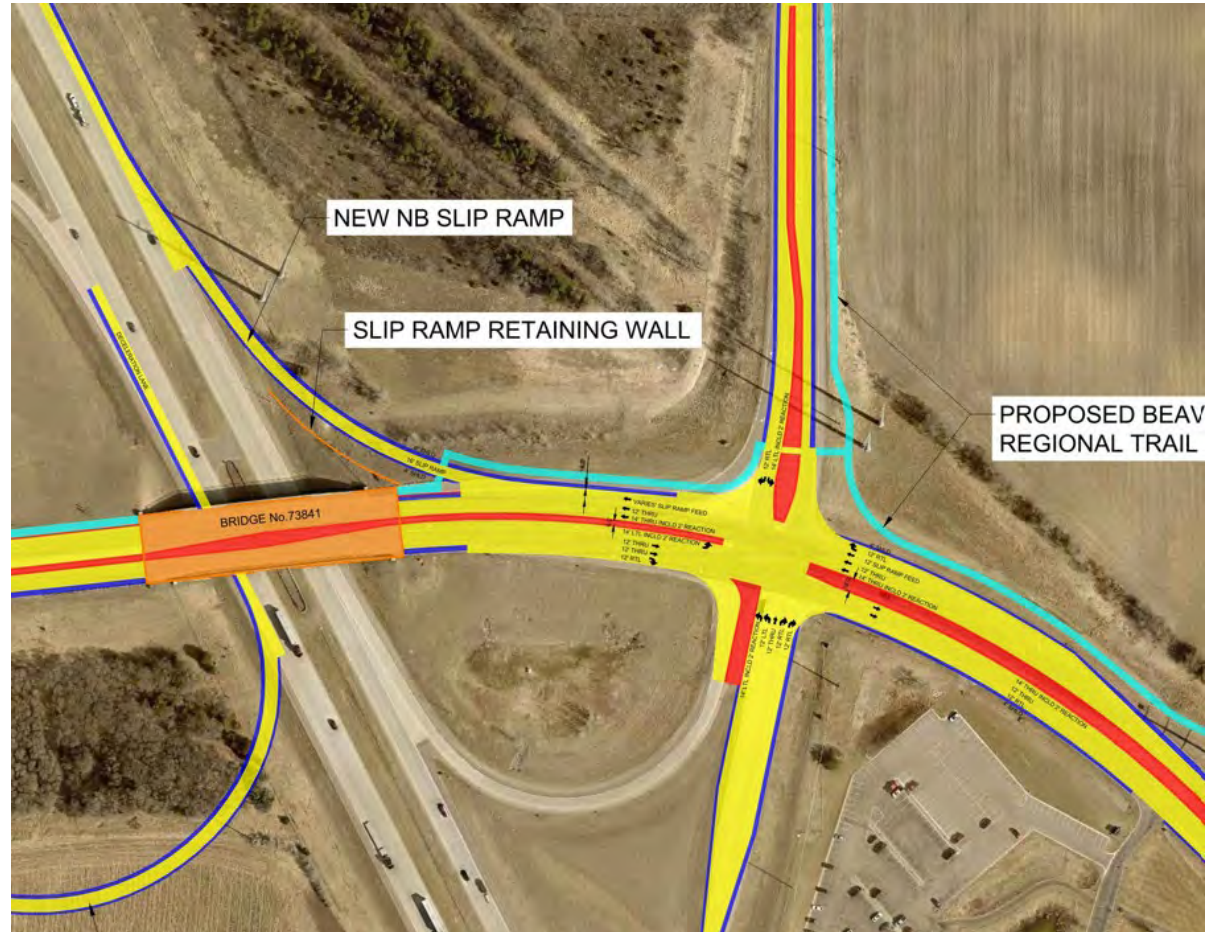
Warrant 2, Four Hour Vehicular Volume			
Condition Satisfied?	Not Satisfied		
Required values reached for	0 hours		
Criteria	See Figure Below		

Warrant 3, Peak Hour Vehicular Volume			
	Condition A	Condition B	Condition B
Condition Satisfied?	Not Satisfied	Not Satisfied	Not Satisfied
Required values reached for	0 total, minor, 0 delay	0 hours	0 hours
Criteria - Total Approach Volume (veh in one hour)	650		
Criteria - Minor Street High Side Volume (veh in one hour)	150		See Figure Below
Criteria - Minor Street High Side Delay (veh-hrs)	5		



Findings (Additional Capacity): Even with signalization, the existing intersection geometric layout is expected to reach its current capacity between 50 and 75% of full-build out conditions. In particular, the northbound I-94 on-ramp is the controlling movement during the p.m. peak hour, which includes a combination of the westbound left-turn, eastbound right-turn, and southbound through movements all of which contribute to its capacity limitation. Furthermore, the westbound left-turn movement is projected to approach approximately 600 left-turning vehicles during the p.m. peak hour at approximately 50% of full-build out. At this number of left-turning motorists, queues beyond the existing turn lane would be expected and thus, consideration of dual left-turn would be needed.

An evaluation comparing the impacts of adding a westbound left-turn lane (i.e., dual lefts) relative to a new northbound slip ramps was completed. An example of a new slip ramp configuration is shown in the illustration; additional turn lanes on the off-ramp may also be needed, as illustrated. Note that to implement the dual westbound left-turn lanes, significant corridor widening would be needed and the dual lefts may still not provide sufficient long-term capacity. The slip ramp would provide additional long-term capacity (as compared to the dual lefts), while requiring some widening to accommodate an advance through lane and new westbound right-turn lane. The southbound to westbound channelized right-turn lane, along with modifications to the existing multi-use trail would be needed. There is also the potential need for a retaining wall, collector-distributor lanes along northbound I-94, and/or utility (i.e., overhead power) impacts that would need further vetting if the additional capacity were to be eventually needed.



Recommendation: Monitor development, traffic volumes, and intersection operations to determine if/when additional capacity is needed; Consider budgeting for future capital improvements.

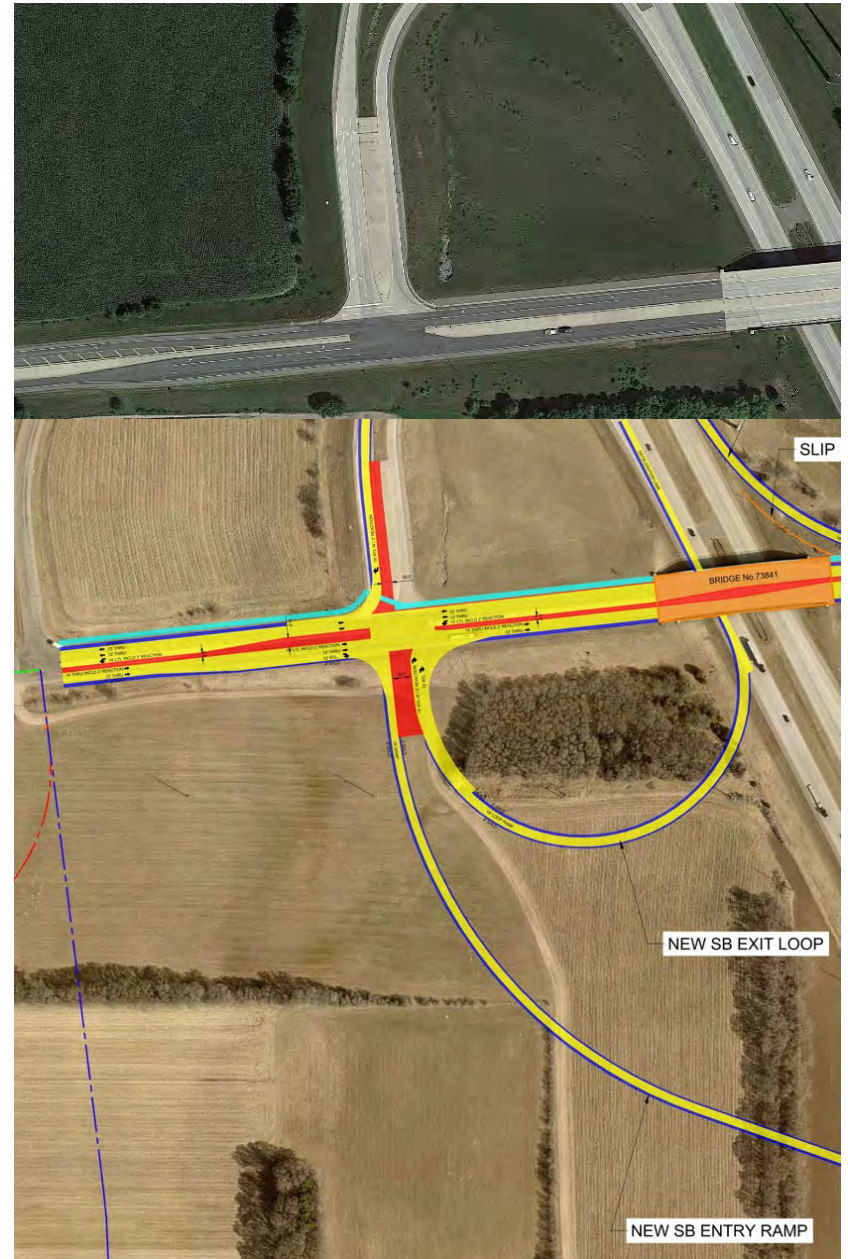
I-94 West Ramps Intersection

Issue(s): As development continues, new traffic control and capacity will be needed; the existing dual left-turn lane configuration on the off-ramp creates some unique conflicts with the stop-controlled configuration (i.e., it is not common for dual left-turn lanes to be controlled by a stop condition).

Evaluation: Two specific evaluations were completed for this location, one of which looked at the need and timing of a traffic control change (i.e., signal need). The second evaluation focused on the need and timing of when the signal and current geometric configuration is expected to no longer provide adequate intersection capacity and the identification of what additional infrastructure is needed to support full build-out of the area (i.e., additional capacity).

Findings: Based on the evaluation, traffic volumes do not currently meet any signal warrants. However, warrants are expected to be met at approximately 25% of the full build out condition. If/when the southbound off-ramp and particularly the southbound left-turn movement reaches its capacity (even with a traffic signal), adding a southbound to eastbound loop in the southwest quadrant of the interchange would be a logical improvement to better serve this predominant movement, particularly during the a.m. peak hour. In tandem, a new southbound on-ramp could be provided, as well as other ramp and geometric modifications as shown. The need for additional capacity beyond a traffic control change is expected to occur between approximately 75 to 100% of full build out conditions.

Recommendation: Monitor development and traffic volume changes and plan for signal installation in the next 2 to 5 years. Preclude development from encroaching on the potential southwest quadrant interchange footprint to maintain future flexibility with respect to interchange capacity and operations.



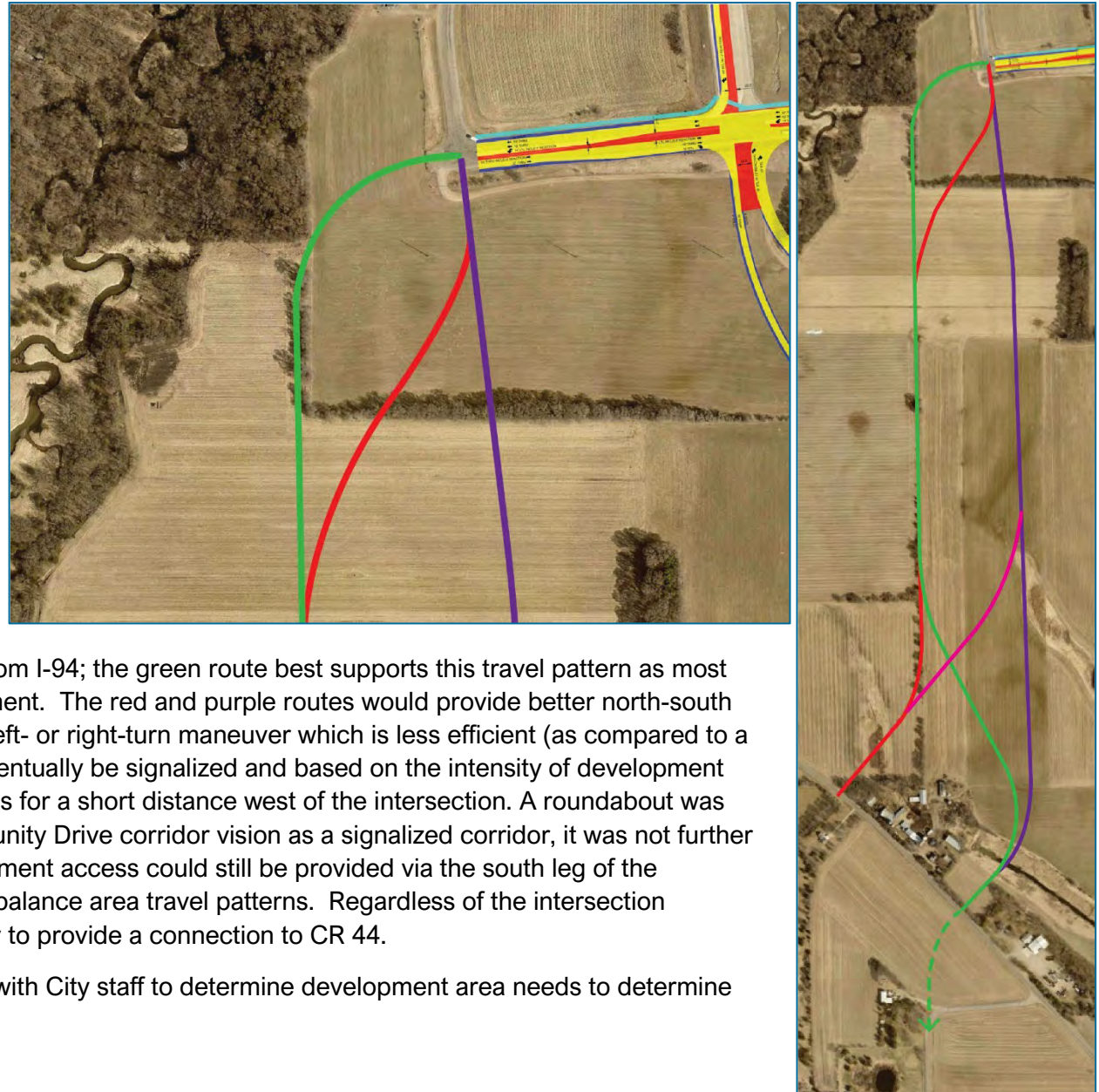
West Area Connectivity

Issue(s): As development begins west of I-94, new connectivity west of the study corridor is expected to be needed to serve area development. The question is how to continue the Opportunity Drive corridor at the western study limit, as well as how to eventually provide connectivity to County Road 44.

Evaluation: This evaluation looked at multiple aspects, including the traffic control need, intersection orientation (north-south connectivity versus east-west connectivity), roadway alignment, design speed, and CR 44 connection locations. To assess varying aspects, travel patterns, preliminary capacity, development connectivity, parcel and water resource impacts, and overall system connectivity were considered.

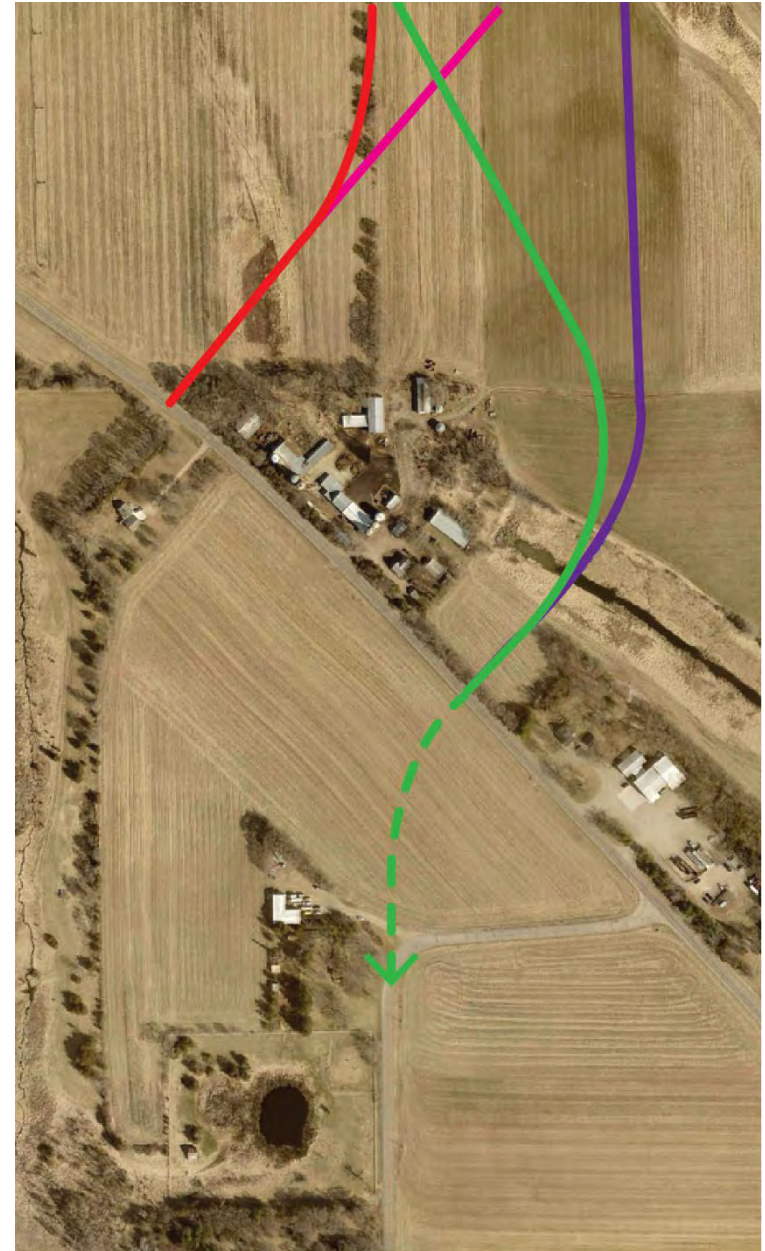
Findings (North Intersection): The predominant travel pattern for western area development is to/from I-94; the green route best supports this travel pattern as most motorists traverse the intersection as a thru-movement. The red and purple routes would provide better north-south connectivity but require most motorists to make a left- or right-turn maneuver which is less efficient (as compared to a thru movement). The intersection is expected to eventually be signalized and based on the intensity of development west of I-94, the green route may need to be 4-lanes for a short distance west of the intersection. A roundabout was looked at preliminarily but given the overall Opportunity Drive corridor vision as a signalized corridor, it was not further investigated. If the green route is selected, development access could still be provided via the south leg of the intersection (i.e., the red or purple connections) to balance area travel patterns. Regardless of the intersection configuration, all the options still have the capability to provide a connection to CR 44.

Recommendation (North Intersection): Coordinate with City staff to determine development area needs to determine the optimal intersection configuration.



Findings (South Intersection): Both locations would provide good connectivity to County Road 44. Given area travel patterns, a new connection to County Road 44 is expected to primarily serve area development and is not expected to serve as a cut-through route. The red and magenta routes have less water resource impacts, but they don't provide the same level of north-south connectivity with 13th Avenue. The green and purple routes provide better north-south connectivity with 13th Avenue but have more water resource impacts.

Recommendation (South Intersection): Preserve both connection options and re-evaluate if/when development occurs to determine the best fit.



8th Avenue / 60th Street

Issue(s): The extension of Heatherwood Road is expected to connect to this intersection, creating the north approach. In addition, this intersection is expected to reach capacity under full-build out conditions.

Evaluation: This evaluation looked at two intersection configurations, a traditional four-legged intersection with corresponding left- and right-turn lanes, where appropriate, as well as a single-lane roundabout. The traditional intersection was evaluated with both side-street stop and all-way stop control.

Findings: The capacity analysis for each of the alternatives, as shown, indicates that under full build out conditions the single lane roundabout is expected to provide more capacity (i.e., a better level of service) as compared to a traditional intersection with stop control. Although capacity at the traditional intersection could be increased by the addition of a traffic signal, the future traffic forecasts are not expected to meet any signal warrants. It should be noted that this intersection is located adjacent to Landwehr Construction, who operates several large commercial crane rigs and construction equipment through this intersection on a daily basis. Based on feedback during the focus group meetings, Landwehr Construction, along with other area businesses did not fully support the roundabout concept given the complexity for them to maneuver their larger vehicles.

Recommendation: When Heatherwood Road is constructed, upgrade the entire intersection with the corresponding turn lanes as shown and evaluate the traffic control need as part of the design effort (i.e., side-street stop or all-way stop).

Alternative	Full Build	
	AM	PM
Side-Street Stop	B / F (85 sec)	C / E (44 sec)
All-Way Stop	C (23)	E (44 sec)
Single Lane Roundabout	C (15)	C (15)



Opportunity Drive (Glen Carlson Drive to 74th Street)

Issue(s): When and where to extend the 4-lane section of Opportunity Drive to the east?

Evaluation: The planning level evaluation identified the 4-lane section should at least be extended through the Glen Carlson Drive intersection. This evaluation adds additional detail and context with respect to intersection operations to understand the need, timing, intersection capacity, and any other improvements that could help alleviate the need for additional expansion of Opportunity Drive.

Findings: The peak hour capacity analysis identified that a 4-lane facility is likely needed through 72nd Street between 50 and 75% of full build out and through 74th Street between 75 and 100% of full build out. However, a new connection to Glen Carlson Drive that would serve future development (as illustrated by the yellow arrow) has the potential to reduce the need to extend Opportunity Drive beyond 72nd Street by better utilizing Glen Carlson Drive which has a significant amount of reserve capacity.

Note that the City of St. Cloud has 72nd Street programmed for construction in 2024. Therefore, the project team discussed the possibility of adding capacity (i.e., a 4-lane facility) along Opportunity Drive between Glen Carlson Drive and 72nd Street. This project not only would add the needed long-term capacity within the area, but also address the near-term Opportunity Drive and Glen Carlson Drive intersection capacity issues. This is a critical component given that intersection improvements at this location would directly benefit Anderson Trucking Services (ATS), who are currently expanding their campus.

Recommendation: As part of the 72nd Street project, create a similar westbound 72nd Street to northbound Opportunity Drive acceleration lane as recently constructed at 74th Street; this acceleration lane should become the second northbound lane along Opportunity Drive and connect with the second through lane at Glen Carlson Drive. Additional intersection capacity at the Opportunity Drive and Glen Carlson Drive intersection, along with signalization, should also be considered. On the following page is an illustration of the 72nd Street project for consideration.





Other Area Transportation Improvements and Strategies

In addition to the alternatives noted, the following other transportation improvements, considerations, and/or strategies were discussed during the study process. Area planners should continue to be mindful of such items and their impact on area operations and future developments.

60th Street: As development in the eastern portion of the I-94 Business Park occurs, the City should look for opportunities to extend 60th Street due east to connect with Franklin Road, as opposed to the current 4th Avenue alignment. This will improve connectivity and utilization of 60th Street.

Franklin Road: Consider relocation of Franklin Road as far east towards the scenic river boundary to maximize the development potential in this area.

Heatherwood Road: The City is planning to complete the extension of Heatherwood Road to the 8th Avenue / 60th Street intersection; the project is currently looking to identify final funding. The project will be a vital link that connects the I-94 Business Park and St. Cloud without motorists having to utilize I-94. The project will be generally a 2- or 3-lane roadway, depending on environmental impact areas; additional improvements along 8th Avenue (i.e., a 3-lane facility) to Opportunity Drive could also be considered as part of this project if funding is available.

Multimodal Improvements / Beaver Island Regional Trail: Construction of this trail began in 2022 and is expected to be completed in 2023. Additional multimodal connections should be considered as opportunities arise.

Future Access (74th Street to 222nd Street): Although no developments are currently in the planning process south of 74th Street, future access along Opportunity Drive in this area should be given special care. Based on county access spacing guidance, only one (1) additional full access should be provided between 74th Street and 222nd Street. This access should generally be located at the midpoint, which is approximately ¼-mile spacing; appropriate left- and right-turn lanes should be considered as part of the design.

Development Management: Area stakeholders should continue to monitor development activity and conduct traffic impact studies as appropriate to quantify current operations, as well as to identify any potential infrastructure improvements that may be needed. Other management strategies, such as limiting shift-change times to outside of typical peak periods and providing carpool, transit, and/or multimodal based incentives to reduce the dependance on single-occupancy vehicles should be investigated as part of any development approval process.

Elective Vehicle (EV) Fast Charging Locations: The Opportunity Drive interchange was identified as a potential candidate for a future interstate electric vehicle (EV) fast charging site. No additional information is currently available, but impacts should be evaluated in the future.



5.0 Collaboration

Project Management Team

Throughout the study process, the consultant project team (Transportation Collaborative & Consultants and Apex Engineering Group) worked closely with area agencies to understand key study goals and objectives, review technical methodology, assumptions, and findings, and assist with stakeholder outreach. As part of the process, a Project Management Team (PMT) was developed consisting of the following agency representatives.

- Saint Cloud Area Planning Organization (Brian Gibson, Executive Director)
- City of St. Cloud (Matt Glaesman, Community Development Director)
- Stearns County (Jodi Teich, County Engineer)
- MnDOT (Tom Cruikshank, Principal Planner)

Four (4) PMT meetings were held throughout the study process. A summary of key topics discussed during each meeting is as follows:

- PMT Meeting 1: Kick-Off Meeting (Goals/Objectives, Data Needs, Preliminary Existing Conditions, Schedule)
- PMT Meeting 2: Issues and Needs (PMT 1 Recap, Issues and Needs Summary, Visioning Workshop)
- PMT Meeting 3: Alternative Development (PMT 2 Recap, Traffic Forecasts, Alternative Development, Evaluation Methodology)
- PMT Meeting 4: Evaluation / Implementation (PMT 3 Recap, Alternative Evaluations, Implementation, Documentation, Schedule)

Specific PMT meeting minutes and materials are available upon request.

Focus Groups

The I-94 Business Park is presently occupied by several businesses, although there is a significant amount of remaining development potential within the area. Ensuring the Opportunity Drive corridor and adjacent transportation network can support both existing and future businesses is critical to the success of the business park. Thus, a focus group was established to solicit feedback and input from area businesses and/or developers to help guide and inform the overall study process and specific infrastructure recommendations. Members of the focus group included representatives from Anderson Trucking Services (ATS), Arctic Cat Inc., New Flyer, Landwehr Construction Inc., Associated Wholesale Grocers (AWG), and Rice Companies. Two focus groups meetings were held. A summary of key topics discussed during each meeting, included:

- Focus Group Meeting 1: Goals/Objectives, Issues/Needs, Interactive Workshop, Business Operations/Plans
- Focus Group Meeting 2: Data Needs, Preliminary Existing Conditions, Schedule)

Specific Focus Group meeting minutes and materials are available upon request.

6.0 Implementation and Costs

Based on the alternative development and evaluation process, the following improvements and their respective development timeframes or decision metrics were identified. The costs were developed in collaboration with the project team leveraging current year unit prices. Costs were rounded given the planning nature of this study to provide a range of potential costs. Additional cost estimate details would be determined through the design development process. An illustration of the potential long-term transportation vision is provided on the following page.

Improvement / Location	Development Timeframe / Decision Metrics	Construction Cost Range
West Area Extension (Opportunity Drive to County Road 44)	Development Driven	\$2M to \$3M
I-94 West Ramp Intersection – Signalization	2024 to 2027	\$500,000
I-94 West Ramp Intersection – Geometric Improvements (Southwest quadrant of the interchange)	75 to 100% of Full Build Out	\$3M to \$4M
8 th Avenue / I-94 East Ramp Intersection – Signalization	2024 to 2027	\$500,000
8 th Avenue / I-94 East Ramp Intersection – Geometric Improvements (Slip ramp and turn lane improvements)	50 to 75% of Full Build Out	\$4M to \$6M
72 nd Street Construction (72 nd Street only)	2024	\$1M to \$2M
72 nd Street Construction with Opportunity Drive Improvements (4-Lane extension through Glen Carlson Drive and signalization)	2024 (Optional)	\$2M to \$3M
8 th Avenue / 60 th Street Intersection Improvements (Traditional intersection)	Tied to the Heatherwood Road Extension	\$1M to \$2M



Regional Freight Framework

Vision, Goals, Network and Performance Measures

St. Cloud Area Planning Organization

Prepared by:



Date: February 2018

SRF No. 10275

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Executive Summary

The planning process begins a vision for a desired future. From this illustrative statement, goals are developed to guide investment and decision-making. Similarly, performance measures provide accountability towards achieving those goals. After all, “you can't manage what you can't measure.” The project team used key takeaways from past work and APO staff input to develop a vision, goals and performance measures for the future regional freight system (Table 1).

Table 1: Regional Freight Vision, Goals and Performance Measures

REGIONAL FREIGHT VISION		Support economic competitiveness and job creation by providing a reliable, efficient and safe regional freight system
	GOALS	PERFORMANCE MEASURES
TRAFFIC	Improve congestion and reliability on the regional freight system	Level of Service (LOS) or Vehicle/Capacity Ratio
		Truck Travel Time Reliability Index
SAFETY	Reduce commercial vehicle crashes region wide	Commercial vehicle crashes and/or severity
CONNECTIVITY	Maintain the LOS and State of Good Repair on the Tier III (local) freight network and intermodal connectors	LOS on local corridors and intermodal connectors
		Pavement and bridge ratings on local corridors and intermodal connectors
WORKFORCE	Connect workers to freight clusters	Transit shed of routes connecting to freight clusters
STATE OF GOOD REPAIR	Capitalize on existing infrastructure	Transportation Improvement Plan (TIP) investment in existing vs. new roads
		Pavement and bridge ratings
		Weight restricted bridges
ENVIRONMENTAL	Minimize negative impacts on the region's vulnerable populations	Transit shed of routes connecting Environmental Justice populations to freight clusters
		Truck volumes within a set buffer of freight network

A key step in the freight planning process is the identification roadway infrastructure that enables the movement of goods from local freight generators to other destinations within the region, the state, and the rest of the country. Multiple designated freight networks already exist at the national and statewide level, but a critical component of planning for freight movement is ensuring the link between those networks and freight trip origins and destinations. This review includes an assessment of freight activity in the St. Cloud APO planning area, a summary of the existing freight networks, and a proposed network of local roads to be designated as key links in the regional freight network.

Alignment of Goals

Table 3 exhibits how the recommended freight planning goals align with state and federal freight planning goals and regional transportation and economic development goals.

Table 3: Alignment of APO Freight Goals

	St. Cloud APO Freight Planning Goal Areas					
	Traffic	Safety	Connectivity	Workforce	State of Good Repair	Environmental
St. Cloud Long Range Transportation Plan*						
Promote safety for all users		X		X		
Increase accessibility and mobility; mitigate congestion	X		X	X		X
Enhance the integration and connectivity between all modes	X		X			X
Efficient management, collaboration, investment, accountability	X	X	X	X	X	X
Good state of repair using low-cost/high-benefit solutions	X				X	
Integrate multimodal options for active living and public health	X			X		X
Promote energy conservation, quality of life, consistent planning	X	X	X	X	X	X
Improve economic competitiveness, productivity, and efficiency	X	X	X	X	X	
Region 7W Comprehensive Economic Development Strategy*						
Uphold a high labor participation rate and low unemployment rate				X		
Increase training for skilled, living-wage occupations				X		
Foster job creation and business growth				X		
Increase cross-sector initiatives to support innovation	X	X	X	X	X	X
Protect and preserve the environment and enhance quality of life				X		X
Affordable high-speed internet to remain competitive in economy			X	X		X
Transportation system that supports the economy	X	X	X	X	X	X
MnDOT Statewide Freight System Plan*						
Support Minnesota's economy	X	X	X	X	X	X
Improve Minnesota's mobility	X		X	X		
Preserve Minnesota's infrastructure	X			X	X	
Safeguard Minnesotans		X				
Protect Minnesota's environment and communities				X		X
National Multimodal Freight Policy Goals*						
Improve economic competitiveness	X		X	X		
Improve safety, security, efficiency, and resiliency	X	X	X	X		X
Improve state of good repair				X	X	
Use innovation/technology to improve safety, efficiency, reliability	X	X	X			X
Improve efficiency and productivity	X		X	X		
Support multi-State corridor planning and address connectivity			X			X
Reduce environmental impacts of freight movement				X		X
*Goals edited extensively for brevity and conciseness						

Freight Performance Measures

Performance measures are an effective tool that can be used to focus attention and decision-making on the regional freight planning goals. The APO can use a simple and streamlined performance management program that can improve communication with the public, the private sector, and elected officials. The measures will make the APO more responsive to freight sector needs.

Internally, performance measures should serve three distinct purposes:

- **Planning:** Measure the effectiveness of planning elements and alternatives.
- **Implementation:** Enact agency goals within the programming and project selection processes.
- **Accountability:** Track and report progress towards achieving goals.

Creating valuable performance measures can be complex. They are only valuable if they can be re-produced and sustained over time to make trends and effects of APO actions apparent. They need to be tested, refined, and regularly reviewed for relevancy. Like the freight system itself, performance measures cannot be static. While the measures will meet federal requirements, they must be tailored for the APO to derive maximum usefulness. Criteria for developing performance measures include:

- **Data availability:** The required data and analysis tools should be readily available or easy to obtain. The data should be reliable, accurate, and timely.
- **Strategic alignment:** The measures should align well with the identified goals.
- **Understandable and explainable:** The measures should be easy to communicate to external partners.
- **Causality:** The measures should focus on the items under the APO's control.
- **Decision-making value:** The measures should provide predictive, diagnostic and reporting value to decision makers.

Performance measures are a tool to achieve the plan, not a grade. They must be applied to something within APO's control – otherwise the performance measure has no value and only presents risk of the APO being held accountable for results they cannot influence. To help accomplish each goal, Table 4 lists potential performance measures created with the intention of incorporation into the LRTP update.

This special set of performance measures should be applied to the Tiers 1, 2, and 3 designated freight networks (see analysis beginning on page 12) to the extent that the required data is available. In those cases where data is not currently available, the APO should endeavor to collect or calculate the required data to help ensure that freight-movement goals are measured on all tiers of the freight network.

Table 4: Freight Goals and Performance Measures

GOALS	PERFORMANCE MEASURES	Relative Costs		Timeframe
		Dollars	Labor	
Improve congestion and reliability on the regional freight system	Level of Service (LOS) or Vehicle/Capacity Ratio	\$\$\$	\$\$\$\$	Long
	Truck Travel Time Reliability Index	\$\$	\$\$\$	Medium
Reduce commercial vehicle crashes region wide	Commercial vehicle crashes and/or severity	\$	\$	Short
Maintain the LOS and State of Good Repair on the Tier III (local) freight network and intermodal connectors	LOS on local corridors and intermodal connectors	\$\$	\$\$\$	Medium
	Pavement and bridge ratings on local corridors and intermodal connectors	\$	\$	Short
Connect workers to freight clusters	Transit shed of routes connecting to freight clusters	\$	\$	Short
Capitalize on existing infrastructure	Transportation Improvement Plan (TIP) investment in existing vs. new roads	\$	\$\$	Short
	Pavement and bridge ratings	\$	\$\$\$	Medium
	Weight restricted bridges	\$	\$\$	Medium
Minimize negative impacts on the region's vulnerable populations	Transit shed of routes connecting Environmental Justice populations to freight clusters	\$	\$	Short
	Truck volumes within a set buffer of freight network	\$	\$\$	Medium

Regional Freight Network

A key step in the freight planning process is the identification roadway infrastructure that enables the movement of goods from local freight generators to other destinations within the region, the state, and the rest of the country. Multiple designated freight networks already exist at the national and statewide level, but a critical component of planning for freight movement is ensuring the link between those networks and freight trip origins and destinations. This review includes an assessment of freight activity in the St. Cloud APO planning area, a summary of the existing freight networks, and a proposed network of local roads to be designated as key links in the regional freight network.

Freight Activity Analysis

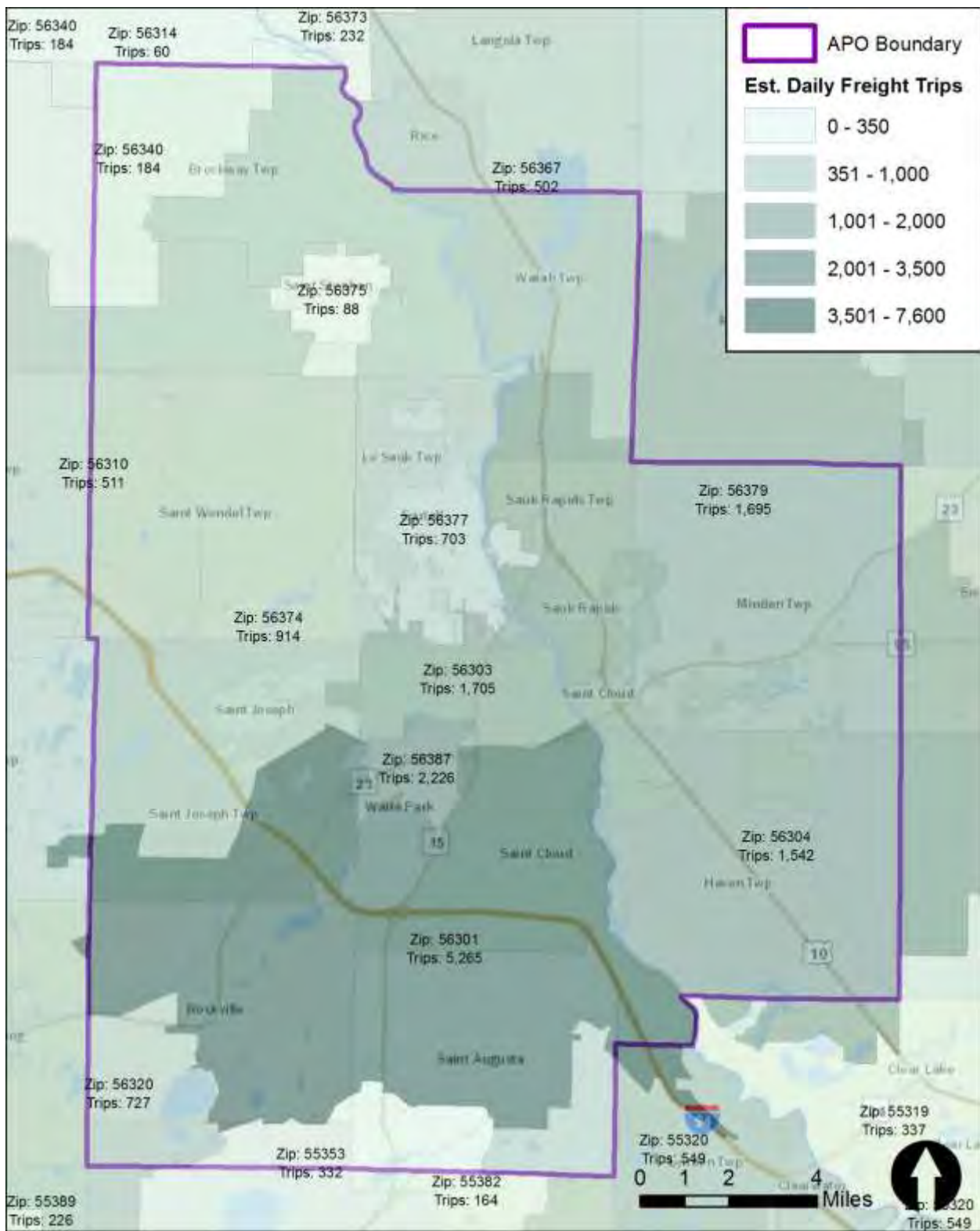
Analysis of freight activity on the local roadway network is often hampered by the limited availability of freight data. This assessment used a combination of three data sources to help illustrate the locations of key freight generators in the area and to approximate the intensity of freight truck trips accessing the various freight networks. A description of the data sources and their associated strengths and weaknesses is provided below.

Zip Code-Level Freight Activity Estimates

A new approach for estimating freight activity at both the zip code and establishment levels was recently published in *NCFRP Research Report 37: Using Commodity Flow Survey Microdata and Other Establishment Data to Estimate the Generation of Freight, Freight Trips, and Service Trips*. The research team reviewed several highly-detailed data sources to develop a freight trip estimation model based on the North American Industry Classification System (NAICS) code and the number of employees at each establishment. The resulting trip generation formulas can be applied to establishments if the NAICS code and employment counts are known. The research team also developed an online tool which applies the trip generation formulas to zip-code level Census Business Pattern data. The results of this tool when applied to the St. Cloud APO are shown in Figure 2. This figure shows a high concentration of freight activity in the southern portion of the APO in zip code 56301, adjacent to the I-94 corridor.

While the zip-code level estimates are accurate, they are also at too large of a scale to be useful in that form. To make this data more useful to the study, an InfoUSA data set was used to allocate the zip code estimates to the Transportation Analysis Zone (TAZ) level.

Figure 2. Estimated Zip Code Freight Activity



InfoUSA Freight Business Data

The InfoUSA freight business dataset is a product used primarily for targeted business marketing efforts. The information is updated routinely and includes information such as business location, NAICS code, estimated number of employees, estimated sales volume, and many other related data points. A set of this data was collected by the Minnesota Department of Transportation (MnDOT) in 2014 for use in the update to the statewide freight plan and has been repurposed for this analysis. One key limitation of this data is that to lower costs, MnDOT collected it only for businesses with employee counts of 20 or more. Because of this, the data should be considered a sample rather than a complete dataset.

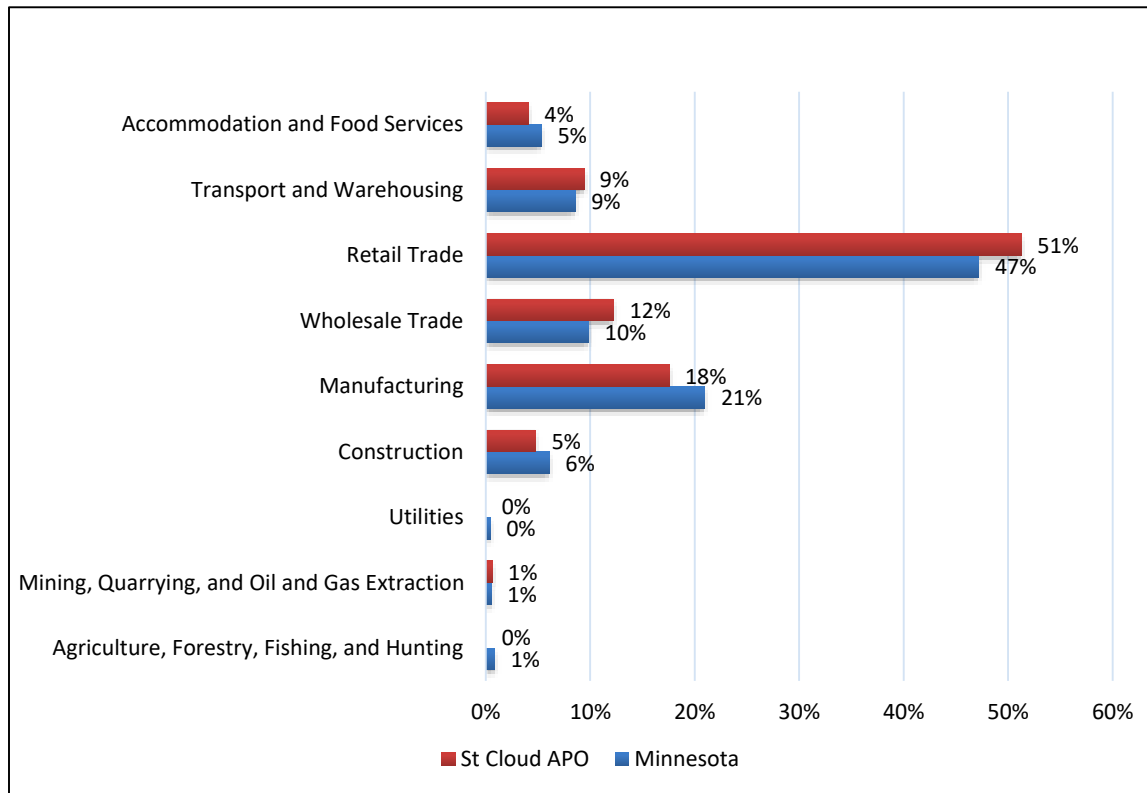
Despite excluding smaller freight businesses, the InfoUSA data still helps to highlight the distribution of key freight generators in the APO planning area and to provide a snapshot of the main industry categories active in the St. Cloud APO planning area. A list of the freight-related NAICS codes are summarized along with a classification of freight generation type. Industries classified as “receivers” include businesses such as grocery stores, restaurants, and clothing stores. Industries classified as “generators” include businesses such as manufacturing facilities and natural resource production. Industries classified as “transportation and warehousing” are involved primarily with the movement and storage of freight goods.

Table 5: Freight Intensive NAICS Sectors and Freight Generation Classification

Freight Intensive NAICS Sector	Freight Generation Classification
11: Agriculture, Forestry, Fishing, and Hunting	Generator
21: Mining, Quarrying, and Oil and Gas Extraction	Generator
22: Utilities	Receiver
23: Construction	Receiver
31-33: Manufacturing	Generator
42: Wholesale Trade	Generator
44-45: Retail Trade	Receiver
48-49: Transportation and Warehousing	Transportation and Warehousing
72: Accommodation and Food Services	Receiver

The distribution of the freight estimated freight activity by NAICS code in the St. Cloud APO area is shown in Figure 3. Relative to freight activity in the state of Minnesota, the APO has slightly higher levels of retail and wholesale trade, but slightly less activity in the manufacturing and construction industries.

Figure 3. Estimated Freight Trip Activity by NAICS Category

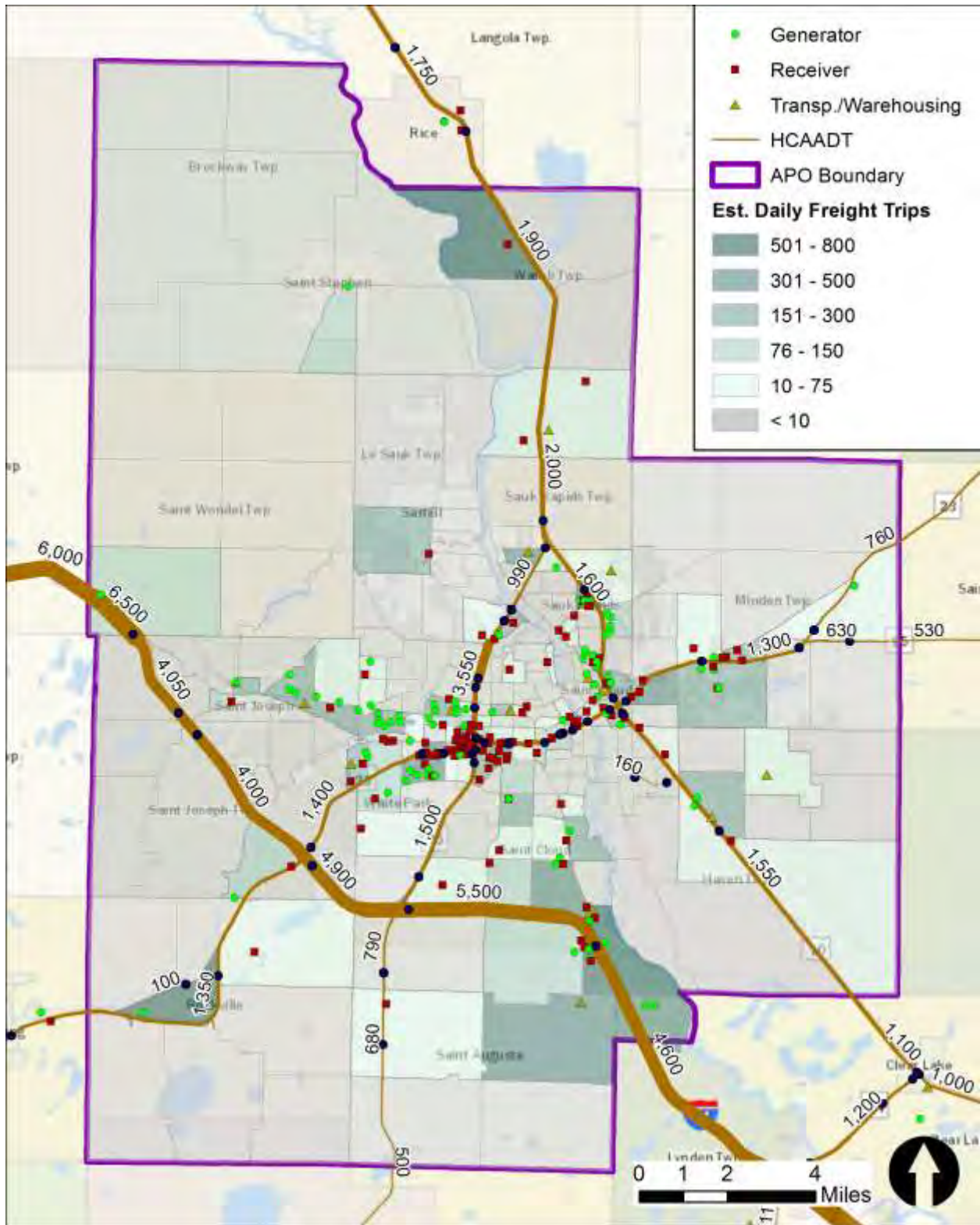


The location of the freight-related businesses and the estimated freight activity by TAZ is shown in Figure 4. The TAZ-level freight activity was estimated by allocating the zip-code-level freight activity to each TAZ based on the proportion of establishment-level freight activity in each TAZ. For example, if the InfoUSA establishment data showed that an estimated 50 percent of the freight trips in each zip code were in a single TAZ, then that TAZ would be allocated 50 percent of the zip-code-level freight activity estimates generated from the NCFRP report estimation tool. This figure shows a high concentration of freight businesses located in Waite Park and St. Cloud with a more dispersed distribution throughout the rest of the APO area. Other notable concentrations of freight businesses are southern St. Cloud adjacent to I-94 and the northwestern corner of Rockville.

Truck Volumes

The Heavy Commercial Annualized Average Daily Traffic Counts (HCAADT) in the St. Cloud APO area are also shown in Figure 4. These counts are routinely collected by MnDOT, but are only available on major highways. One key link that is missing from the HCAADT data is the county road between St. Joseph and St. Cloud. There is a heavy concentration of freight businesses along this corridor which is likely generating substantial heavy commercial truck trips. At the intersection of County Road 75 with I-94, the HCAADT counts on I-94 increase from 4,050 to 6,500. The 2,450-vehicle difference between these counts is a good approximation of the expected heavy commercial truck counts on County Road 75.

Figure 4. InfoUSA Freight Business Locations and Estimated TAZ Freight Activity



Designated Freight Networks

The designation of an official freight network recognizes the importance of certain roadway links for the movement of freight. This designation can also provide opportunities for focused investment that will benefit the movement of freight in the area. While such freight networks have been designated at the national and state levels, there still exist many gaps in the roadway system between these networks and the final destinations of freight movement. The “last-mile” of freight movement is often the most difficult for freight shippers to navigate. The purpose of this section is to provide an overview of the existing national and statewide freight networks in the St. Cloud APO area and to propose a local road network for inclusion in a potential regional freight network. The locations of these networks as well as the locations of the InfoUSA freight-related businesses is shown in Figure 5.

Tier 1: National Highway Freight Network

The National Highway Freight Network (NHFN) is a network of major highways identified as part of the FAST Act using objective national data. The purpose of the NHFN is to strategically direct Federal resources and policies in a manner that improves the performance of the freight system. In Minnesota, the NHFN consists of 913 miles of highway, 547 of which are part of the interstate highway system. In the St. Cloud APO area, this network consists of I-94 in an east-west direction through the southwestern portion of the APO area. As shown previously in Figure 4, truck volumes on this highway range from 2,900 to 4,200 vehicles per day.

Tier 2: Minnesota Principal Freight Network

The Minnesota Principal Freight Network (PFN) was identified during the development of the Minnesota Statewide Freight Plan update in 2015. As with the federal NHFN, the purpose of the Minnesota PFN was to identify the transportation infrastructure most critical to the movement of freight in Minnesota. Through a thorough review of existing roadway networks, MnDOT selected the Enhanced National Highway System (NHS) to be designated as the highway portion of the PFN. In the St. Cloud APO, the PFN consists of most of the major highways in the area, including US Highway 10, Minnesota Highways 15 and 23, and County Road 75.

Tier 3: Regional Freight Network

Portions of the local roadway network were selected based on their ability to connect areas with high concentrations of freight businesses to the state and national freight networks. As proposed, the Regional Freight Network consists of approximately 50 miles of municipal and county roadways as shown in Figure 5 and in more detail in Figure 6. Of the 247 freight businesses included in the InfoUSA dataset, 220 (89 percent) are located within one quarter mile of either the national, state, or regional freight networks.

Figure 5. National, State, and Proposed Regional Freight Networks

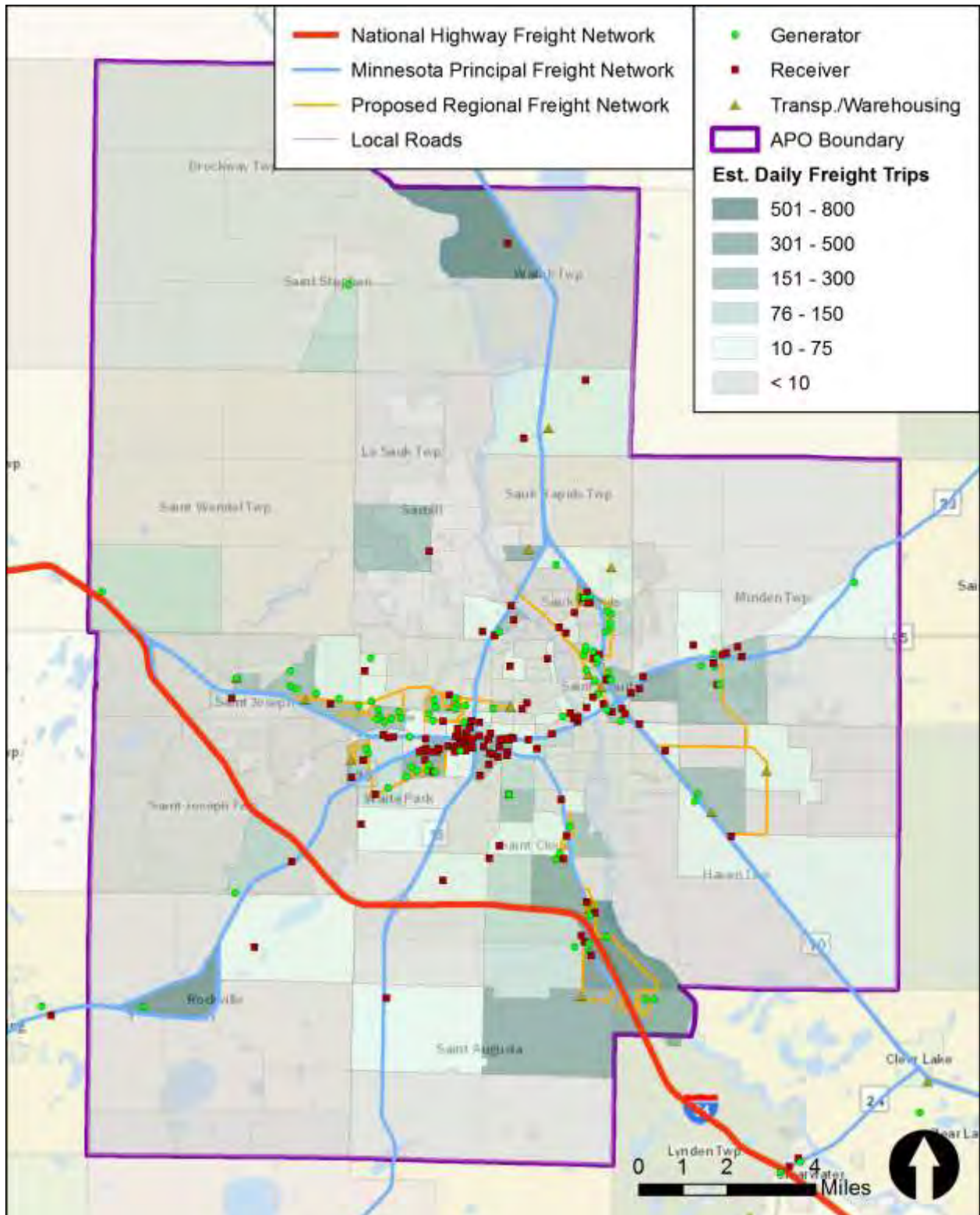
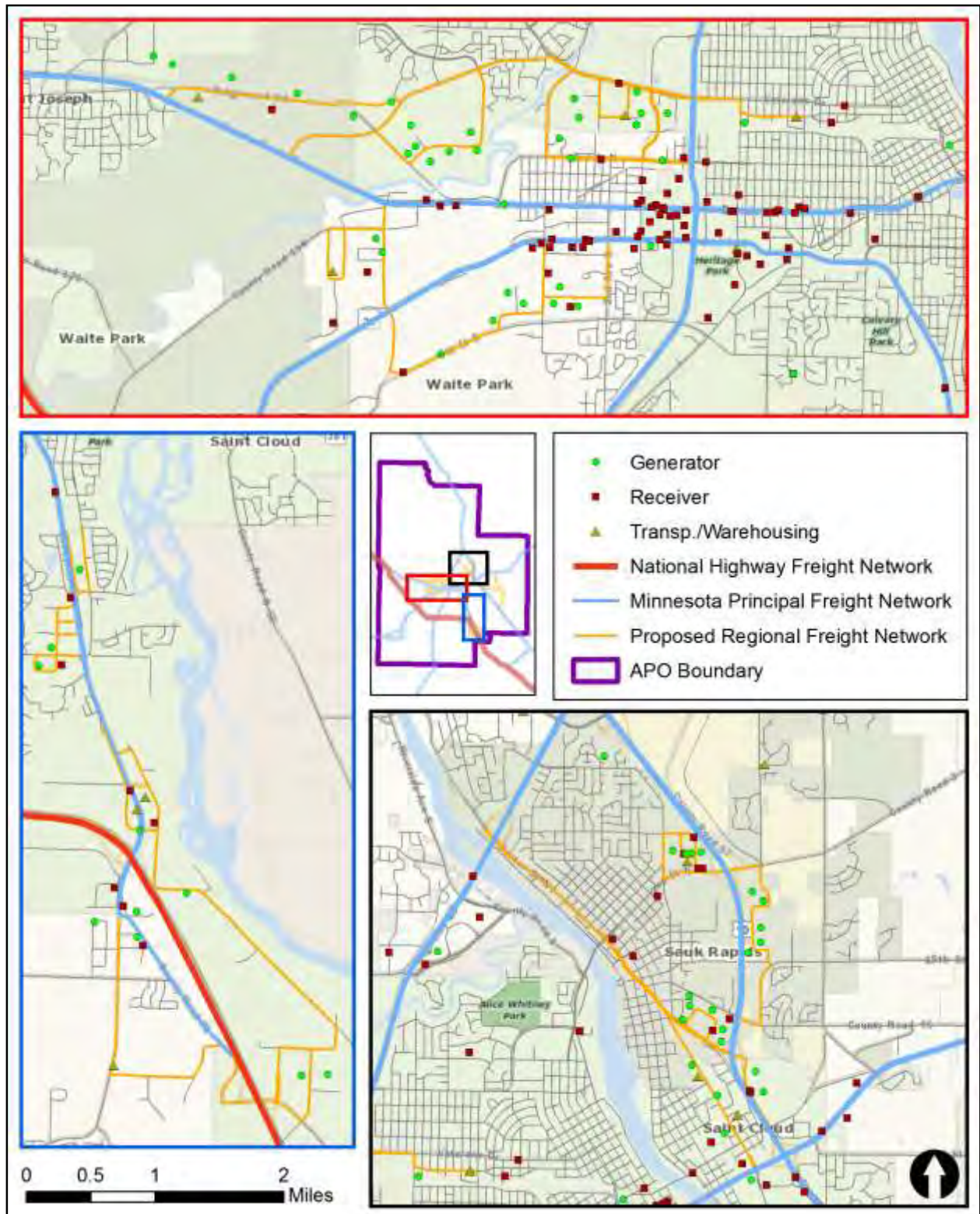


Figure 6. Regional Freight Network Detailed View



Conclusion

This report was developed to inform the APO's long-range planning process. While freight is a critical aspect of the regional transportation system, it is only one aspect. Its recommendations must be applied within the context of the other regional needs and available resources. Features, such as freight goals and performance measures, must be integrated with the larger LRTP goals and measures. This integration will be key to building an effective tool that can be used to focus attention and decision-making on the overall system.

Additionally, the report will serve as a supplement for the APO's day-to-day freight planning activities. Multiple freight networks already exist at the national and statewide level, but a critical component of planning for freight movement is ensuring the link between those networks and freight trip origins and destinations. This study developed a tiered network that identified how local economic activities move from their origin to the rest of the state and nation.

Saint Cloud APO FY 2029 Surface Transportation Block Grant Program Candidate Projects APO Staff Scores and Ranking Summary												
Applicant	Proposed Project Title	Points				Aggregate Score	Average Score	APO Staff Ranking	STBGP Request	Local	Project Total	Recommended STBGP funding
		Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4							
Stearns County	CONSTRUCT ROUND-A-BOUNT AT THE INTERSECTION OF CSAH 133/2ND ST S AND 4TH AVE S IN THE CITY OF SARTELL	153	118	135	157	563	141	1	\$1,600,000	\$400,000	\$2,000,000	
City of Saint Cloud	HEATHERWOOD ROAD CORRIDOR EXTENSION FROM APPROX 300' W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST. CLOUD	152	104	125	124	505	126	2	\$2,080,000	\$3,120,000	\$5,200,000	
TOTAL (MUST EQUAL \$2,402,010)									\$3,680,000	\$3,520,000	\$7,200,000	\$2,402,010

Requested: 80%
Minimum 30%: \$600,000

Requested: 40%
Minimum 30%: \$1,560,000
Remaining balance of \$0

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2029	
Proposed Project Title: CSAH 133 Roundabout	Reviewer: APO Staff
Applicant: Stearns County	Date: Jan. 17, 2025
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	<ul style="list-style-type: none"> *Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
<ul style="list-style-type: none"> *Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS). 	
Comments: The project will update pedestrian facilities to ADA standards and is along a Metro Bus Route 32. The project is not located in an EJ area. Will not have a LOS impact. <u>✓</u> ADA upgrades and a transit stop is impacted. <u>✓</u> Project is anticipated to upgrade existing pedestrian facilities to be ADA compliant (curb ramps). Unsure of how the proposed project will improve crossing conditions -- unless the project is also going to include signage/RRFBs. Project location is near a transit stop for Route 32. Project is not located in an EJ area. Project will improve access/mobility for Niron Magentics and the needs of this facility to receive and dispatch shipments. Applicant does not address the travel time reliability aspect of this project, however, in reviewing accompanying rubric, corridor is currently not approaching and/or at/over capacity. Additional thoughts -- has there been issues with traffic trying to access 133/Second Street S from Fourth Avenue S (left turns, etc.) that have caused additional queuing of vehicles? Has this resulted in decreases in on-time performance for Metro Bus's Route 32? REVIEWING THE ENTIRE APPLICATION, IT IS NOTED THAT NIRON MAGNETICS IS PLANNING TO USE FOURTH AVENUE S AS THE PRIMARY ROUTE FOR THE FACILITY PENDING THE INSTALLATION OF A ROUNDABOUT. UPDATES ABOUT ONGOING TURNING MOVEMENTS APPROACHING THE NEED FOR A SIGNALIZED INTERSECTION WOULD HAVE BEEN HELPFUL FURTHER UP IN THIS APPLICATION -- I HAVE ACCOUNTED FOR IT HERE IN THE SCORING.	#1 Score
	79
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	<ul style="list-style-type: none"> *Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.
Criteria to consider	
<ul style="list-style-type: none"> *Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap). 	
Comments: CSAH 133 connects to Highway 15 and US 10 and is an important corridor that crosses the Mississippi River and jurisdictional boundaries. The corridor is already built out so it does not complete a connection. <u>✓</u> Not really a "connectivity" project. But should slightly improve connections by making them a bit safer. <u>✓</u> CSAH 133/Second Street S is a minor arterial -- provides connection to both Stearns and Benton counties. Lack of controlled intersection between Pinecone Road and CSAH 78 -- making it difficult for pedestrians to cross. Project is anticipated to provide safer and more efficient turning movements at the intersection as development is happening on Fourth Avenue S. CSAH 133 is a major commuter and freight route that connects I-94 to US 10. Interjurisdictional partnership noted with the City of Sartell. Project is on a minor arterial corridor within the city. Project doesn't necessary complete a connection, but enhances the safety of existing corridor with the addition of a roundabout. Project also allows for safer connections for bicycles/pedestrians needing to access destinations/facilities on opposite sides of Second Street S (good connection, however, just having the roundabout doesn't equal safety unless additional infrastructure is incorporated (i.e., RRFBs or something to that effect). Current AADT of the roadway is 11,468 with an anticipated AADT of 14,908 over the next 20 years -- meaning this is a heavily traveled roadway. The proposed roundabout is beneficial for the corridor given the AADT levels and the anticipated development (i.e., improves safety). I really appreciate the coordination with the City of Sartell on this project. I struggle with awarding more points under the connectivity section because this really only addresses a small section of this corridor to improve movement/mobility. I think this could be strengthened if there was greater emphasis placed on the connection needed to US 10/I-94 by Niron Magnetics (or other manufacturers in the area). Is this also going to be tied to the existing/anticipated roadway resurfacing project happening on CSAH 133 in this area? I think if you tied that information into this section, I think it would show the ongoing investment to ensure this corridor is maintained and preserved given its long-distance purpose.	#2 Score
	70
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	<ul style="list-style-type: none"> *Project contains the following: <ul style="list-style-type: none"> Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
<ul style="list-style-type: none"> *Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap). 	
Comments: There are currently active transportation facilities along the corridor, but they are being upgraded to ADA compliance. <u>✓</u> Proposed project location is known to have many near misses involving pedestrians and bicycles. Apartment complex on the southwest quadrant and mobile	#3 Score

<p>Project location is known to have many near misses involving pedestrians and bicycles. Apartment complex on the southwest quadrant and mobile home park on the south side. Multimodal facilities on all sides of the proposed roundabout. Will be upgrading all crossings to ADA standards. Trip generators accessible to pedestrians/bicyclists include Kwik Trip, bars/restuarants. What about the existing condition of the shared use path on CSAH 133 in the area? No mention of any proposed improvements to that facility -- will that be handled during the roadway resurfacing project that is coming up within the next few years? Project is in close proximity to transit, are there any proposed improvements to the existing transit stop near this intersection (such as laying concrete pad to allow for shelter/bench placement?) There really is a gap in safe crossing of CSAH 133 in this area and I am hopeful that the roundabout with the necessary pedestrian features will assist with this. I think more emphasis in the application on this fact should have been documented. There is no pedestrian refuge when crossing. It's three lanes thorough this area -- not sure on the speed (I want to say 30 mph here and then further west it is 40 mph). So the idea of adding traffic calming, but then taking into consideration the fact that it will allow people to safely cross this roadway is huge! RRFBS NOTED FURTHER DOWN AS WELL AS PROPOSED IMPROVEMENTS TO THE EXISTING SHARED USE PATH FACILITIES.</p>	<p>53</p>
<p>#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)</p>	<p>*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.</p>
<p>Criterion to consider</p> <p>*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.</p>	
<p>Comments: The pavement is in fair condition along with the shared use path, and both will be reconstructed. <u>L</u>Pavement currently in fair condition <u>L</u>Pavement on CSAH 133 is 23 years old -- 27 by 2029. Pavement is in fair condition. Portions of the bike facility along the northside of the CSAH 133 facility will be reconstructed as part of this project. Multiuse path condition is in fair condition. So the roadway isn't really "in need" of a fix, however, I would like to know how the anticipation of regular heavy truck traffic will impact the pavement condition -- i.e., more trucks on this roadway leading to Niron Magentics means greater liklihood of other issues like rutting/cracking, etc.? Will the addition of this project also assist in handling the additional truck traffic? It's difficult to rate the system condition for this project given its an isolated intersection on a corridor and not a full-blown reconstruction/resurfacing of a greater length of roadway.</p>	<p>#4 Score</p> <p>124</p>
<p>#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)</p>	<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.</p>
<p>Criterion to consider</p> <p>*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.</p>	
<p>Comments: The project includes a roundabout that will decrease severe injury crashes, where there have been a few reported crashes in the past and many near misses. The increase in freight traffic would make this intersection have greater concern if nothing is done. There will be safety features such as RRFBs fr active transportation users. Lighting will also be installed. <u>L</u>History of crashes and near misses. The project should result in better safety environment. <u>L</u>Project is a roundabout -- designed to improve safety through the reduction of right angle crashes. By nature this is a safety project. Documented eight property damage crashes and two minor injury crashes at the intersection in the past five years. However, it was noted numerous compliants of near misses have been documented. Concerns over the addition of Niron Magnetics and the greater introduction of heavy truck traffic is a cause for concern. Will incorporate additional safety features such as RRFBs and the additional lighting associated with a roundabout will help bring more attention to the intersection. Ped RRFBs would have been FANTASTIC to mention under the multimodal section (and even under the system conditions section)!!!</p>	<p>#5 Score</p> <p>163</p>
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
<p>Criteria to consider</p> <p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	
<p>Comments: The project isn't on a freight corridor, but with Niron Magnetics, it will create freight movement. <u>L</u>The bridge makes this a significant freight corridor which will be even more important once Niron Magnetics is built. <u>L</u>Project is being done in response to the development of Niron Magnetics manufacturing facility on Fourth Avenue S in Sartell. The added truck/commercial traffic will create unsafe conditions on CSAH 133. Applicant notes that intersection improvements will be designed to direct commercial traffic to CSAH 133 as opposed to CSAH 1 or Heritage Drive which are not designed for regular heavy commercial vehicle traffic. Project is designed to improve efficient operations of CSAH 133 in Sartell and its connection to US 10/MN 15. Project is not on the existing freight network. Letter of support from Niron indicated approximately 175 additional jobs will be added to the region -- this will help ensure safe access for employees as well as raw and processed materials originating from the new facility.</p>	<p>#6 Score</p> <p>47</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>

Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments: No information. <u> </u> Project will have a project memo for the environmental process. Narrative does not include any information about some anticipated potential impacts.		#7 Score
		7
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)		
Criterion to consider		
See evaluation considerations.		
Comments: In the Stearns County Five Year Road Improvement Plan <u> </u> Project has been added to the County's Five Year Road Improvement Plan. Project is not identified in the MTP specifically, however, it is consistent with the Transportation Safety goal (though not mentioned). No documentation provided on public outreach/engagement. No real information about feasibility or other engineering documentation has been provided.		#8 Score
		20
TOTAL SCORE (800 total points available)		563

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2029	
Proposed Project Title: Heatherwood Road Extension	Reviewer: APO Staff
Applicant: City of Saint Cloud	Date: Jan. 17, 2025
Project Qualifications	Evaluation Considerations
<p>#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)</p> <p>Criteria to consider</p> <p>*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).</p>	<p>*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.</p>
<p>Comments: The project will, in theory, take heavy traffic off the I-94/CSAH 75 interchange that has a LOS C, improving the travel flow. The project is not in any EJ area, and the trail will include ADA-compliant infrastructure. The City will work with Metro Bus to consider a new route to the industrial park and work on transit stops. <u>✓</u> Provides a new connection to industrial park, but that connection is inferior to the existing I-94 connection which currently has no capacity constraints and is not forecasted to have capacity constraints. However, a compelling argument is made for the multimodal trail connection. <u>✓</u> Significant investment by the City of Saint Cloud has been made to facilitate commercial and industrial development along I-94. Approximately 3,000 individuals are employed. Opportunity Drive interchange is underutilized in comparison to the CSAH 75/Roosevelt Road interchange with I-94 -- heavy truck traffic at this interchange. LOS C at the Opportunity Drive interchange. Project will include ADA compliant infrastructure (trail segments, ped ramps, signage, pavement markings). Incorporating Metro Bus into these discussions early(!) to determine if and how the Heatherwood Road extension could be incorporated into the transit system. Applicant does not indicate if the project is within an EJ area or how the corridor extension would provide some relief to EJ populations (if relevant) near the McStop interchange. A greater argument can be made as to how Heatherwood Road could improve the LOS of the interchange at McStop -- given that TTR is low around this interchange you could argue that by diverting traffic to Opportunity Drive and having it head north on Heatherwood Road it would help alleviate some of the congestion at McStop and possibly improve LOS at the interchange (though it might be a challenge to prove given the direct access to the truck stop).</p>	#1 Score
	86
<p>#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)</p> <p>Criteria to consider</p> <p>*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).</p>	<p>*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.</p>
<p>Comments: The project will fill a gap in the roadway network that connects to a major employment center that is expected to expand. The project is not interjurisdictional but connects CSAH 75 and Interstate I-94, which are regional corridors. Metro Bus could use the new connection and will include a gap-filling trail project for the Beaver Islands Trail. <u>✓</u> It is stated that Opportunity Drive/I-94 interchange has capacity that can relieve the CSAH 75 interchange. But forecasts for Opportunity Drive suggest that some major movements will soon reach capacity. Still, by providing a non-interstate connection, the two interchanges would balance in a more optimal way. <u>✓</u> Project will assist in alleviating congestion on I-94 by diverting heavy vehicle traffic to Opportunity Drive interchange. This will also provide a north/south roadway corridor between the Mississippi River and I94 and fill in existing network gaps between Clearwater Road/Heatherwood Road and the I94 Business Park. Project will also fill in the existing gap in the Beaver Island Trail allowing for a continuous trail between Saint Cloud and Clearwater (10 miles). Project is not on a functionally classified roadway -- applicant should have indicated here that it is the intent to change the functional classification of the existing Heatherwood Road to a minor collector. Project is not interjurisdictional -- fully within Saint Cloud. Project does complete a connection (Beaver Island Trail). Project does provide additional options for long-distance commuter routes (I-94).</p>	#2 Score
	72
<p>#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)</p> <p>Criterion to consider</p> <p>*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).</p>	<p>*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)</p>
<p>Comments: The project will include a gap-filling of the Beaver Islands Trail that connects from northern Saint Cloud to Clearwater. The overall trail connects to many destinations along its route and will connect to the business park. <u>✓</u> Fills in critical gap in Beaver Island Trail. <u>✓</u> Project will complete the existing gap of the Beaver Island Trail facilities -- allowing for a contiguous connection between Saint Cloud and Clearwater. While not a major source of trip generators (aside from the I-94 business park), this connection will open up long-distance cycling between the cities -- which has been requested even during APO public input meetings. Project will be grade separated. Would like to know what other multimodal features will be added to this project -- additional lighting, other amenities (benches/trash cans), pavement markings where needed to assist in making this a safe multimodal connection. Has there been any talks about diverting the on-road Mississippi River Trail alignment to the Beaver Island Trail once this has been completed?</p>	#3 Score
	68
<p>#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)</p>	<p>*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current</p>

<p>Criterion to consider</p> <p>*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.</p>	<p>transportation infrastructure with the development or the addition to the roadway network.</p>
<p>Comments: The out-of-service bridge over Johnson Creek will be reconstructed. Could take traffic off of other roadways such as CSAH 75 and I-94. <u>✓</u> Maybe will provide some slight relief to I-94. But wear and tear on Clearwater Road will increase. I give credit for system redundancy such that if I-94 between CSAH 75 and Opportunity Drive were ever closed, there would be an alternate route that is more direct than the St. Augusta route. <u>✓</u> Project will include the construction of a new bridge over Johnson Creek (bridge that has been out of service for 20+ years). Project will not generate new trips, but rather divert existing trips from I-94 to Heatherwood Road in order to access the I-94 Business Park and/or the CSAH 75 businesses near McStop. Project will allow for more efficient operations of city services (preventative maintenance) as well as better access to the business park -- will not have to rely on other roadways outside of city jurisdiction. Anticipated future development between Opportunity Drive and McStop (business park) which could result in the addition of 6,500 new trips at full development of the area (BUT DIDN'T YOU JUST SAY THAT NO NEW TRIPS WILL BE GENERATED?). What is the timing on this development/build out in this area? Is it contingent on Heatherwood Road being completed? What are the other existing roadways that would benefit from the extension of Heatherwood Road? Are they currently not able to handle the existing traffic? What sort of standards are you looking to build Heatherwood Road to (10-ton route?) Are you just pulling trips off 94 to use Heatherwood Road? Or are there other areas in which you are looking to divert trips to using Heatherwood Road? What are the conditions of those roadways? I understand this is a new facility so it is challenging to discuss system condition, however, it is unclear to me how Heatherwood Road would benefit other corridors in the area from a pavement preservation standpoint. The heavy commercial traffic will still be taking I94 regardless of if Heatherwood Road was fully built out. And I94 is designed to carry that type of traffic. So are there other roadways that will benefit?</p>	<p>#4 Score</p> <p>84</p>
<p>#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)</p> <p>Criterion to consider</p> <p>*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.</p>	<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.</p>
<p>Comments: The project will include a shared use path for active transportation users. No other safety measures were provided. <u>✓</u> Improving the safety of multimodal travel is the most compelling argument. <u>✓</u> Project will have multimodal components as per the City's Complete Streets Policy. But what about the roadway corridor extension? Are there know crash issues at CSAH 75/Roosevelt Road interchange with I94? How would this extension alleviate some of those potential conflict points? The whole purpose of this project is to provide a "reliever" route for I-94, so in addition to relieving traffic, what about providing alternative routes to lessen potential conflict points at already high capacity areas? The roadway is going to be a three-lane corridor. What are the anticipated speeds for this section? What sort of ways are you going to engineer this corridor so that the speed limit is maintained at its desired design? Given the rate of development that is anticipated for this area of the city, are there going to be future opportunities to install various safety/traffic calming features? Are those being considered for the short-term as well as long-term for the corridor? An AADT of 9,000 is quite a bit, considering you are looking at heavy commercial vehicle traffic. So how are you going to ensure that this corridor remains safe for large vehicles as well as some of the residential development that is being discussed in this part of Saint Cloud?</p>	<p>#5 Score</p> <p>80</p>
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p> <p>Criteria to consider</p> <p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
<p>Comments: The project will connect to an expanding business park with lots of freight traffic and is identified as a freight corridor. <u>✓</u> Does help further develop the roadway network in a vital industrial park <u>✓</u> Project will provide a direct connection to the I-94 Business Park area. Will be a reliever route for I94. Lack of access to the industrial park for public safety and suppliers has caused the park from being further developed (200+ acres have yet to be developed). Water and sewer access will be included in this larger project. Anticipated increase in property values. Area of Saint Cloud is considered to be one of the high potential growth areas for the region. Project is not located on the existing freight network (it doesn't exist yet). The lack of direct connection between the business park and the urban core is an important consideration -- individuals working at the business park have to divert to I94 instead of traveling local streets to access the business park.</p>	<p>#6 Score</p> <p>57</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p> <p>Criterion to consider</p> <p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>
<p>Comments: An EAW was completed. <u>✓</u> Will be NEPA/MEPA compliant <u>✓</u> EAW was completed in 2007 for the project. Project will comply with NEPA and MEPA and will address any environmental concerns. Project Memorandum will be developed.</p>	<p>#7 Score</p> <p>18</p>

<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.</p>
<p>Criterion to consider</p>	<p>*Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
<p>See evaluation considerations.</p>	
<p>Comments: Public engagement documents were attached. / Is in the MTP & St. Cloud's Comp Plan / Project has been identified in the city's CIP, Saint Cloud Comp Plan, APO's MTP. Applicant provides documentation on public outreach in the development of those planning documents. Project has been documented in the city's CIP since 2002 -- prior to being incorporated into the CIP public hearings at the Planning Commission are required. Project details also include curb and gutter, storm drain, ponding, sanitary sewer main and sewer services, sanitary lift station, water main and water main services. Current work on a \$24 million metro forcemain project currently being done along with this alignment.</p>	<p>#8 Score</p> <p>40</p>
<p>TOTAL SCORE (800 total points available)</p>	<p>505</p>

Saint Cloud APO Locally-Sponsored Transportation Projects							Funding awarded by Agency					
Fiscal Year	Implementing Agency	Facility/Route	Project Description	Federal Funds AWARDED	Local Funds Provided	Project Total Cost (STIP TOTAL)	Notes	Agency	Number of project awards solicitation years 2017-2028	Federal Funding Total	Lane Miles	Federal Funding/Functional Class Lane Mile
2017	Stearns County	CSAH 2	NORTH LIMITS OF CITY OF ST. JOSEPH TO CSAH 4, ROADWAY RESURFACING	\$792,000	\$198,000	\$990,000		Metro Bus	1	\$160,000		N/A
2017	Benton County	CSAH 1	TH 23 TO CSAH 3 (GOLDEN SPIKE ROAD), ROADWAY RESURFACING	\$510,400	\$127,600	\$638,000		Sherburne County	1	\$1,000,000	45.6	\$21,929.82
2018	Benton County	CSAH 33	INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST STREET)/CSAH 33 INTERSECTION	\$400,000	\$100,000	\$500,000		Waite Park	0	\$0	24.74	\$0.00
2018	Stearns County	CSAH 75	RESURFACING, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 (AC PROJECT PAYBACK IN 2019)	\$1,160,000	\$315,000	\$1,475,000		Saint Joseph	0	\$0	2.57	\$0.00
*2019	Metro Bus	BB	ST. CLOUD METRO BUS PURCHASE 2 BUSES (CLASS 500)	\$160,000	\$198,000	\$358,000		Sauk Rapids	3	\$3,901,145	23.72	\$164,466.48
2019	Saint Cloud	MSAS 151	EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET S) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE	\$1,300,000	\$2,100,000	\$3,400,000		Benton County	6	\$3,115,495	118.43	\$26,306.64
2020	Sauk Rapids	MSAS 109	FROM SUMMIT AVE. S TO US 10, RECONSTRUCTION BENTON DR., INCLUDING ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$1,366,025	\$903,975	\$2,270,000		Saint Cloud	5	\$5,399,328	137.41	\$39,293.56
2020	Stearns County	CSAH 75	FROM 700 FT S OF 33RD ST. S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2021) YEAR 1 OF 2 YEAR PROJECT	\$151,947	\$199,114	\$351,061		Stearns County	9	\$7,931,268	344.84	\$22,999.85
2020	Benton County	CSAH 29	BR 05525 EXP. JOINT REPLACEMENT	\$165,488	\$109,512	\$275,000		Sartell	3	\$3,033,694	34.31	\$88,420.11
2021	Benton County	CSAH 8	FROM 0.25 MI E OF MN 23 TO BENTON CR 47, CSAH 8 FULL DEPTH RECLAMATION AND NEW BITUMINOUS PAVEMENT	\$391,152	\$258,848	\$650,000						
2021	Saint Cloud	Stearns CR 136	FROM 22ND ST S, FULL DEPTH RECLAMATION, AND FROM 22ND ST S TO OAK HILL ELEMENTARY SCHOOL, URBAN RECONSTRUCTION	\$842,248	\$557,518	\$1,400,000						
2021	Stearns County	CSAH 120	FROM STEARNS CSAH 4 TO STEARNS CR 134, RESURFACING	\$300,887	\$199,113	\$500,000						
2021	Stearns County	CSAH 75	**AC** FROM 700 FT S OF 33RD ST S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK) (YEAR 2 OF 2 YEAR PROJECT)	\$148,939	\$0	\$148,939						
2022	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023 WITH \$1,970,880 FEDERAL/\$4,830,000 TOTAL COST)	\$160,100	\$2,699,020	\$2,859,120						
2022	Saint Cloud	Cooper Ave	ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	\$1,457,080	\$1,042,920	\$2,500,000						
2022	Stearns County	CSAH 75	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT IN 2021 WITH \$287,420 FEDERAL/\$1,100,000 TOTAL COST, AC PAYBACK 1 OF 1)	\$353,700	\$0	\$353,700						
2023	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK 1 OF 1)	\$1,929,820	\$0	\$1,929,820						
2024	Benton County	CSAH 1	CSAH 1 FULL DEPTH RECLAMATION AND RESURFACING	\$695,120	\$204,880	\$900,000						
2024	Stearns County	CSAH 133	CSAH 133 FROM STEARNS CSAH 75 TO 19TH AVENUE IN ST. JOSEPH, EXPAND TO 4 LANES AND INTERSECTION IMPROVEMENTS AT ELM STREET, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,440,000	\$360,000	\$1,800,000						
2025	Sauk Rapids	Second Ave. S	RECONSTRUCTION OF 2ND AVENUE SOUTH FROM BENTON DRIVE TO 10TH STREET S, INCLUDING ROADWAY, SIDEWALK, LIGHTING, DRAINAGE, AND WATER MAIN IMPROVEMENTS	\$1,135,120	\$608,880	\$1,744,000						
2025	Sherburne County	CR 65	COUNTY ROAD 65 & 45TH AVENUE REALIGNMENT, ACCESS CONSOLIDATION WITH US HIGHWAY 10, AND BNSF RAILROAD XING CONSOLIDATION	\$1,000,000	\$900,000	\$1,900,000						
2026	Stearns County	CSAH 75	**AC**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	\$2,135,120	\$2,864,880	\$5,000,000						
2026	Saint Cloud	22nd Street S	**AC** 22ND STREET S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027)	\$239,114	\$1,242,000	\$1,481,114						
2026	Sauk Rapids	Second Ave. S	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	\$1,400,000	\$2,950,000	\$4,350,000						
2027	Sartell	15th Street N	15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	\$943,774	\$2,106,626	\$3,050,400						
2027	Saint Cloud	22nd Street S	**AC** 22ND STREET S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1)	\$1,560,886	\$0	\$1,560,886						

2028	Benton County	HIGHWAY CSAH 3	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44 (55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SAP 005-603-036)	\$953,335	\$1,768,425	\$4,721,760	Project was advanced to FY 2026. Additional \$2 million in federal funds added to project due to Benton County initiated funding swap						
2028	Stearns County	HIGHWAY CSAH 1	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	\$1,448,675	\$1,051,325	\$2,500,000							



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: FY 2027-FY 2029 Carbon Reduction Program Urbanized Funding Solicitation
DATE: Jan. 17, 2025

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) which provides federal funds for projects designed to reduce carbon emissions from surface transportation.

The CRP provides Minnesota with approximately \$20.9 million annually over five years to fund projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state with some funds allocated proportionally based on population. Minnesota Department of Transportation (MnDOT) Districts, Metropolitan Planning Organizations (MPOs) – like the Saint Cloud APO – and Area Transportation Partnerships (ATPs) will select projects to receive CRP funding.

This funding, like most federal funding programs, requires a minimum 20% match for federal funds requested.

Projects eligible for CRP funding are broken into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

1. Electrification. Eligible projects to support the decarbonization of vehicle fleets in Minnesota include:
 - a. Install Electric Vehicle (EV) or Zero Emissions Vehicles (ZEV) charging infrastructure.
 - b. Purchase or lease EVs or ZEVs.
 - c. Support EV and ZEV adoption through outreach and education.
2. Travel Options. Eligible projects to support a reduction in per-capita vehicle miles traveled (VMT) include:
 - a. Install and maintain infrastructure network improvements for walking, rolling, and biking.
 - b. Plan, design, and engineer infrastructure network improvements for walking, rolling, and biking.
 - c. Implement context sensitive design for travel options.
 - d. Add high-capacity transit options.
 - e. Add intercity and regional public transit options.
 - f. Implement travel demand management.
3. Low Carbon Infrastructure and System Management. Eligible projects to support the reduction of carbon emissions throughout the entire transportation process (from construction and maintenance of infrastructure to vehicle operations) include:
 - a. Optimize transportation system management and operations.

- b. Utilize low carbon methods for construction and maintenance of transportation infrastructure.
- c. Support renewable energy generation.

MPOs, like the Saint Cloud APO, are directly allocated federal CRP funding. This funding can only be spent within the **urbanized** area of the MPO. Areas that fall within the APO's **planning area, but outside of the urbanized area**, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

During this solicitation period which kicked off in October 2024, the Saint Cloud APO conducted project solicitations for fiscal years 2027, 2028, and 2029.

Fiscal Year	Carbon Reduction Program Funding Targets for APO Urbanized Area
FY 2027	\$270,000
FY 2028	\$270,000
FY 2029	\$270,000
Total	\$810,000

During this solicitation, APO staff received one application for CRP funds for projects within the urbanized area. This project has requested a total of \$536,000 in CRP funds.

Jurisdiction	Project Description	Requested CRP Funds
City of Saint Cloud	Multimodal improvements on 22 nd Street S from Oak Grove Road S/CR 136 to Cooper Avenue S	\$536,000
Total		\$536,000

The full applications can be found as Attachment I2 in the agenda packet.

Similar to the APO-managed Surface Transportation Block Grant Program (STBGP) solicitation, APO staff conducted the initial scoring and preliminary prioritization of the CRP projects based on the scoring rubric guidance provided by MnDOT's Office of Sustainability Public Health and the APO's cost effectiveness to co-benefit ratio (50/50) adopted by the APO's Policy Board at the October 2024 meeting. Those initial starting point recommendations can be found in Attachment I3.

Suggested Action: Recommend a final ranking and prioritization of Carbon Reduction Program (CRP) projects for Policy Board approval.



Carbon Reduction Program (CRP)

**Saint Cloud Area Planning Organization
Urbanized Area Application
FY 2027-FY 2029 Solicitation**

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Carbon Reduction Program information

The Infrastructure Investment and Jobs Act (IIJA) established the CRP which provides federal funds for projects designed to reduce carbon emissions from surface transportation. The legislation also requires each state to develop a Carbon Reduction Strategy¹ (CRS) in consultation with MPOs to identify projects and strategies to support the reduction of transportation emissions. In Minnesota, the CRS was completed in November 2023 and submitted to FHWA for review and approval. MnDOT developed the Minnesota CRS in coordination with MPOs, ATPs, the public, transportation advocacy groups and other partners across Minnesota. Implementation of the CRS requires coordination among MnDOT and partner agencies.

The CRP provides Minnesota with approximately \$20.9 million annually over five years to fund projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state, with some funds allocated proportionally based on population². MnDOT Districts, MPOs and ATPs will select projects to receive CRP funding.

Areas that receive funding will use a consistent set of criteria and scoring techniques detailed in this document to support prioritization and selection of projects. While the primary intent of the CRP is to advance projects that reduce carbon from the surface transportation sector, the Minnesota CRS also advances goals of equity, safety, transportation access and public health.

Eligible Project Types

There are many project types that can address the goals of the CRP and reduce carbon emissions from the transportation sector. The Minnesota CRS prioritizes projects in three broad strategy categories: electrification, travel options and low carbon infrastructure and system management. Most of the projects identified in the CRS are eligible for CRP funding, with exceptions identified in the sections below.

Electrification

The primary goal of electrification projects is the decarbonization of the vehicle fleet in Minnesota. Electric vehicles (EVs) and other zero emissions vehicles (ZEVs) are critical to achieving the carbon reduction goals set forward in the CRS because they can reduce transportation emissions for traveling

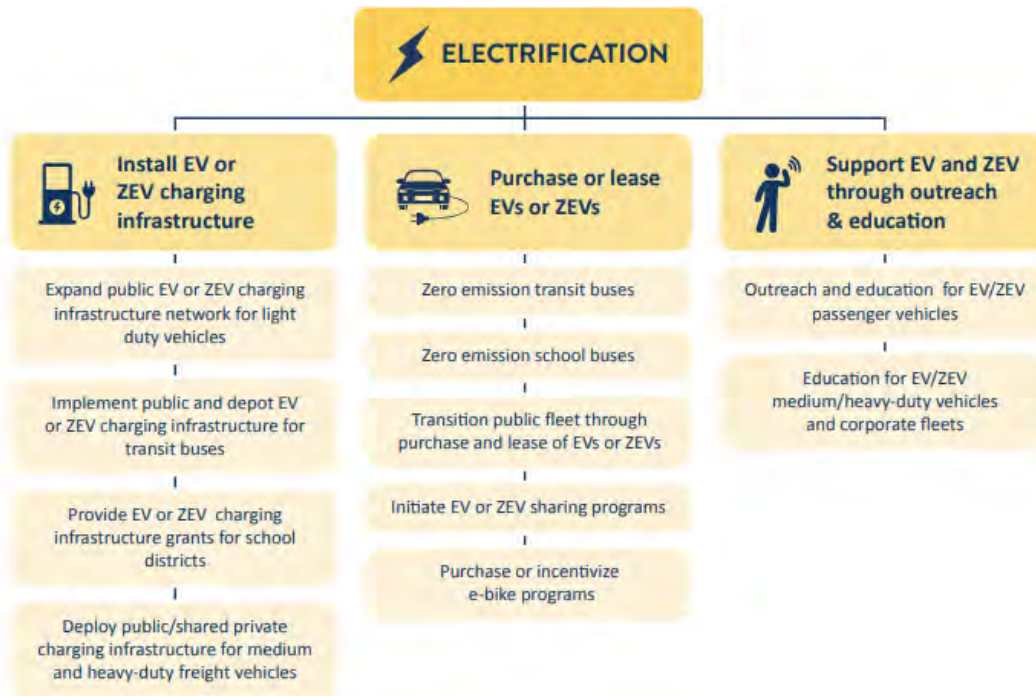
¹ “Carbon Reduction Strategy 2023”, https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docid=36928262, MnDOT, (2023).

² Under federal law, within each state, 65% of CRP funds must be allocated to areas of the state in proportion to population size and 35% of CRP funds may be allocated in any area of the state (23 U.S.C. 175(e)).

that cannot be reduced or shifted to another mode. There are a wide range of electrification projects and projects that support EVs or ZEVs. Eligible projects can support three strategies in the CRS:

- Install EV or ZEV charging infrastructure.
- Purchase or leasing EVs or ZEVs.
- Support EV and ZEV adoption through outreach and education.

Figure 1: 2023 Minnesota CRS Electrification priority strategies and project types, MnDOT 2023³



Travel Options

Travel options projects reduce per-capita vehicle miles traveled (VMT). Reducing VMT supports achieving the carbon reduction goals set forward in the CRS because a reduction in per-capita VMT reduces per-capita transportation emissions. Eligible projects can support six strategies in the CRS:

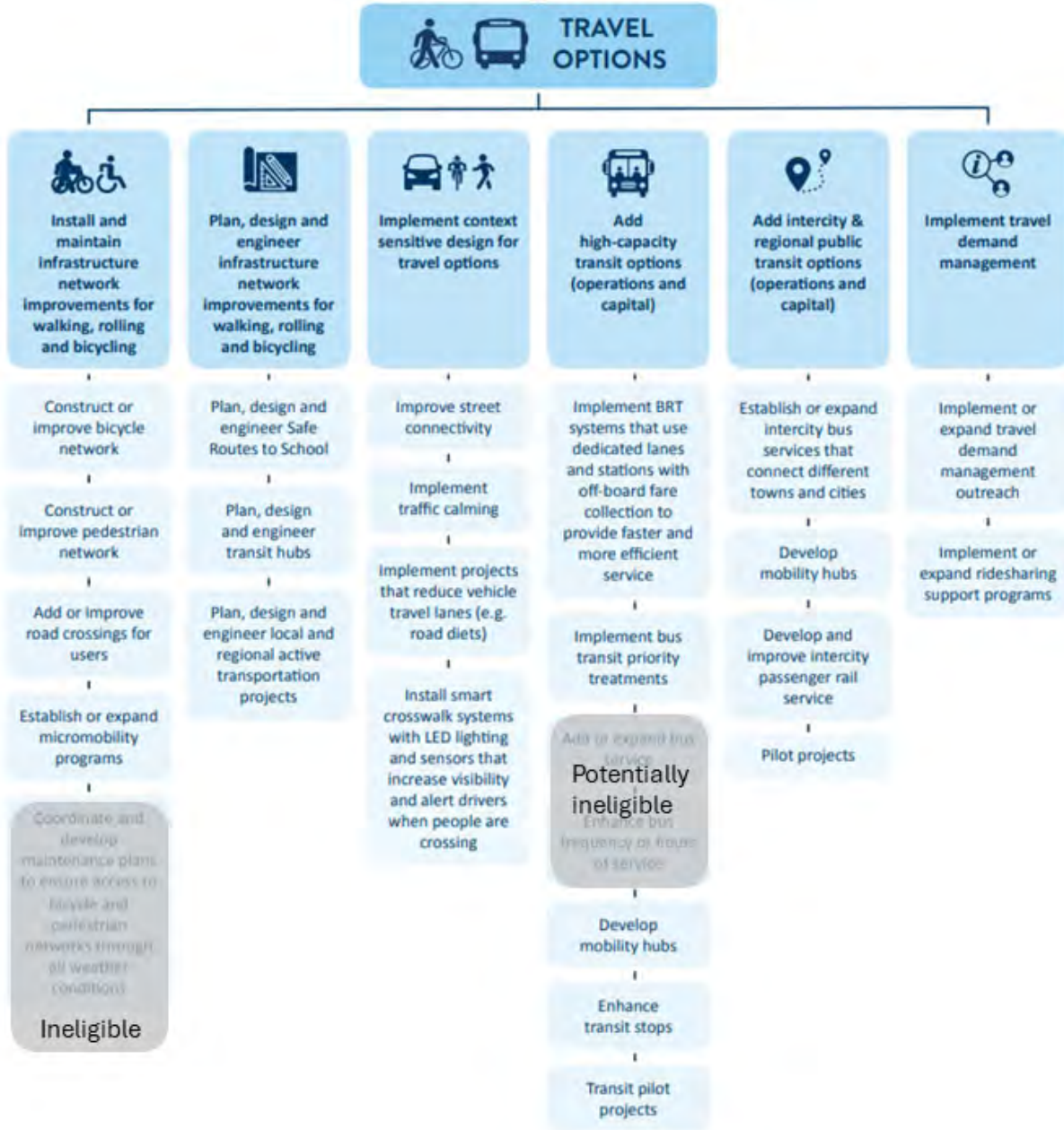
- Install and maintain infrastructure network improvements for walking, rolling and biking.
- Plan, design and engineer infrastructure network improvements for walking rolling and biking.
- Implement context sensitive design for travel options.
- Add high-capacity transit options.
- Add intercity and regional public transit options.
- Implement travel demand management.

³ “Carbon Reduction Strategy 2023”, MnDOT, (2023).

Figure 2: 2023 Minnesota CRS Travel Options priority strategies and project types,

MnDOT 2023

(CRP ineligible project types noted)⁴



⁴ “Carbon Reduction Strategy 2023”, MnDOT, (2023).

Low Carbon Infrastructure and System Management

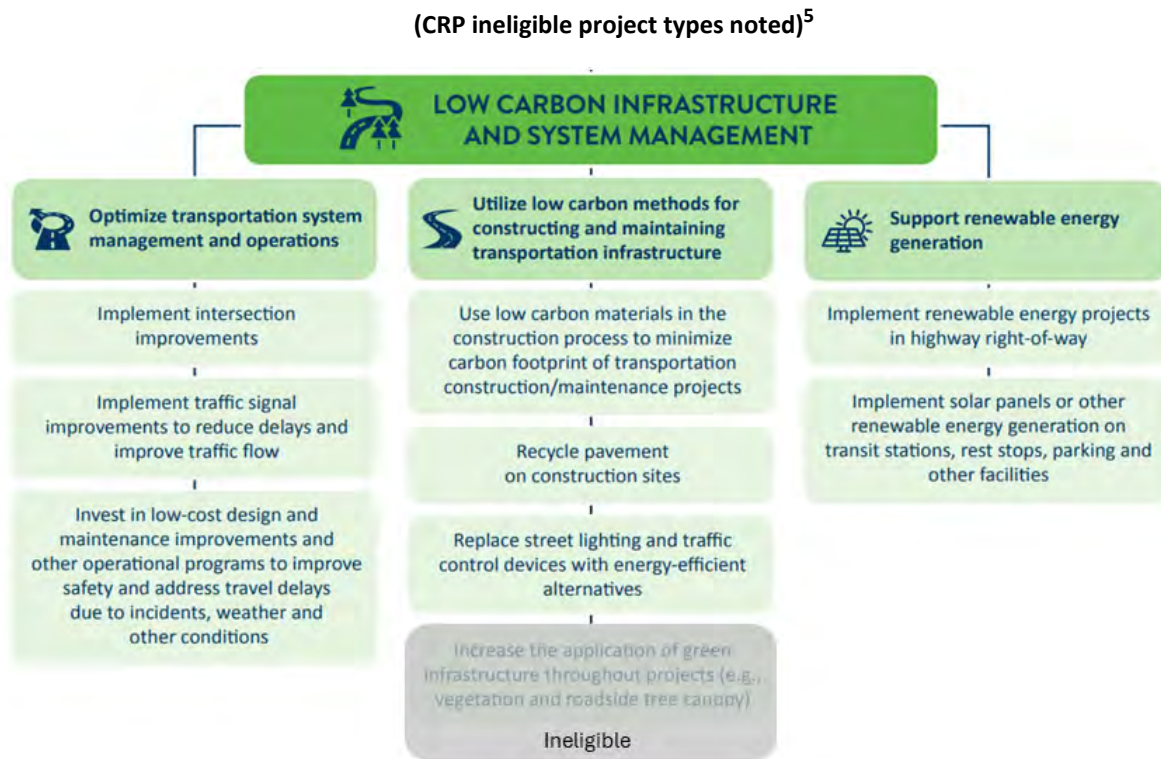
Low carbon and infrastructure system management projects reduce carbon emissions throughout the entire transportation process, from construction and maintenance of infrastructure to vehicle operations. These projects support the use of:

- Low carbon materials in project construction.
- Improving construction and maintenance practices.
- Reducing emissions associated with transportation infrastructure and vehicle operations.

Eligible projects can support three strategies in the CRS:

- Optimize transportation systems management and operations.
- Utilize low carbon methods for construction and maintenance of transportation infrastructure.
- Support renewable energy generation.

Figure 3: 2023 Minnesota CRS Low Carbon Infrastructure and System Management priority strategies and project types, MnDOT 2023



⁵ “Carbon Reduction Strategy 2023”, MnDOT, (2023).

Solicitation timeline

The following is the Saint Cloud APO's CRP solicitation timeline.

- **Early Contact for Roadway Authority:** Nov. 15, 2024.
- **Solicitation Opens:** Dec. 2, 2024.
- **Application Deadline:** 3 p.m. Friday, Jan. 10, 2025. Applications are due to Vicki Johnson (ikeogu@stcloudapo.org).
- **APO staff internal project DRAFT project scoring:** Week of January 13 - January 24
- **TAC Discussion and Funding Prioritization:** Feb. 6, 2025.
- **Policy Board Action:** Feb. 13, 2025.

The [MnDOT CRP website](#) will provide information as to what years of funding are available for solicitation each year. MPOs, ATPs and District staff should check the website for updates.

Letter of Support

All applicants with elements of their proposed project using or potentially impacting another roadway authority's right-of-way or facility will need to make early contact with that roadway authority on or before Friday, Nov. 15, 2024. Early notification is necessary for review of the project details, provide input and feedback to the applicant on any issues or concerns that may impact project development or delivery. A letter of support from that roadway authority is **REQUIRED** to accompany the completed application.

Evaluation Criteria

Each application includes a section for a project description, project timeline and milestones to showcase the project's eligibility, quality and readiness. These items will be reviewed to identify project readiness.

Projects will be evaluated based on cost-effectiveness and the following four co-benefit categories. Cost-effectiveness will account for a minimum of 50% of the project scoring. The final score for a project is determined by adding the cost-effectiveness score with the co-benefit score, giving each project a score out of 100 points.

The following sections detail the cost-effectiveness and co-benefit evaluation and scoring processes.

Cost-effectiveness

The primary metric against which projects will be selected is the cost-effectiveness of a project's carbon reduction. Applicants will need to use the [Carbon Emissions Tool \(CET\)](#) to calculate a project's carbon

reduction and associated cost-effectiveness. The basic equation for cost-effectiveness is in Figure 4. The [CET Instructions and Tips](#) provide guidance on how to use the CET.

Figure 4: Equation for calculating cost-effectiveness of a project’s carbon reduction, MnDOT CET 2024

$$\text{Cost-Effectiveness} = \frac{\text{Total Project Cost}}{\text{Cumulative CO}_2 \text{ Reduction}}$$

To be able to score projects, a consistent scoring scale needs to be established. This means that the cost-effectiveness of carbon must fit into a 20-point scale where 20 points is used to describe the project with highest cost-effectiveness and 0 represents that there is no cost-effectiveness of the project. Of all the projects submitted for the solicitation, the project that is most cost-effective receives 20 points, then all other project cost-effectiveness’ are proportionately scaled and scored to the cost-effectiveness of the most cost-effective project submitted. This means that one project in every solicitation will receive 20 points for cost-effectiveness.

Co-benefits

There are many co-benefits that projects can have in addition to carbon reduction. In alignment with the Minnesota CRS, four primary co-benefit categories have been identified.

- Equity.
- Safety.
- Access.
- Health.

Each co-benefit is scored on a scale of five points, amounting to a maximum of 20 total points for each proposed project. A description of each point level is provided in Table 1.

Each applicant should provide separate narrative descriptions for each co-benefit category (i.e., a narrative for equity, another narrative for safety, etc.). These narratives should describe qualitatively, quantitatively, or both, how the proposed project will fulfill each co-benefit category. When writing narratives applicants are encouraged, but not required, to use established datasets, benchmarks, best practices, standards set forward in planning documents (i.e., Statewide Multimodal Transportation Plan) or other similar material (i.e., Justice40) to identify how the co-benefit is met by the project.

Applicants are encouraged to respond to each co-benefit in the application. If no connection to a co-benefit can be found in a project, the project may still be eligible for funding. Applicants are still encouraged to apply, as a project may be selected even if it does not receive a high score for all co-benefits.

Table 1: Scoring Scale for Co-Benefits, MnDOT 2024

Score	Description
0	This project demonstrates no connection to the co-benefit.
1	<p>This project shows minimal connection to the co-benefit with little to no documentation in datasets, plans or narrative.</p> <p>Narrative text describes a weak connection to a co-benefit with no supporting datasets or plans provided.</p>
2	<p>This project shows a moderate connection to the co-benefit with some documentation in datasets, plans or narrative.</p> <p>Narrative text makes the case that there is a connection to the co-benefit, based on the applicant's understanding, but there are no further datasets or plans provided.</p>
3	<p>This project shows good connection to the co-benefit somewhat documented with datasets, plans or narrative.</p> <p>There are plans or maps with data that shows a connection to the co-benefit Narrative text makes a connection between the data provided and the co-benefit.</p>
4	<p>This project shows well-defined connection to the co-benefit with well documented datasets, plans or narrative.</p> <p>There are plans or maps with data that shows a connection to the co-benefit. Narrative text provides thorough detail on how the project will benefit area communities using the data provided.</p>
5	<p>This project shows outstanding connection to the co-benefit through thoroughly documented datasets, plans or narrative.</p> <p>There are comprehensive planning, engineering or equity focused studies carried out prior to or as part of the project development process that provide detailed and specific connections to the co-benefit.</p>

Project scoring

Using the above consistent scoring methods, the cost-effectiveness and co-benefits criteria are combined to create a composite score for each project. This composite score may be used to rank projects. Composite scores may be entered into the CRP [Project Scoring tool](#), which provides a total score out of 100 for each project. This score is calculated using the equation in Figure 5.

Figure 5: Cost-effectiveness scoring equation, MnDOT 2024

$$\text{Final Weighted Score} = \left(\sqrt{\text{Normalized Cost-Effectiveness}} + \sqrt{\text{Co-Benefits}} \right) \cdot 11.18$$

$$\text{Where: } 11.18 \approx \frac{100}{\sqrt{20} + \sqrt{20}}$$

In Figure 5, square roots were used to modify the scores for the co-benefits and cost-effectiveness to take advantage of the parabolic curve this formula creates. Using a parabola as opposed to a linear curve ensures that projects that have scores on extreme ends of both these factors do not skew the results. Using this method, a project with a very high cost-effectiveness score and very low co-benefit scores will not have as high of a final weighted score than projects that score well in both categories.

Figure 6: Cost-effectiveness scoring equation with weights, MnDOT 2024

$$\text{Final Weighted Score} = \left((2 \cdot W) \sqrt{NCE} + (2 \cdot (1 - W)) \sqrt{CB} \right) \cdot 11.18$$

$$\text{Where: } 11.18 \approx \frac{100}{\sqrt{20} + \sqrt{20}}$$

W = relative weight percentage of Cost-effectiveness

NCE = Normalized Cost-Effectiveness

CB = Co-Benefits

In Figure 6, MPO and ATP Project Review and Selection Committees are able to modify the weight of cost-effectiveness and co-benefits. The default weight is 50% for cost-effectiveness and 50% for co-benefits, meaning that the sum of the co-benefits and the carbon reduction cost-effectiveness are weighted equally. To further prioritize carbon cost-effectiveness in project selection, an ATP or MPO may increase the percentage that carbon reduction cost-effectiveness is weighted to higher than 50% (it cannot be lower than 50%). This allows regional agencies to determine the importance of carbon reduction cost-effectiveness and each co-benefit based on their regional priorities. ***Per the approved guidance of the APO's Policy Board, the default weight setting for CRP scoring will be 50% cost-effectiveness and 50% co-benefit.***

This weight is incorporated by simply multiplying the percentage weight against the respective square-rooted score (Figure 6). This maintains the 100-point scale for final scores but allows for different weights between the cost-effectiveness and co-benefits.

Saint Cloud APO FY 2027-FY 2029 CRP Application

Applicant Information

Name of applicant organization: City of St Cloud

Name of contact: Zachary Borgerding

Contact address: 1201 – 7th Street South

City: St Cloud **State:** MN **Zip:** 56301

County: Stearns

Phone: 320-255-7249 **Email:** zachary.borgerding@ci.stcloud.mn.us

Project information

- 1. Title of project:** 22nd Street South From Oak Grove Road to Cooper Avenue South Multimodal Improvements
- 2. Project location:** St Cloud, MN
- 3. One sentence description of the work for which you are seeking support:** Install multimodal infrastructure along 22nd Street South to connect the existing multimodal networks at Cooper Avenue South and Oak Grove Road.

Project readiness

Provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the given timeframe. (250 words maximum)

Survey has been completed, and the project was ordered by the City Council on 12/16/24. The project design, project memorandum, and the necessary right-of-way acquisition are anticipated to begin January 2025. This project is tied to the 22nd Street South Corridor Improvements where the existing rural section is being reconstructed to an urban section. The corridor improvements are programmed to be constructed in 2026, and have federal funds programmed in FY2026 and 2027.

Project funding

- 4. Amount of funding requested:** \$536,000
- 5. Total project budget:** \$1,100,000

Briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources.

The total amount of funding for the multimodal project is \$1,100,000. TA funds are also being requested for these improvements. This project is tied to the 22nd Street South reconstruction project that has STBGP Funds and is programed to be built in 2026.

6. Identify the local match amount: \$564,000

7. Identify the source of the local funds committed to the project (100 words maximum):

The source of local funds will be a combination of Municipal State Aid (MSA) and general revenue.

8. Total amount of additional federal funds obligated to the project already, if applicable:

\$1,800,000

Source of additional federal funds obligated to the project already, if applicable (100 words maximum):Surface Transportation Block Grant Program Funding (STBGP)

9. Which funding program and fiscal year(s) is this project interested in applying for?

Projects may submit for one or multiple funding years during this solicitation period. Check the fiscal year box or boxes in which you are submitting the LOI for funding.

Check the box or boxes of the funding year applying for.

Carbon Reduction Program FY 2027 FY2028 FY2029

10. Is this project able to accept partial funding? Yes No

Alignment with the Carbon Reduction Strategy

11. Category of project from the Carbon Reduction Strategy:

Electrification Travel options Low carbon infrastructure and system management

12. Strategy associated with the project from the Carbon Reduction Strategy:

Install and maintain infrastructure network improvements for walking, rolling and biking.

13. Project type in the Carbon Reduction Strategy that the project falls under:

Construct or improve bicycle networks.

14. Describe the work and how it reduces carbon (250 words maximum):

The proposed sidewalk will connect to the existing ADA compliant sidewalk systems at Cooper Avenue South and Oak Grove Road. The new sidewalks will enhance the recently completed Safe Routes to School project at Oak Hill Elementary. This critical infrastructure improvement will eliminate the current 0.76 mile gap in the sidewalk and bicycle lane network, promoting walking and biking as viable

alternatives to car travel. These improvements will specifically benefit students living within a 1-mile radius of Oak Hill Elementary who are not eligible for bus transportation due to lack of multimodal options. Parents or guardians may have chosen to drop their kids off given no multimodal options for the neighborhoods north and east of the school. By providing a safe and efficient route for walking and cycling, this project aims to reduce vehicle trips, lowering carbon emissions associated with daily commutes. The project supports the goals of carbon reduction by fostering a shift toward cleaner, more sustainable travel options and reducing reliance on single-occupancy vehicles.

Co-benefits of the project

15. Which co-benefits are relevant to your project (check all that apply):

 Equity

 Safety

 Access

 Health

Co-benefit: Equity

Describe how the proposed project benefits historically disadvantaged/traditionally underserved populations within the Saint Cloud APO. These communities can be defined through the Justice40 framework *or* alternative framework for assessing disadvantaged populations. See **Appendix A** for screening tools as well as maps reflecting areas with high concentrations of the following demographic subsets within the APO’s planning area:

- Black, Indigenous, People-of-Color (BIPOC) populations.
- Low-income households.
- Limited English proficient populations.
- People with disabilities.
- Zero vehicle households.
- Individuals over the age of 65.
- Individuals under the age of 18.

500 words maximum

The proposed sidewalk and paralleling bike lanes are in close proximity, but not in, neighborhoods above the 95th percentile of Black, Indigenous and People-of-Color by Census Block Group and the 95th percentile of Low Income Households by Census Block Group, as well as LEP populations and zero vehicle households. The proposed multimodal system may serve these communities and enhance access to economic opportunities that can be exploited only via travel from one’s neighborhood to other locations. These improvements will fill an existing multimodal gap between Oak Grove Road and Cooper Avenue South for the only east/west roadway within 2.3 miles that connects County Road 74 and Cooper Avenue, and eventually CSAH 75. In addition, this project was identified specifically in the Oak Hill Elementary School SRTS planning effort to address this gap and provide the population under age 18 a

safe and efficient non-vehicular way of getting to and from school. This roadway corridor is currently on Metro Bus's Route 5 which served over 4,000 riders between June and November 2024. Individuals utilizing the six stops along 22nd Street South, in addition to the entire Metro Bus service, typically do so due to lack of access to personal vehicles due to cost and/or the ability to drive a motor vehicle. At the December 16, 2024 public hearing, a gentleman in a wheelchair testified that he lived on the 22nd Street South corridor and traversed to and from his residence to Calvary Hill Park. He noted the lack of existing infrastructure that forces him and his service dog to traverse the unsafe corridor whenever he wants to make trips independently. In his testimony, he noted that there are others in his apartment complex that would like to utilize the corridor, but don't due to safety concerns. Filling this existing gap in multimodal infrastructure allows multimodal users direct access to surrounding destinations including but not limited to Calvary Hill Park, Oak Hill Elementary, Kwik Trip, and Coborns.

Co-benefit: Safety

ONLY complete the prompt for the appropriate Carbon Reduction Strategy category for the proposed project.

For projects consistent with the **ELECTRIFICATION Carbon Reduction Strategy:**

- ***Electric Vehicles:*** Describe the existing safety features/concerns with the existing fleet. Examples can include, but are not limited to, older models with outdated software technology, older vehicles that are in need of additional maintenance, etc. Describe the proposed safety improvements/features to be incorporated into the new fleet vehicles as a result of this project.
- ***Electric Vehicle Charging Stations:*** Describe the proposed location of the EV charging station in terms of safety. Examples can include, but are not limited to, the presence of lighting, comfortable waiting areas for individuals using the charging stations, surveillance, emergency call boxes, tamper resistant equipment, secure payment technology.

For projects consistent with the **TRAVEL OPTIONS or **LOW CARBON INFRASTRUCTURE AND SYSTEM MANAGEMENT** Carbon Reduction Strategies:**

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of nonmotorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges. See **Appendix B** for screening tools as well as maps reflecting the observed crash rate locations within the APO's planning area.

500 words maximum

While multimodal transportation systems are in place on the connecting minor arterials, multimodal infrastructure is absent and needed within the 0.76 miles of the proposed project. Bicyclists, pedestrians and MTC riders are faced with limited access and mobility along the corridor, along with challenges of being subject to a roadway lacking significant shoulders and steep ditches. Inclusion of bicycle and pedestrian facilities will increase the mobility along this 0.76-mile section of roadway and improve utilization of existing bicycle and pedestrian facilities outside of the project area.

The proposed project is on the MTC bus route that forms an outer loop of the hub transit system and has multiple transit stops within the proposed project limits. The existing rural ditch section, coupled with the narrow paved road surface, does not provide adequate waiting/boarding space; therefore riders must stand in the ditch and/or on the road. This poor condition is only exacerbated during times of winter snow leading to potentially unsafe conditions. It is anticipated that the proposed urban street with bike lanes, sidewalk and improved street lighting will be critical for transit users to continue to safely utilize Metro Bus Transit.

The existing rural roadway provides limited safety to pedestrians, bicyclists and MTC ridership. At the December 16, 2024 public hearing, speeding was consistently brought up as a major safety concern by residents. There is no existing sidewalk for pedestrians to walk; therefore, they must utilize the roadway. There is no bikeway so bicyclists must use the roadway.

The project will provide a complete multimodal transportation system that is currently absent for this integral component of the St. Cloud Area transportation system. Proposed improvements include a new 12-foot travel lane and 6-foot bike lane in each direction within an urban type street section, pavement markings and signage, new ADA sidewalk with intersection crossing infrastructure and street lighting improvements. Other traffic calming features will continue to be explored throughout the design process. Separating vehicles, bikers and pedestrians will be a safety improvement for all users. The curb and gutter will create a barrier increasing safety for pedestrians and metro transit users while they wait for the bus.

The proposed project will provide an alternative allowing bicyclists and pedestrians to use 22nd Street South as a cross connection versus traveling on CSAH 75 that is part of the Regional Freight Network and exhibits a higher level of crash rates.

Co-benefit: Access

ONLY complete the prompt for the appropriate Carbon Reduction Strategy category for the proposed project.

For projects consistent with the **ELECTRIFICATION Carbon Reduction Strategy:**

- **Electric Vehicles:** Describe, if at all, how the proposed vehicles will be ADA accessible. Provide details on if the proposed vehicles will be utilized to aid in creating and/or providing more accessible transportation options for other modes (examples can include vehicles used to remove snow from sidewalks/shared use paths). Describe how the proposed vehicles will be utilized in comparison to non-EVs in your existing fleet. Examples:
 - Will this/these vehicle(s) be used sparingly or on an as-needed basis? Will these vehicles be used seasonally or year-round?
 - Who or which department(s) will have access to these vehicles? How will your organization provide access – through education/hands-on experience/data analysis – to others within your organization?
- **Electric Vehicle Charging Stations:** Describe how the proposed project location will meet ADA compliant standards. This includes, but is not limited to, adequate space for exiting and entering a vehicle, free movement around the charging station, clear pathways and proximity to building entrances, and appropriate signage.

For projects consistent with the TRAVEL OPTIONS Carbon Reduction Strategy:

Describe how the proposed project improves multimodal travel options such as active transportation (walking/biking/rolling) and/or transit to allow people of all ages and abilities to travel to their destinations using their preferred modal choice.

The proposed sidewalk will connect to the existing ADA compliant sidewalk systems at Cooper Avenue South and Oak Grove Road/County Road 136. The new sidewalk will enhance the recently completed multimodal improvements that were completed per the Oak Hill Elementary Safe Routes to School plan, for the 2021 project adjacent to Oak Hill Community School. The sidewalk improvements will be designed to ADA standards, complete with curb ramps and intersection crossing infrastructure. The proposed project will eliminate the 0.76 mile long sidewalk and bicycle lane gap that currently exists. While there is multimodal infrastructure on either end of the proposed project, they are essentially independent systems. By filling the multimodal gap, this project will not only create new access opportunities for the adjacent neighborhoods, but will remove the existing barrier of unsafe multimodal travel and create an extended corridor/system by connecting the two existing systems that have been built out extensively.

The proposed sidewalk and paralleling bike lanes are in close proximity, but not in, neighborhoods above the 95th percentile of Black, Indigenous and People-of-Color by Census Block Group and the 95th percentile of Low Income Households by Census Block Group. The proposed multimodal system may serve these communities and enhance access to economic opportunities that can be exploited only via travel from one's neighborhood to other locations.

Due to the narrowness and poor to fair condition of the existing roadway, lack of sidewalk and bike lanes, it is anticipated that travel time reliability and Level of Service will improve.

For projects consistent with the **LOW CARBON INFRASTRUCTURE AND SYSTEM MANAGEMENT Carbon Reduction Strategy:**

Describe how the proposed project improves travel efficiency to key destinations.

500 words maximum

[Click here to enter text.](#)

Co-benefit: Health

Describe how this project improves localized air quality, especially in communities with high rates of asthma (see **Appendix C**). Examples include, but are not limited to, vehicle emissions/idling reduction and modal switch (from single occupancy vehicles to carpooling, transit, active transportation). Describe how this project will incorporate other environmentally sustainable options/practices (conversion of streetlights to LEDs, improvement of stormwater management, addressing climate resiliency through infrastructure/project improvements).

500 words maximum

This project looks to address an existing multimodal gap of approximately 0.76 miles. This infill of multimodal infrastructure presents opportunities for both local and recreational users. The installation of sidewalk and bike lanes will provide students who attend Oak Hill Elementary an opportunity to walk or bike to school that previously may have been deemed too dangerous given the existing infrastructure. Per St. Cloud School District 742, 25 current students live in the neighborhoods off of 22nd Street South, within one mile of Oak Hill Elementary that could benefit from the proposed infrastructure. This allows for the potential to remove vehicle drop off trips, which are some of the worst from an environmental/efficiency standpoint. The Oak Hill Elementary SRTS plan identified walking school buses as an option for those living in the vicinity of the school. The proposed infrastructure will allow a safe option for those that want to bike or walk to school. This infrastructure paired with some of the suggestions (like the walking school bus) could provide options for parents that wouldn't want their kids walking/biking to school on their own. As part of the larger/parent project, the City will follow stormwater management requirements for water quality and volume reduction. These improvements will improve drainage and reduce flooding. Streetlights are proposed with the multimodal improvements, and will utilize LED bulbs that provide longer lasting more efficient lighting. The December 16, 2024 public hearing for the project had testimony that there are people in the area that want to travel, whether recreationally or for short trips to schools, parks, etc., but just don't feel that

they can safely do so. These improvements will remove the safety barriers that are keeping people from making these trips.

Cost-Effectiveness of Carbon Reduction

The amount of CO₂e reduced and the cost-effectiveness are estimated using the [Carbon Emissions Tool \(CET\)](#) and associated [CET Instructions and Tips](#). The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO₂e reduced.

5,080 Dollars/Metric Ton CO₂e reduced.

Which project types were used to calculate the carbon cost-effectiveness and what were the Year 1 and cumulative emissions reductions for the project?

Zachary Borgerding met with Anna Pierce on 1/6/2025 to utilize the CET. Anna worked with Zachary to provide the values below and the screenshots that are attached. Per Anna's email dated 1/6/2025, which Vicki Johnson was carbon copied on, the screenshot and values provided can replace the spreadsheet submittal as the same tab in the spreadsheet was used twice per Anna's direction.

Emissions year 1 = 5.5 + 8.48 = 13.98

Cumulative emissions = 85.25+131.29 = 216.54

Cost = \$1,100,000

\$1,100,000/216.54 = **\$5,079.89 per MT of CO₂e**

Rounded = \$5,080 per MT of CO₂e

Applicants **MUST** attach the **FULL** Excel file for their calculations.

Appendices

Appendix A: Definition of disadvantaged communities (Justice40)

[Justice40](#) is an initiative set forth through Federal Executive Order 14008 that aims to provide 40% of the benefits from certain federal grants, programs and initiatives to disadvantaged communities. To achieve this goal, many agencies have created definitions of disadvantaged communities to use in the solicitation of grants and other projects to ensure that disadvantaged communities are being served. Three tools have been identified for applicants to use if they wish, though using these tools is not required for determining whether a community is disadvantaged or not. Applicants are also encouraged to use other publicly available tools to showcase how their projects help serve disadvantaged communities. These tools are:

- USDOT [Climate and Economic Justice Screening Tool](#) (CEJST Tool)
- USDOT [RAISE Mapping Tool](#)
- EPA [EPA Environmental Justice Screening Tool](#) (EJ Screen Tool)
- USDOT [Equitable Transportation Community \(ETC\) Explorer](#)

Currently, the USDOT uses the [CEJST Tool](#) to define census tracts that are disadvantaged. This tool, created by the Department of Energy, uses 8 categories of burdens to define disadvantaged communities: Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Water and Wastewater and Workforce Development. Any census tract is considered disadvantaged if it meets one of the 8 burdens listed above, is surrounded by disadvantaged census tracts and is at or above the 50th percentile for low income or is a federally recognized tribe. More information on the methodology and data of this tool is available [here](#).

The USDOT uses another tool for its RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants, called the [RAISE Mapping Tool](#). This tool identifies census tracts that are either areas of persistent poverty⁶ or historically disadvantaged communities. More information on tool use and methodology is available [here](#).

The [EJ Screening Tool](#) is used by the EPA to measure metrics related to environmental and public health impacts on communities. As part of this tool, there is a metric that measures general socioeconomic

⁶ Areas of persistent poverty are defined as counties or census tracts where more than 20% of the population were recorded to live in poverty by the 1990 Census, 2000 Census, and the 2021 Small Area Income Poverty Estimates, or recorded a 20% poverty rate in the 2014-2018 5-year data series of the American Community Survey or is located in any US territory.

disparities called the EPA IRA Disadvantaged Communities that shows communities and census tracts that are disadvantaged. More information on the tool and methodology is available [here](#).

The USDOT [Equitable Transportation Community \(ETC\) Explorer](#) is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability and Social Vulnerability. It is designed to complement the [CEJST Tool](#) by providing users deeper insight into the Transportation disadvantage component of CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage. USDOT's ETC Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing burden that transportation investments can mitigate or reverse.

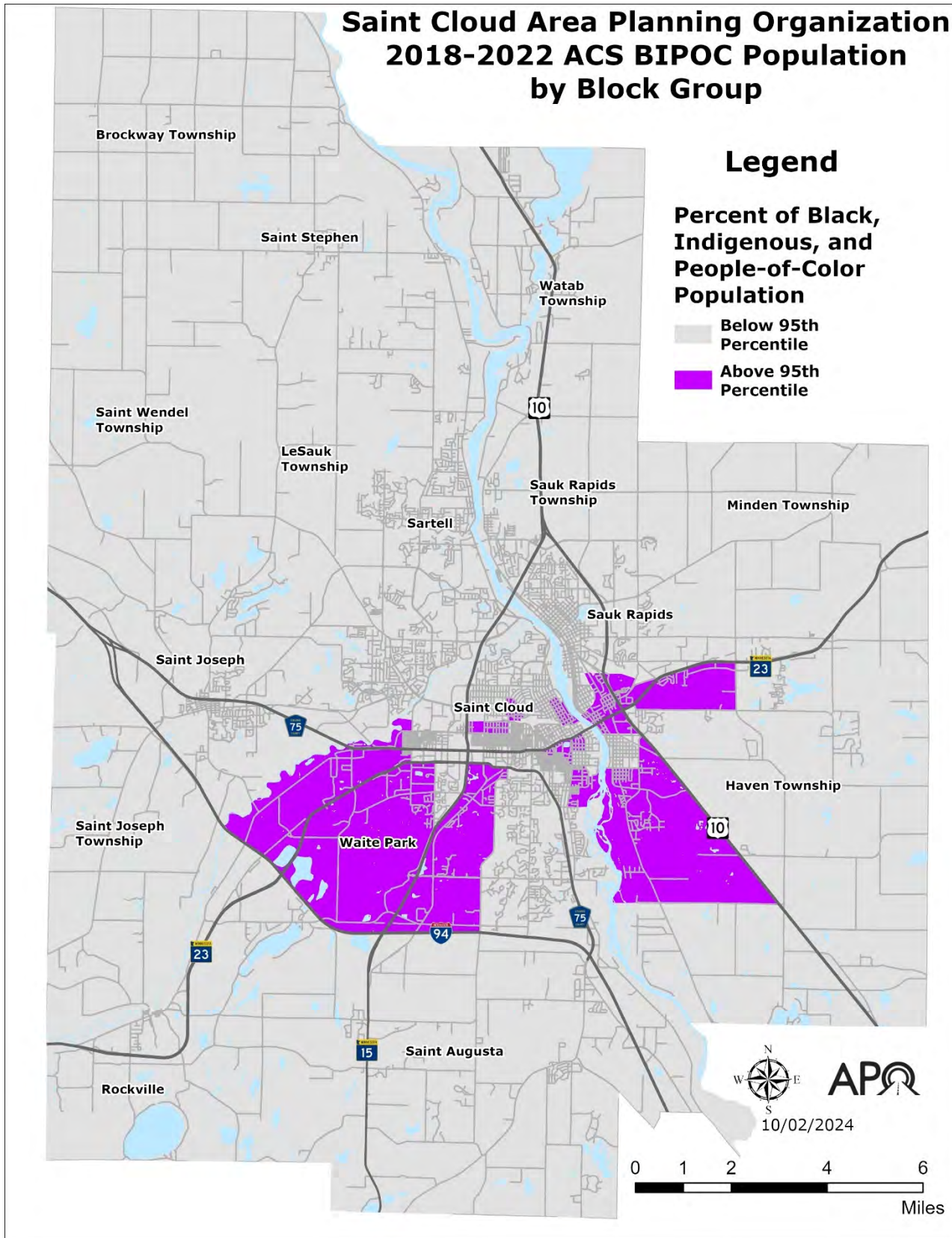


Figure A1. Locations of Census block groups within the APO’s planning area with high concentrations of Black, Indigenous, and People-of-Color (BIPOC) populations. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

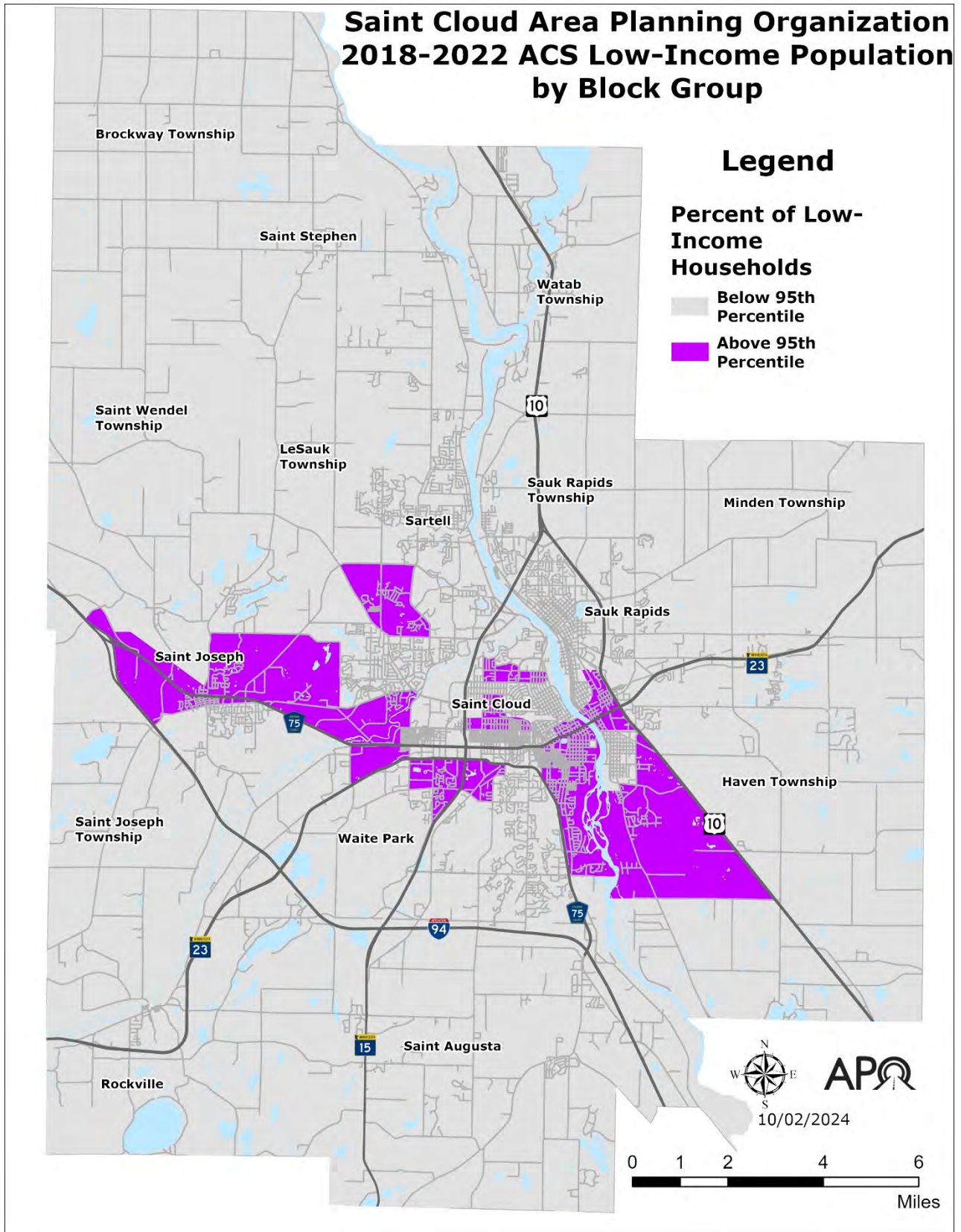


Figure A2. Locations of Census block groups within the APO’s planning area with high concentrations low-income households. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

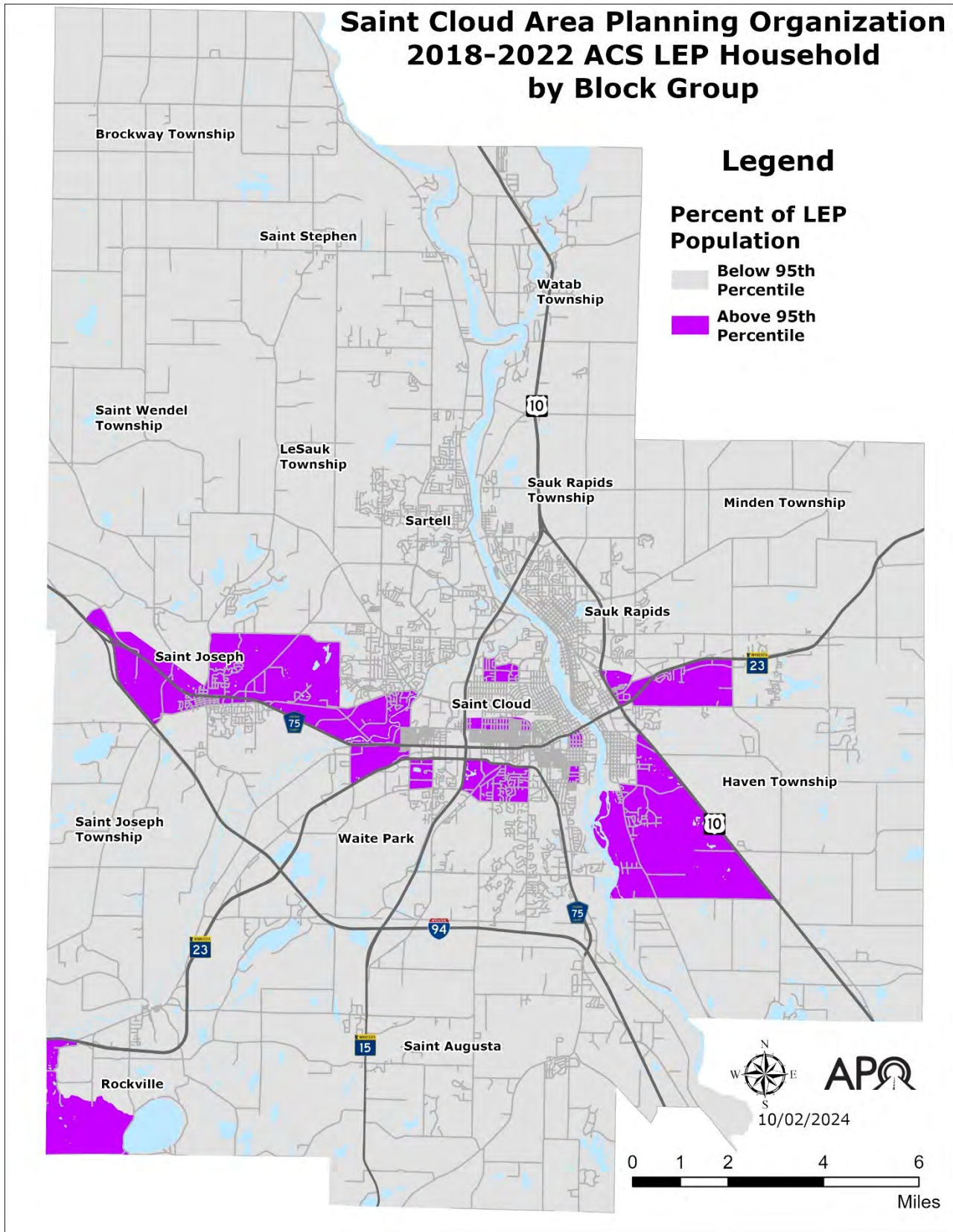


Figure A3. Locations of Census block groups within the APO’s planning area with high concentrations of limited English proficiency households. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

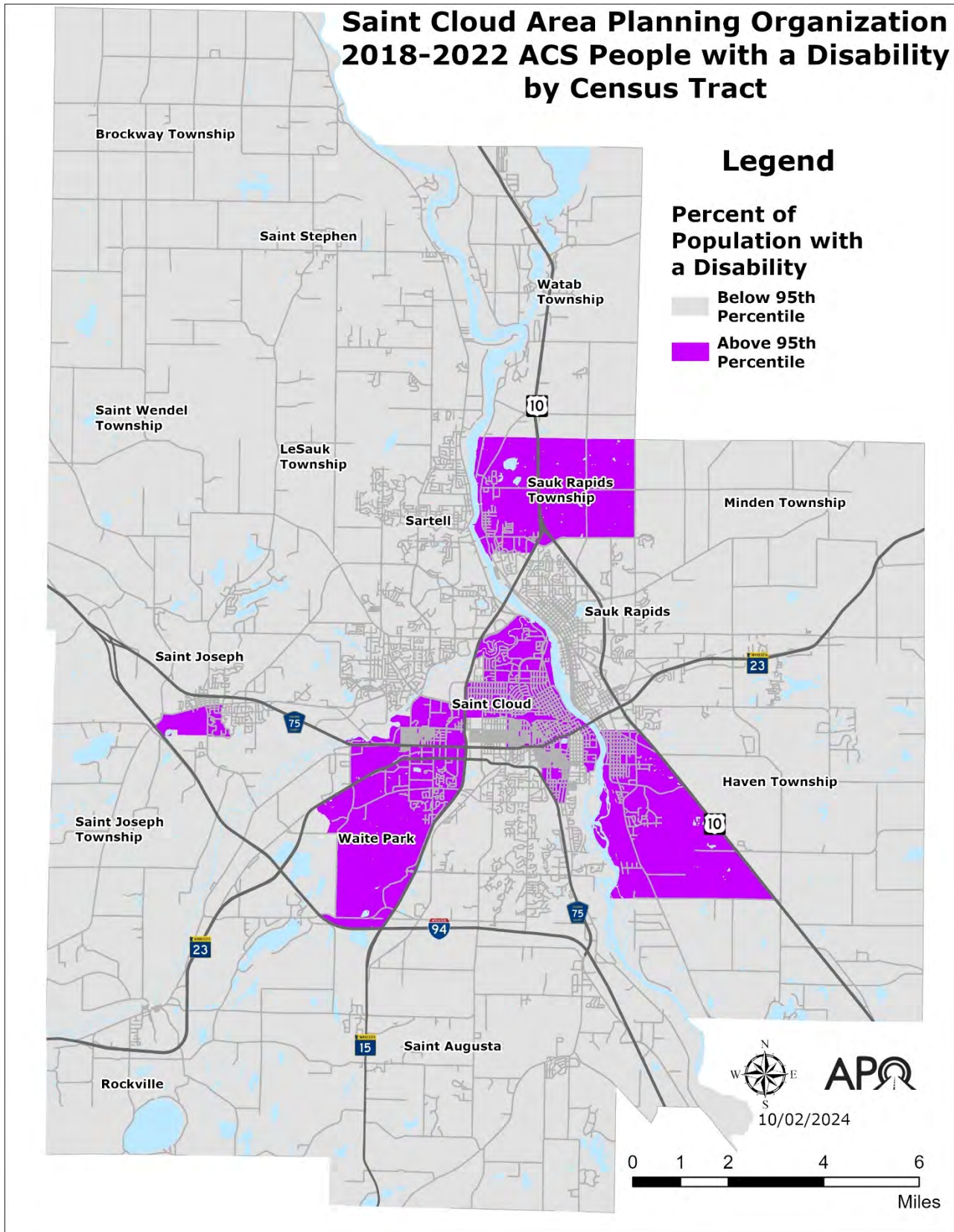


Figure A4. Locations of Census tracts within the APO’s planning area with high concentrations of people with disabilities. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

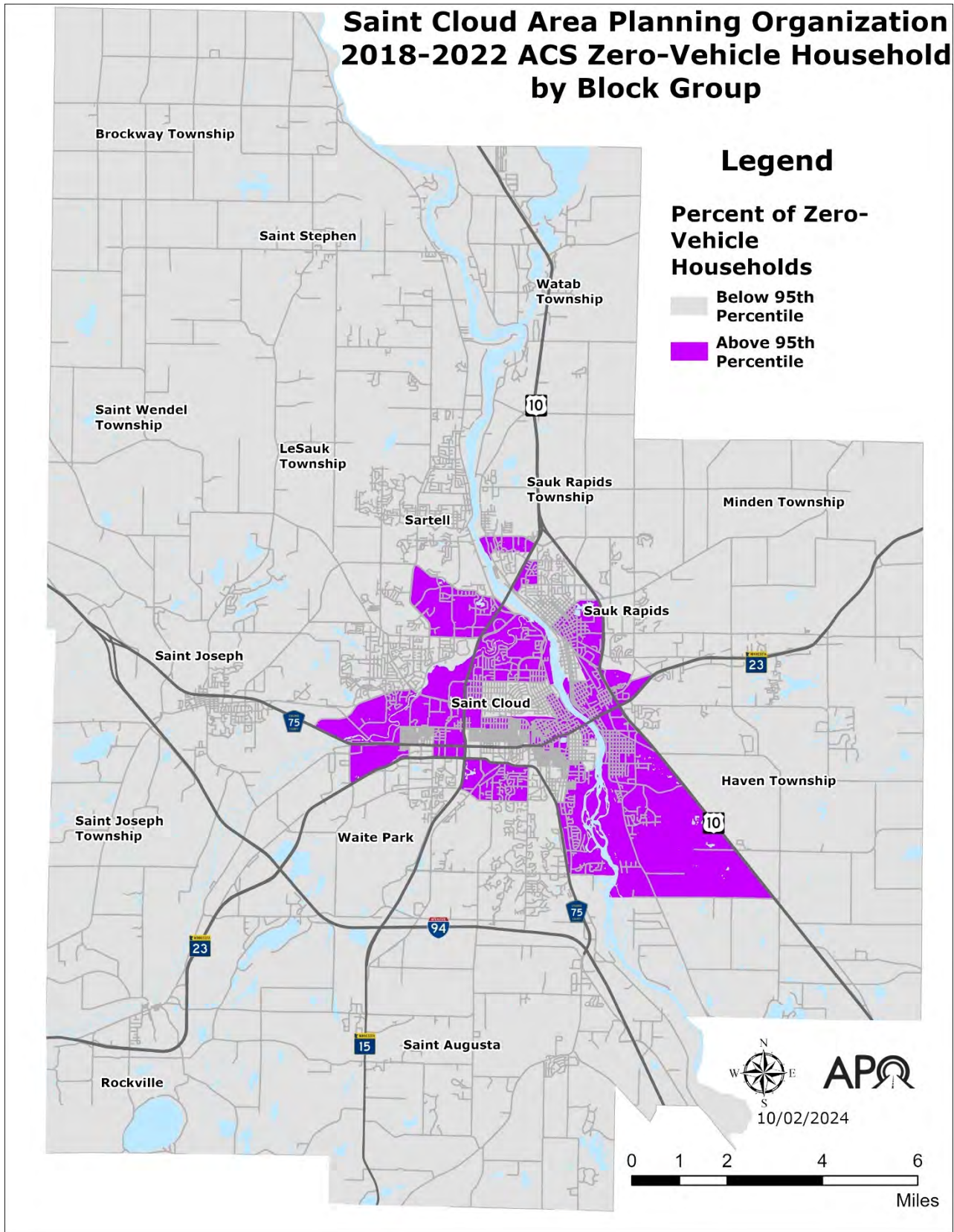


Figure A5. Locations of Census block groups within the APO’s planning area with high concentrations zero vehicle households. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

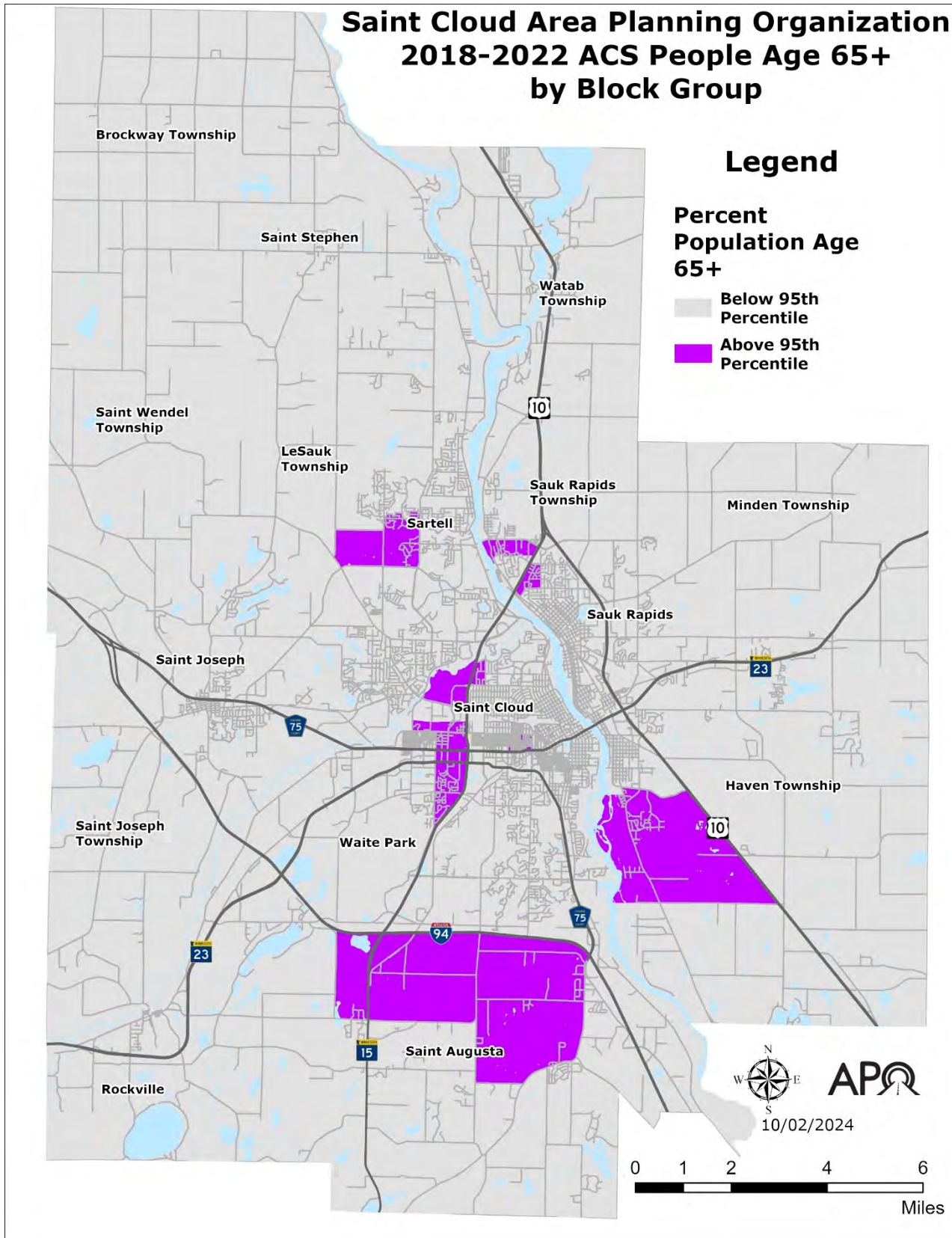


Figure A6. Locations of Census block groups within the APO’s planning area with high concentrations of the population age 65 years and older. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

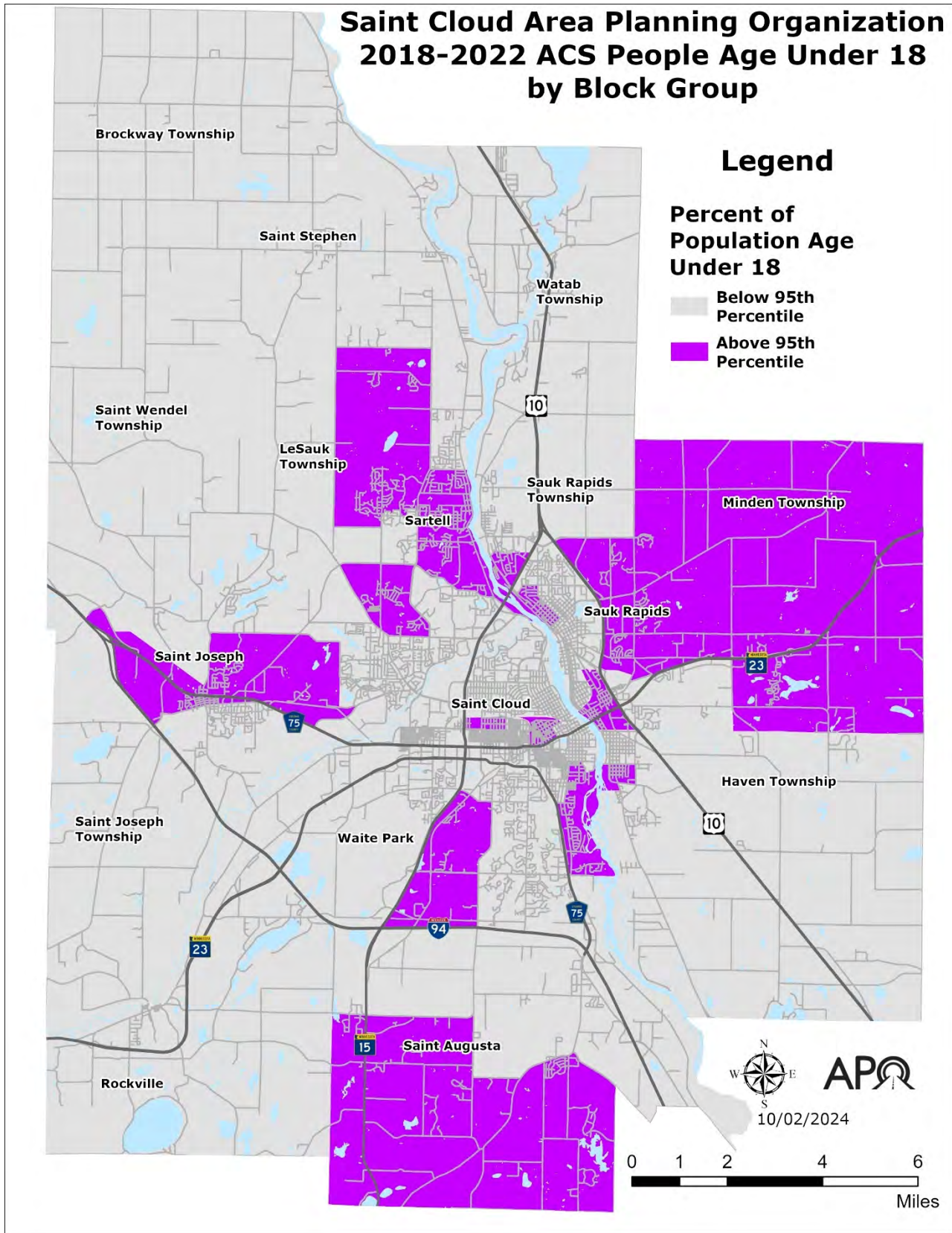


Figure A7. Locations of Census block groups within the APO’s planning area with high concentrations of the population age 18 years or younger. Data courtesy of the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

Appendix B: Definition of high crash locations

High crash locations are generally defined and identified in local planning documents (e.g., roadway safety plans). There are online tools for identifying high-risk crash locations. Below are a few options, but others may be used as well with justification.

- [Minnesota Crash Mapping Analysis Tool](#) provides several analytical tools that allow users to assess crashes with 10-year rolling crash data. Applicants may need to coordinate with MnDOT District traffic staff to access the data.
- [Suitability for the Pedestrian and Cycling Environment \(SPACE\) Tool](#) combines many indicators, both sociodemographic and transportation related, that indicate the extent to which a community is suitable for active transportation (e.g., walking and bicycling). This tool is scored on a scale of 0 to 100, with 1 indicating the least suitable and 100 indicating the most suitable. One of the criteria for this tool is the safety risk of intersections for active transportation users. As an example, this can be used to showcase an area of high crash risk for non-motorized users. More details on SPACE tool use and score methodology can be found [here](#).

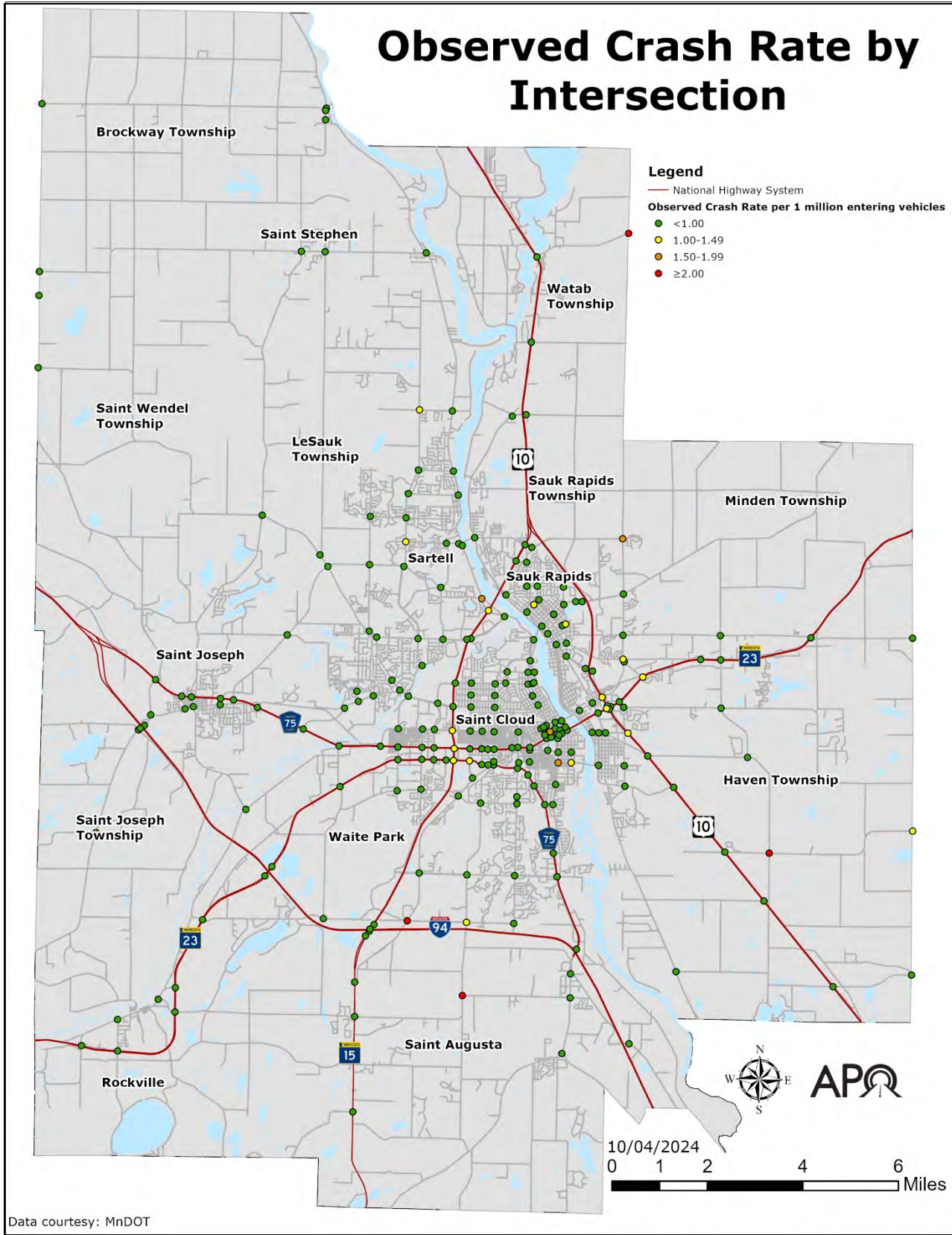


Figure B1. Locations of observed crash rate by intersection. Data courtesy of 2019-2023 Minnesota Crash Mapping Analysis Tool (MnCMAT).

Appendix C: Definition of localized air quality improvements

Localized air quality improvements occur when lower quantities of harmful pollutants are emitted and therefore health outcomes for the community improve. These pollutants can include, but are not limited to:

- Fine particulate matter (PM 2.5)
- Particulate matter (PM-10)
- Oxides of nitrogen (NO_x) and volatile organic compounds (VOCs), which contribute to ozone formation
- Carbon monoxide (CO)

Most projects that reduce carbon emissions will also reduce localized air pollution, including projects that replace conventional vehicles with zero emission vehicles (ZEVs) and projects that reduce motor vehicle travel through mode shifts to walking, bicycling, transit and other options. As a result, the level of air pollutant emissions reduced may either be analyzed quantitatively or provide a qualitative discussion of how the project will reduce emissions, particularly in areas with high asthma rates.

To identify areas with high asthma rates, the [EJ Screening Tool](#) can be used. This tool has a metric for assessing asthma rates in communities. More information on the tool and methodology can be found [here](#). This tool provides information normalized to both the national and state level. Figures C1 and C2 show the Asthma Rates for the MSP metro area and the state of Minnesota which applicants may use if desired.

Figure C1: Asthma rates in the Minneapolis St. Paul area, EJSOREN 2024

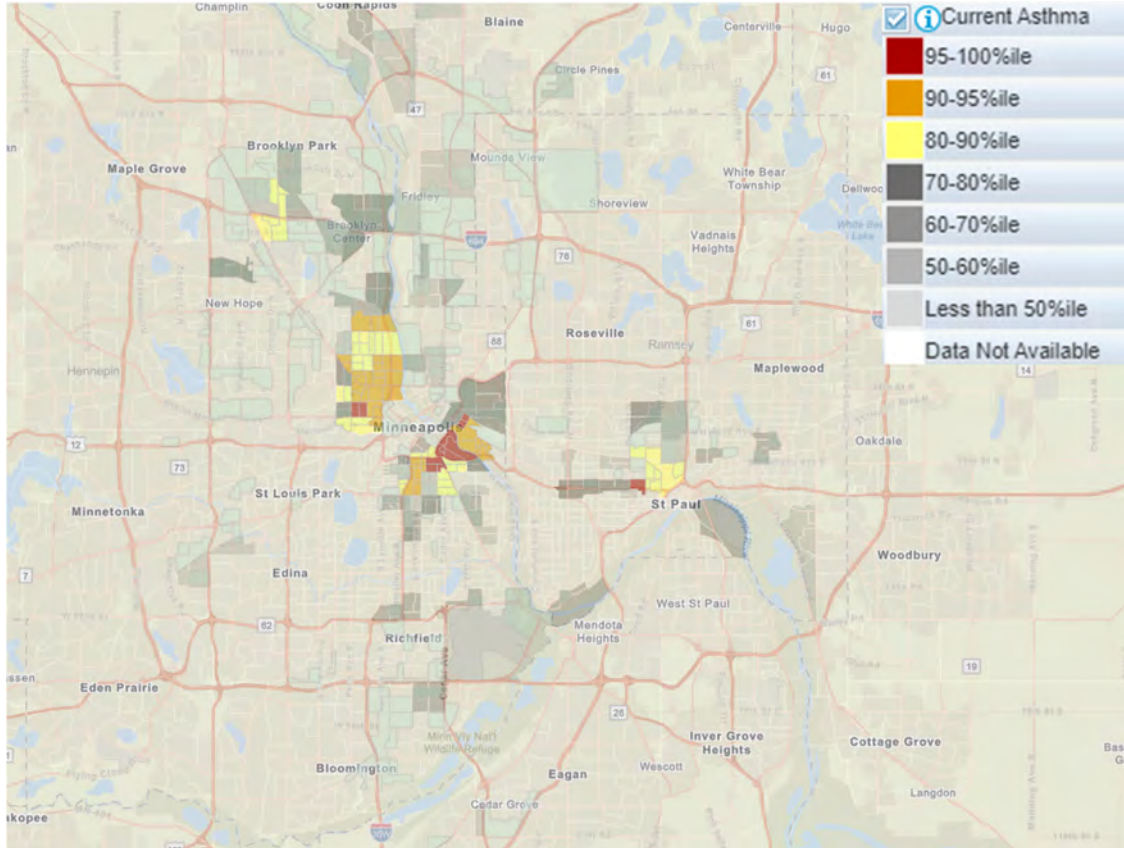
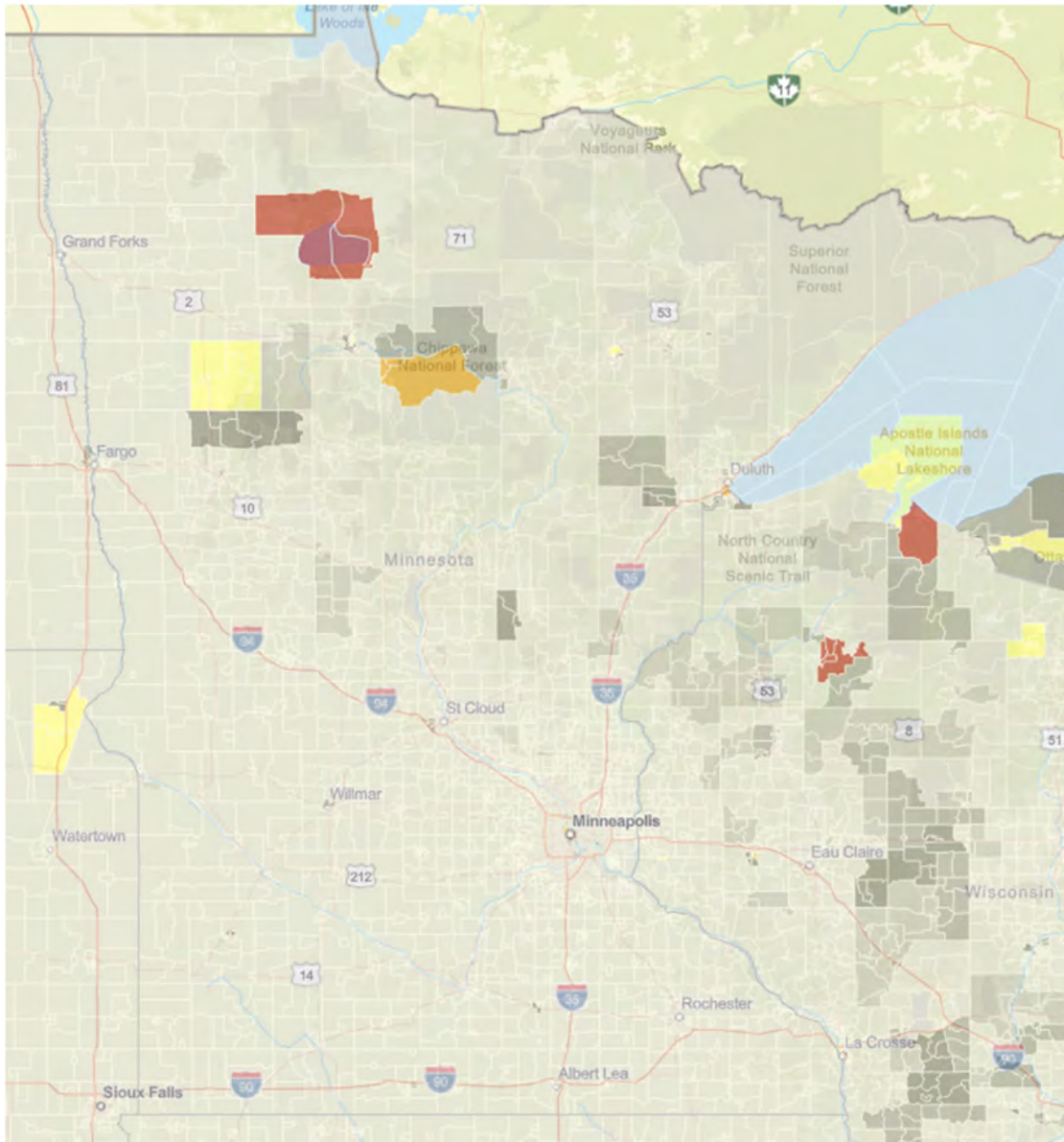


Figure C2: Asthma Rates in Minnesota, EJSOREN 2024



APPLICATION ATTACHMENTS:

- Anna Pierce Email and Snapshots for Carbon Emission Tool
- Project Location Map
- Resolution of Support
- Resolution ordering project
- Letters of Support
- Capital Improvement Program Worksheet
- Complete Streets Policy
- Chapter 7 of St Cloud Comprehensive Plan
- Typical Section

From: [Pierce, Anna \(DOT\)](#)
To: [Zachary Borgerding](#)
Cc: ikeogu@stcloudapo.org
Subject: FW: CRP Spreadsheet - 22nd St S
Date: Monday, January 6, 2025 1:12:40 PM
Attachments: [image001.png](#)
[CET St-Cloud_Fy26.docx](#)

CAUTION: The Sender "Pierce, Anna (DOT)" <Anna.M.Pierce@state.mn.us> is external to the St. Cloud email system. Be vigilant when opening attachments or clicking links. Contact the [IT Helpdesk](#) for assistance if you are unsure of an email.

Check out this short video that IT found to help identify phishing emails: [Spot Phishing Emails](#)

Forgot to cc Vicki.

Thanks,
Anna Pierce
(she/her)
Carbon Reduction Program Coordinator
Office of Sustainability and Public Health
Anna.M.Pierce@state.mn.us | o: 651-366-3793



I am working remotely. My voicemail and email are checked frequently.

From: Pierce, Anna (DOT)
Sent: Monday, January 6, 2025 1:12 PM
To: 'Zachary Borgerding' <Zachary.Borgerding@ci.stcloud.mn.us>
Subject: RE: CRP Spreadsheet - 22nd St S

Thanks for reaching out with your question Zach.
Attached is the word document summary of the work as we walked through it earlier. Feel free to format it however works best for you.

Let me know if you have more questions.

I'm cc-ing Vicki, just so she knows we talked and this is how I directed you to provide your content.

Thanks,
Anna Pierce
(she/her)
Carbon Reduction Program Coordinator
Office of Sustainability and Public Health

Anna.M.Pierce@state.mn.us | o: 651-366-3793



I am working remotely. My voicemail and email are checked frequently.

-----Original Appointment-----

From: Zachary Borgerding <Zachary.Borgerding@ci.stcloud.mn.us>

Sent: Monday, December 23, 2024 8:24 PM

To: Zachary Borgerding; Pierce, Anna (DOT)

Subject: CRP Spreadsheet - 22nd St S

When: Monday, January 6, 2025 1:00 PM-1:30 PM (UTC-06:00) Central Time (US & Canada).

Where: Microsoft Teams Meeting

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 257 579 500 598

Passcode: x6k53yT9

For organizers: [Meeting options](#)

INPUTS		Reset to Default	Value	Unit	Minnesota Region Default Value (For Reference Only)
Variables					
Year of project implementation			2026	-	
Types of bike facility	Unseparated Facilities (e.g., Bike Lane, Paved Shoulders, Bicycle Boulevard)		-	-	
City/town type	University town with population < 250,000		-	-	
One-way facility length			≤ 1	miles	
Average annual daily traffic (AADT) on road parallel or adjacent to facility			3300	per day	
Number of key destinations within 1/4 miles			1		
Number of key destinations within 1/2 miles			3		
Project lifetime			20	years	20
Annual days in use of facility			214	days	214
Average length of vehicle trip replaced by bicycle			2.01		2.01
CONSTANTS & INTERIM CALCULATIONS					
Variables					
Adjustment factor for active transportation			0.0104		
Growth factor adjustment for facility type			1.000		
Credit for key destinations near facility			0.0005		
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)			355.7	g CO2e/mi	
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)			275.50	g CO2e/mi	
RESULTS					
Variables					
Emissions reduction in year 1			5.5	CO2 e MT	
Cumulative emissions reduction			85.25	CO2 e MT	

INPUTS		Reset to Default	Value	Unit	Minnesota Region Default Value (For Reference Only)
Variables					
Year of project implementation			2026	-	
Types of bike facility	Separated Facilities (e.g., Sidepaths, Shared Use Path, Separated Bike Lane)		-	-	
City/town type	University town with population < 250,000		-	-	
One-way facility length			≤ 1	miles	
Average annual daily traffic (AADT) on road parallel or adjacent to facility			3300	per day	
Number of key destinations within 1/4 miles			1		
Number of key destinations within 1/2 miles			3		
Project lifetime			20	years	20
Annual days in use of facility			214	days	214
Average length of vehicle trip replaced by bicycle			2.01		2.01
CONSTANTS & INTERIM CALCULATIONS					
Variables					
Adjustment factor for active transportation			0.0104		
Growth factor adjustment for facility type			1.540		
Credit for key destinations near facility			0.0005		
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)			355.7	g CO2e/mi	
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)			275.50	g CO2e/mi	
RESULTS					
Variables					
Emissions reduction in year 1			8.48	CO2 e MT	
Cumulative emissions reduction			131.29	CO2 e MT	

Emissions year 1 = 5.5 + 8.48 = 13.98

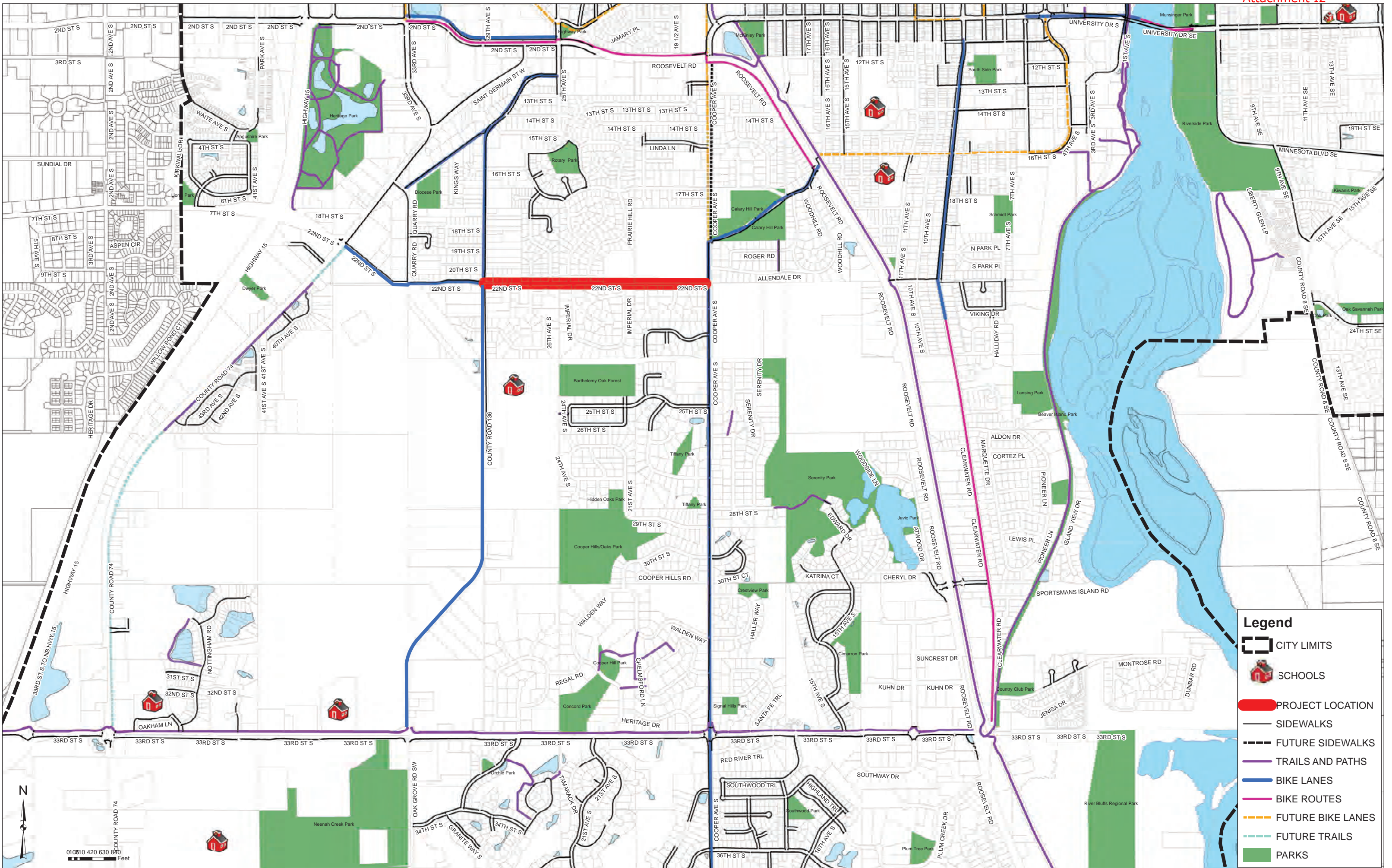
Cumulative emissions = 85.25+131.29 = 216.54

Cost = \$1,100,000

\$1,100,000/216.54 = \$5,079.89 per MT of CO2e

Rounded = \$5,080 per MT of CO2e

PROJECT LOCATION MAP



Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 – 12 - 171

**RESOLUTION OF SUPPORT FOR MNDOT CARBON REDUCTION PROGRAM (CRP) FUNDING
FOR THE 22ND STREET SOUTH IMPROVEMENTS**

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Minnesota Department of Transportation is soliciting the Minnesota Transportation Carbon Reduction Program (CRP) for funding to reduce carbon dioxide emissions from on-road highway sources; and

WHEREAS, the City of St. Cloud supports the grant application for the Minnesota Transportation Carbon Reduction Program (CRP) for the 22nd Street South Improvements project; and

WHEREAS, if the City of St. Cloud is awarded a grant by MnDOT, the City hereby agrees to accept the grant award and may enter into an agreement with the Minnesota Department of Transportation for the above referenced project; and

WHEREAS, the City of St. Cloud will comply with all applicable laws and requirements as stated in the grant agreement;

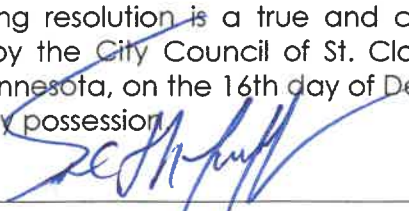
WHEREAS, the Mayor or their designee are hereby authorized to execute the grant agreement and related project agreements on behalf of the City of St. Cloud; and

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA, supports the submission of application to receive Carbon Reduction Program (CRP) funding for the 22nd Street South Improvements project. The City agrees to comply with all terms, conditions and provisions of the grant and authorizes and directs its Mayor and City Clerk to sign the agreement on its behalf.

Adopted this 16th day of December, 2024.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 16th day of December, 2024, as disclosed by the records of said City in my possession.



City Clerk

SEAL

Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 – 12 - 175

RESOLUTION ORDERING
22ND STREET SOUTH IMPROVEMENTS

Section 3

WHEREAS, Resolution No. 2024-12-161, adopted December 2, 2024, fixed a date for a City Council hearing on the proposed improvement of the 22nd Street South from Oak Grove Road/County Road 136 to Cooper Avenue South, on which consideration has been initiated by the City Engineer/Public Services Director; and

WHEREAS, ten days published notice of the hearing through two weekly publications of the required notice was given, the hearing was held thereon on the 16th day of December, 2024, at which time all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA THAT:

1. Such improvements are necessary, cost-effective and feasible as detailed in the Feasibility Report.
2. Such improvements are hereby ordered as proposed in the Feasibility Report for the 22nd Street South from Oak Grove Road/County Road 136 to Cooper Avenue South Improvements.
3. The City Administration is hereby authorized to acquire, by direct negotiations or eminent domain proceedings, the needed right-of-way and construction easements necessary for the completion of the project.
4. The City Engineer and/or Public Services Director are hereby designated as the engineer for the improvements ordered. They shall prepare plans and specifications for the making of these improvements and submit them to the City Council for approval.

5. The City Council declares its official intent to reimburse itself for the costs of the improvements from the proceeds of tax exempt bonds. Adopted this 16th day of December, 2024.

Roll call vote required.

6 affirmative votes required.

Ayes: Conway, Goerger, Hontos, Ibrahim, Larson, Lewis, Masters

Nayes: _____



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

T. 320.252.7568 F. 320.252.6557

TO: Members of the Saint Cloud City Council
FROM: Brian Gibson, Executive Director
RE: FY 2026 Reconstruction and multimodal improvements of 22nd Street S between Oak Grove Road SW/County Road 136 and Cooper Avenue S
DATE: Dec. 10, 2024

Staff with the Saint Cloud Area Planning Organization (APO) lend their support to the reconstruction of 22nd Street S between Oak Grove Road SW/County Road 136 and Cooper Avenue S in the City of Saint Cloud.

The City of Saint Cloud is proposing to convert this section of roadway from a rural roadway context to an urbanized section – complete with the addition of curb, gutter, and multimodal components on both sides of the roadway. This process is slated to begin in construction year 2026.

22nd Street S is currently classified as a minor arterial roadway with an average annual daily traffic count of 3,550 vehicles per day (as of 2017, the most recent available data). As a minor arterial, this roadway primarily serves as one of the few east-west corridors within this area of Saint Cloud and provides an alternative route for motorists needing to cross town while avoiding the traffic on MN 23/Second Street S/CSAH 75/Roosevelt Road. Additionally, the corridor currently hosts on a transit route with approximately 10 stops positioned along 22nd Street S located either within the proposed improvement area or just outside of the scope of this project.

However, the existing conditions of the stretch of roadway within the construction limits present some challenges. This section of 22nd Street S is currently designed as a rural roadway – with narrow to non-existent shoulders as well as steep ditches. This section stands out from the rest of 22nd Street S corridor (between West Saint Germain Street/County Road 74 and Oak Grove Road SW/County Road 136) which has sidewalks, curb and gutter, and other amenities that reflect the surrounding urban land use context.

In the most recent update to the APO's regional long-range, multimodal, surface transportation plan, Looking Ahead 2050, the APO has once again identified the need to reconstruct this section of 22nd Street S to meet the appropriate land use context surrounding the existing roadway. This includes addressing known safety concerns for those individuals who walk, bike, roll, and/or utilize transit throughout this area.

See [Chapter 7: Transportation Infrastructure Investments \(https://tinyurl.com/yztefpr3\)](https://tinyurl.com/yztefpr3).

As a result of being listed within the APO's 2050 regional multimodal transportation plan (MTP) as well as previous versions of the MTP, this roadway is able to receive federal transportation funding assistance for the necessary roadway improvements. In February 2023 the APO's Policy Board awarded the City of Saint Cloud \$1.8 million in federal funding through the Surface Transportation Block Grant Program (STBGP) formula.

In addition to completing the necessary reconstruction project to improve motor vehicle safety and address other system preservation concerns, this portion of 22nd Street S serves a critical role in the region's active transportation network. Active transportation refers to the use of walking, biking, or rolling by non-motorized means. As stated earlier, this corridor is one of the only continuous east-west roadways in this part of Saint Cloud. Because of this, the corridor has been identified by the Saint Cloud APO – in conjunction with city staff and elected officials serving on the APO's Policy Board – as part of the regional bicycle network identified in the APO's Regional Active Transportation Plan.

See Chapter 4 of the Regional Active Transportation Plan (<https://tinyurl.com/2kk8tkm2>).

Additionally, this corridor has been identified as a barrier for walking and biking during the Safe Routes to School (SRTS) planning process conducted by APO staff in coordination with the City of Saint Cloud and Saint Cloud District 742. During this 2022 plan development for Oak Hill Community School, it was identified by school staff along with parents of students who attended Oak Hill that the 22nd Street S corridor was not conducive to allowing safe walking and biking connections for students. This was made more noticeable after the completion of the roadway reconstruction of Oak Grove Road SW/County Road 136 in which multimodal facilities were constructed between 22nd Street S and 33rd Street S.

See Oak Hill Community School SRTS Plan (<https://tinyurl.com/5n7j2889>).

In sum, 22nd Street S provides a vital east-west connection for the City of Saint Cloud. However, its current design within the limits of the construction project does not align with the urbanized development along the corridor. The narrow to non-existent shoulders and lack of sidewalks or bicycle paths discourage walking, biking, and rolling along the facility to access key destinations including Oak Hill Community School. Additionally, the lack of multimodal facilities are a challenge for those persons wishing to use the transit system, as every bus trip starts as walking or biking trip.

Appropriately designing this corridor to align with the community context will not only improve the safety of the corridor for all users but provide the necessary multimodal system connectivity/continuity needed in this area of the city.



Brian Gibson, PTP
Executive Director, Saint Cloud APO

Dec 10, 2024
Date



December 6, 2024

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 – 7th Street South
St. Cloud, Minnesota 56301

Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program and Carbon Reduction Program (CRP) funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, high-quality opportunities for pedestrians, bicyclists and residents to help connect them safely to work, schools (such as Oak Hill Elementary School) and leisure opportunities. Currently this corridor does not provide safe travels for pedestrians and bicyclists. The project will provide operational benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joel Heitkamp', with a large, stylized initial 'J'.

Joel Heitkamp
Executive Director of Operations
St. Cloud Area School District 742

22ND STREET SOUTH FROM CR 136 TO COOPER AVENUE SOUTH & UPSIZE TO 30" WATER MAIN ALONG 22ND STREET SOUTH FROM SHANNON DRIVE TO CR 136 RECONSTRUCT AND WIDEN

Department: Public Works

Attachment I2

Project Number: PW.26.03 Construction Year: 2026



GOALS, PLANS, POLICIES & INITIATIVES WORKSHEET

Goal/Policy/Plan/Initiative	Applicability
2023 City Council Goals	The project is consistent with the goals that the City has a greater quality of life, has healthy, engaged neighborhoods and is a quality transportation hub.
Comprehensive Plan	The goals of the Comprehensive Plan support a highly connected transportation network that facilitates safe access and mobility for all forms of transportation. Additionally, the Plan supports ensuring public infrastructure provide high quality and effective public services.
Public Art & Placemaking Plan	The Placemaking Plan recommends incorporating public art into CIP projects. A percentage of project costs are recommended to incorporate public art into this project.
Sustainability Framework Plan	The Sustainability Framework Plan identifies several best practice areas that would apply to this project including: sustainable land use policies, multi-modal transportation, improving community health, and surface and groundwater resource protection.
Complete Streets Policy	The Complete Streets Policy supports the inclusion of sidewalks, bike lanes and trails, and transit facilities during street construction, reconstruction, repaving, and rehabilitation projects.
Economic Development Strategic Plan	The Economic Development Strategic Plan does not address this type of project.
Mississippi River Corridor Plan	The Mississippi River Corridor Plan does not address this type of project.
Senior Engagement Initiatives	The Senior Engagement Initiatives do not address this type of project.
Youth Engagement Initiatives	The Youth Engagement Initiatives do not address this type of project.

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	16%	\$1,395,000
Municipal State Aid	28%	\$2,430,000
Utility Revenue - Water	31%	\$2,750,000
Utility Revenue - Sewer	5%	\$440,000
Federal Funds - STBGP	20%	\$1,800,000
TOTAL	100%	\$8,815,000

*Projected construction costs are based on 2023 dollars.

STAFF CONTACT

Tracy Hodel, Public Services Director
 320-650-2815
tracy.hodel@ci.stcloud.mn.us

REFERENCE LINKS

None.

DESCRIPTION

Reconstruct and widen 22nd Street South from CR 136 to Cooper Avenue South including sidewalks, bicycle lanes, street lighting and drainage improvements. Upsize to 16" water main along 22nd Street South from Shannon Drive to CR 136. This project will also include a 24" water transmission line.

JUSTIFICATION

These roadway improvements are needed to adequately serve future east-west travel demand.

HISTORY

The project was identified by City Council action in 2005.

BUDGET IMPLICATIONS

If properly maintained, the municipal street and utility infrastructure constructed under this project should have a useable life expectancy of at least 40 years. It is anticipated that this improvement will decrease the pavement and utility maintenance requirements (i.e. – less street patching, less sewer cleaning, etc.) for a period of ten or more years.

Resolution No. 2011-11-164

RESOLUTION ESTABLISHING A
COMPLETE STREETS POLICY FOR
ST. CLOUD, MINNESOTA

WHEREAS, the City of St. Cloud's 2003 Comprehensive Plan calls for the City to "promote alternative transportation such as bicycling, walking, transit and rail", to "Maintain adequate active and passive open space to meet the needs of the community", and to "Enhance community and neighborhood livability"; and

WHEREAS, Complete Streets are defined as those which provide safe, convenient, and context-sensitive facilities for all modes of travel, for users of all ages and all abilities; and

WHEREAS, the objective of Complete Streets is to design and build roadways that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians and transit riders; and

WHEREAS, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are a critical component to the success and vitality of adjoining private uses and neighborhoods; and

WHEREAS, the St. Cloud Metropolitan Area 2035 Transportation Plan calls for St. Cloud APO members to support multi modal transportation opportunities, including Complete Streets.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of St. Cloud does hereby establish a Complete Streets Policy as follows:

1. The City will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike

- lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include exclusive elements for all modes.
3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing street projects will give due consideration to this earlier guidance regarding bicycle, pedestrian, and transit facilities from the very start of project design. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
 4. Bicycle, pedestrian, and transit facilities shall be included in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions.
 - a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
 - b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer;
 - c. Where determined by the City Engineer to have relatively high safety risks;
 - d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
 - e. Where jointly determined by the City Engineer and Planning Director that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other sensitive areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.
 5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. whether the corridor provides access across a natural or man-made barrier such as a river or freeway;

- c. whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - d. whether a road corridor provides important continuity or connectivity links for an existing rail or path network; or,
 - e. whether nearby routes that provide a similar level of convenience and connectivity already exist.
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure and will carry out projects to eliminate gaps in the sidewalk and trail networks.
8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

Adopted this 7th day of November, 2011

7 Transportation & Mobility

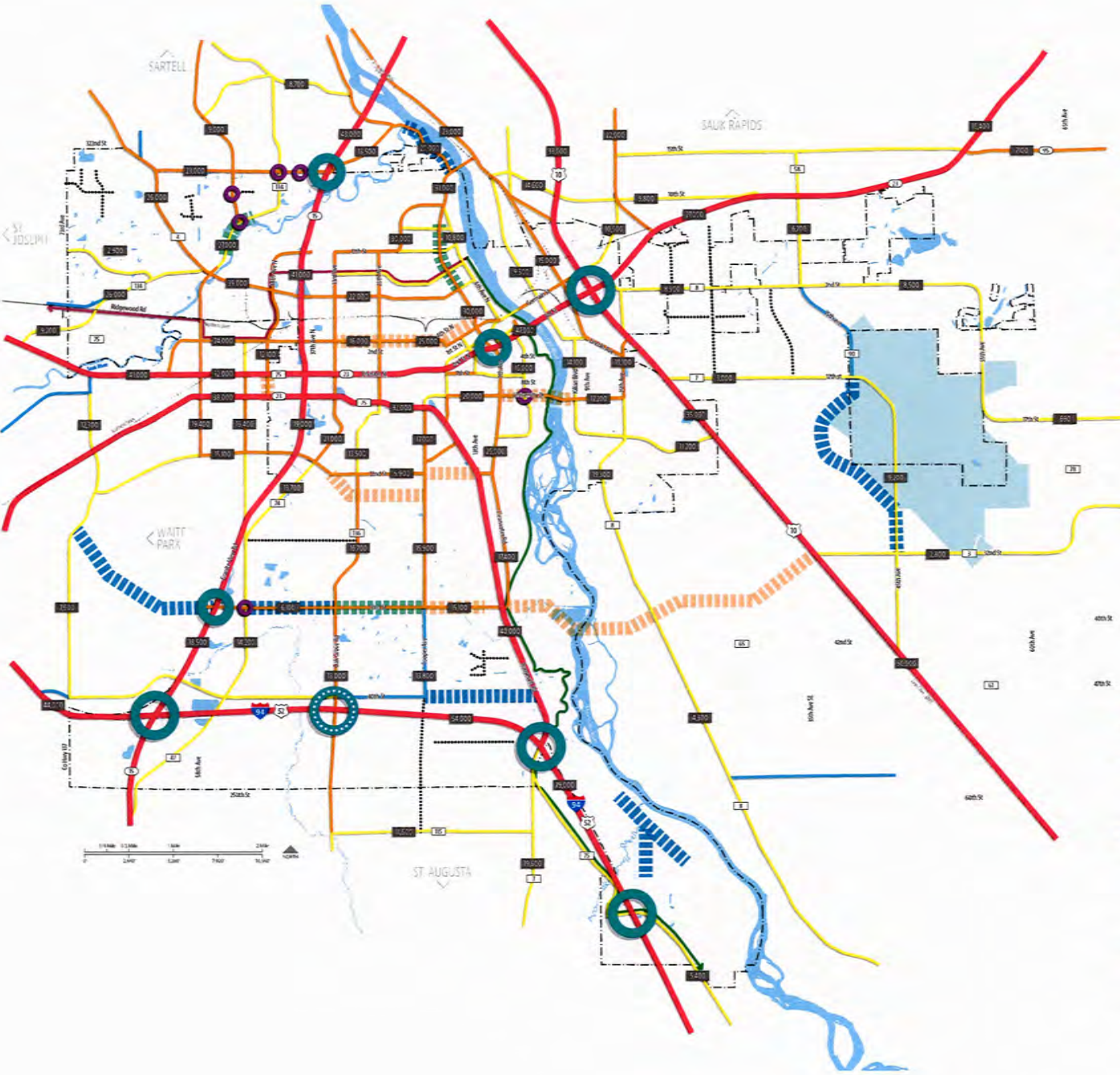
St. Cloud boasts a robust transportation system of roadways, public transit, trails, and sidewalks. Safe and efficient access and mobility are critical in supporting land use and development, economic development, and quality of life. This chapter of the Comprehensive Plan presents recommendations intended to guide investment in a well-balanced, multi-modal transportation system. Many of the recommendations are informed by the St. Cloud Area Planning Organization (APO) Long Range Transportation Plan 2040.

Goal

Support a highly-connected transportation network that facilitates safe access and mobility for all forms of transportation.

Objectives

- Extend and increase the capacity of roadways that enhance circulation, mobility, and anticipated growth and development.
- Increase bicycle and pedestrian network connectivity across jurisdictions through local coordination of improvement projects.
- Prioritize pedestrian infrastructure and safety improvements throughout the community, including at local schools, parks, civic institutions, and community gathering and recreation destinations.
- Work with local transit agencies to develop a coordinated and integrated plan for public transportation that includes Amtrak, the Northstar Commuter Rail Line, and Metro Bus.
- Utilize the Downtown Parking Study to develop a comprehensive parking strategy for both downtown and other commercial areas that addresses capacity, pricing, and landscaping/design.
- Support the development and implementation the APO On-Street Bicycle Plan as well as an updated St. Cloud Bikeways and Pedestrian Plan.
- Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout the St. Cloud community to create a unique sense of place.

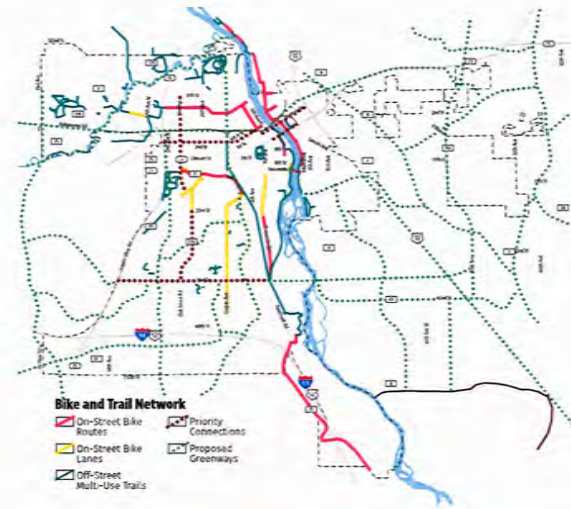
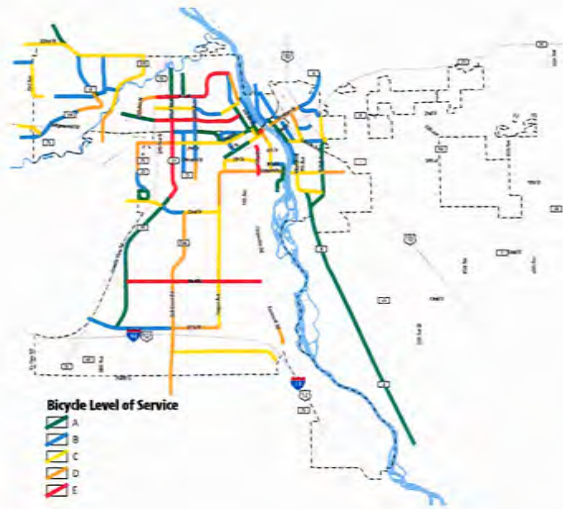


CITY OF ST. CLOUD Transportation & Mobility

- KEY**
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Fiscally Constrained Projects
 - Illustrative Projects
 - City Improvements
 - Local Connectivity
 - Beaver Island Trail
 - Lake Wobegon Trail Preferred Alignment
 - Existing Interchange
 - Future Interchange
 - Existing Roundabouts
 - Projected 2040 Annual ADT (No Build ADT Volumes, St. Cloud APO)
 - St. Cloud Regional Airport



- Roadway Jurisdiction**
- Minnesota Department of Transportation
 - County
 - Local



On-Road Bicycle Plan

During the summer of 2015, the St. Cloud APO conducted the first stages of an On-Road Bicycle Plan. The process includes a review of the streets within the St. Cloud APO planning area and collecting data related to the comfort level for a cyclist to utilize a particular roadway. Primarily, the St. Cloud APO utilized the bicycle comfort system known as Bicycle Level of Service (BLOS). The BLOS model calculates on-road facilities only. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the model clearly reflects the effect on bicycling suitability or “compatibility” due to factors such as roadway width, shoulder widths, traffic volume, pavement surface conditions, motor vehicles speed, vehicle type, and on-street parking.

As of the adoption of the Comprehensive Plan, the St. Cloud APO was in the process of completing its review of BLOS and the entire BLOS is not expected to be complete until the summer of 2016. It is at this point that the St. Cloud APO will release the On-Road Bicycle Plan. The City should work with the St. Cloud APO and other partners to use the results of the On-Road Bicycle Plan to identify potential roadway enhancement projects to address bicycle level of service. The City should also update the St. Cloud Bikeway and Pedestrian Master Plan to reflect newly identified or prioritized projects, including those identified within the 2003 Greenway Concept Plan.

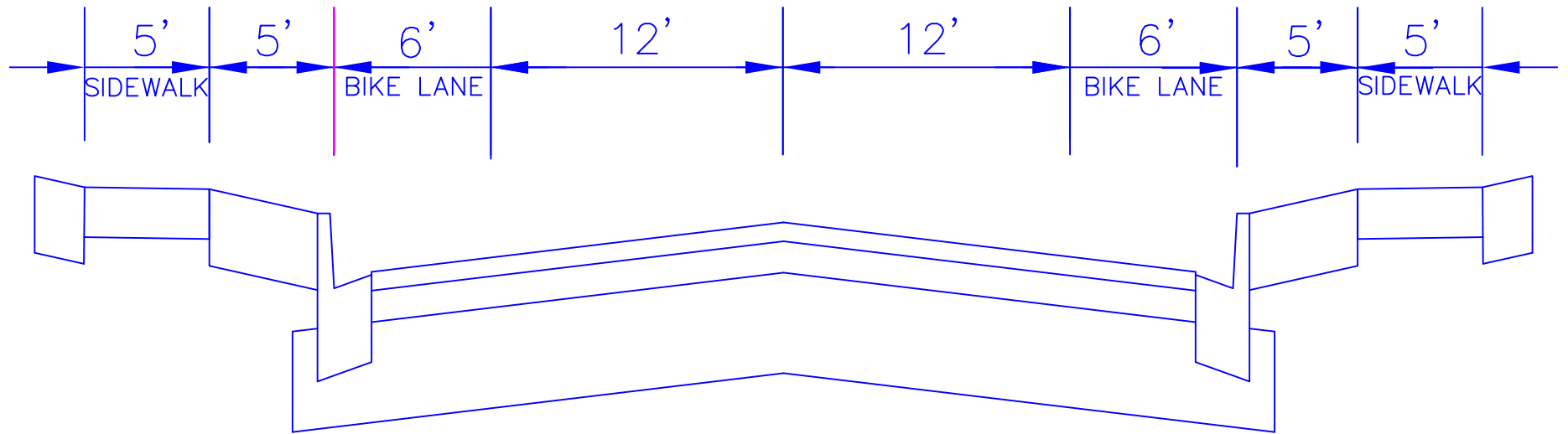
BLOS Grade	Compatibility Level
A	Extremely high
B	Very high
C	Moderately high
D	Moderately low
E	Very low
F	Extremely low

Priority Routes

While there are numerous roadway segments within St. Cloud that have a BLOS grade of C or lower, there are several roadway segments that traverse major bicycle and pedestrian barriers and represent key routes that should be considered priorities for enhancements moving forward. These routes include:

- 3rd Street N & Veterans Drive:** These routes provide east-west access from Waite Park to Downtown St. Cloud and represent an alternative to the busy Division Street corridor.
- 33rd Avenue N:** This route provides a connection across the railroad tracks that divide the northern Core Neighborhoods and connect residents to commercial areas along Division Street.
- E St. Germain Street & University Drive:** These routes provide safe pedestrian and bicycle access across the Mississippi River and connect neighborhoods on the East Side to the SCSU and Downtown districts.
- 33rd Street S, CR 136 & Cooper Avenue:** These will play critical roles in connecting new residential areas in the Primary Growth Area to the City Core and emerging commercial corridors.

TYPICAL SECTION



Scorer Name	Project Name	1: Cost effectiveness (\$ per ton CO2 reduced)	2: Project may accept partial funding (yes/no)	Equity (0-5)	Safety (0-5)	Access (0-5)	Health (0-5)	Total co-benefits
Scorer 1	22nd Street S	\$ 5,080.00	Yes	5.0	4.0	5.0	5.0	19.0
Scorer 2	22nd Street S	\$ 5,080.00	Yes	2.0	4.0	5.0	3.0	14.0
Scorer 3	22nd Street S	\$ 5,080.00	Yes	3.0	5.0	5.0	3.0	16.0
Scorer 4	22nd Street S	\$ 5,080.00	Yes	3.0	3.0	4.0	3.0	13.0
Scorer 5	Project name insert here							0.0
Scorer 6	Project name insert here							0.0
Scorer 7	Project name insert here							0.0
Scorer 8	Project name insert here							0.0
Scorer 9	Project name insert here							0.0
Scorer 10	Project name insert here							0.0
Average	Project name insert here	\$ 5,080.00	Yes	3.3	4.0	4.8	3.5	15.5

Require User Inputs: Enter application values in orange columns
 Interim Calculations: Values calculated by this tool in blue columns
 Results: Output application score for each project in green columns

Weight of Cost-Effectiveness of Carbon Reduction	50%
Weight of Co-Benefits	50%

- 50%
- 55%
- 60%
- 65%
- 70%
- 75%
- 80%
- 85%
- 90%

Project Name	1: Cost effectiveness (\$ per ton CO2 reduced)	2: Project may accept partial funding (yes/no)	Equity (0-5)	Safety (0-5)	Access (0-5)	Health (0-5)	Total co-benefits
22nd Street S	5080	Yes	3.3	4.0	4.8	3.5	15.5
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Project name insert here	Insert lifecycle cost effectiveness value	fill out yes or no	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Require User Inputs: Enter application values in orange columns
 Interim Calculations: Values calculated by this tool in blue columns
 Results: Output application score for each project in green columns

Weight of Cost-Effectiveness of Carbon Reduction: 50%
 Weight of Co-Benefits: 50%

- 50%
- 55%
- 60%
- 65%
- 70%
- 75%
- 80%
- 85%
- 90%

Project name	Cost effectiveness score normalized	Co-benefit score normalized	Total Score (0-100)	This project may accept partial funding (yes/no)	Project Ranking
22nd Street S	25.00	38.75	63.75	Yes	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
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Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
Project name insert here	#N/A	#DIV/0!	#N/A	fill out yes or no	#N/A
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	#N/A	#VALUE!	#N/A		0 #N/A
	#N/A	#VALUE!	#N/A		0 #N/A

Require User Inputs: Enter application values in orange columns

Interim Calculations: Values calculated by this tool in blue columns

Results: Output application score for each project in green columns



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: FY 2029 Transportation Alternatives prioritization
DATE: Jan. 17, 2025

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 Transportation Alternatives (TA). Projects eligible for TA include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT received a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2029). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). While final funding target information has not been provided as of the drafting of this memo, the Central Minnesota ATP is anticipated to receive approximately \$2.4 million in FY 2029.

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to the MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

The APO Senior Transportation Planner works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT

District 3 staff in early January. Attachments J2-J3 are the submitted applications received by MnDOT District 3 staff.

All applications across the Central Minnesota ATP are scored and ranked by a committee comprised of regional planning representatives which includes one planner and one engineer from the Saint Cloud APO. Once these scores are compiled, a prioritized list is brought before the ATP board for approval and incorporation into the State Transportation Improvement Program (STIP) – a document similar to the TIP, but which encompasses the entire state of Minnesota.

Aside from participation in the ranking and scoring of all Central Minnesota ATP regional projects, the APO – along with the other regional planning bodies within the ATP – have a very minor role in addressing their own regional priorities for TA funded projects.

To address this concern, MnDOT District 3 has allowed for regions like the APO to assign regional priority points to projects being completed within their planning area. These points, combined with the average scores from the TA scoring committee and regional equity points, can influence the final score and ultimate ranking of a project. Regional priority points are assigned to the top two projects – the number one project receives 10 points, the number two project receives five.

Each regional planning body is able to rank their projects and assign these regional priority points accordingly.

At the APO, TA applicants within the MPA have the opportunity to present on and answer questions pertaining to their proposed projects at the January APO Active Transportation Advisory Committee (ATAC) meeting. From there, members of the ATAC will make a recommendation on the prioritization of TA projects and the assignment of regional priority points to the Technical Advisory Committee (TAC).

TAC representatives, in turn, will also be given the opportunity to consider the ATAC recommendation, discuss applicant proposals, and ultimately recommend the assignment of regional priority points for proposed TA projects to the Policy Board.

Policy Board approval of the regional priority points will be submitted by the APO Senior Planner to MnDOT District 3 and will be factored into the scoring and ranking of TA projects within the Central Minnesota ATP.

If a project within the MPA is selected to receive TA funding from the Central Minnesota ATP, that project will be incorporated into the APO's TIP.

The APO's ATAC had a joint meeting with the Age Flourishing-Saint Cloud's Transportation and Mobility Workgroup on Wednesday, Jan. 22, to discuss the submitted TA applications and provide a proposed ranking/prioritization for TAC consideration. During that meeting, ATAC/Age Flourishing members recommended the City of Saint Cloud's project be the region's top priority project for the FY 2029 solicitation. The City of Sauk Rapids's project would then be the region's second priority project. As a result, the ATAC/Age Flourishing group recommended the following:

- City of Saint Cloud: 10 regional priority points.
- City of Sauk Rapids: 5 regional priority points.

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for Policy Board approval.

Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2024/25 Full Application

Funding in year 2029

APPLICANT: City of St Cloud

PROJECT: 22nd Street South from Oak Grove Road to Cooper Avenue South Multimodal Improvements

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2024/25 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2029. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2024/25 Solicitation Timeline

- **Monday, October 7th, 2024** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 1st, 2024** – Deadline for applicants to submit letters of intent.
- **Wednesday, November 27th, 2024** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, December 2nd, 2024** – Official start of full application period.
- **Friday, January 10th, 2025** – Deadline for applicants to submit full applications.
- **Thursday, April 3rd, 2025** – Deadline for ATP-3 to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.** Understanding the location of these historically underrepresented communities is critically important. Often, individuals within these communities have a disproportionately high potential to be adversely impacted by transportation changes including infrastructure projects. In addition, these communities typically have a higher-than-average likelihood of not having access to affordable and/or reliable transportation.

In Criterion #3, detail how this project impacts or affects traditionally underserved or marginally disadvantaged populations including the following:

- | | |
|--|--|
| ○ Disabilities Population | ○ Youth Population (under age 18) |
| ○ Poverty or Percent below 185% Poverty Rate | ○ Elder Population (over age 65) |
| ○ People of Color (Black, Indigenous, People of Color-BIPOC) | ○ Zero Vehicle Households (households without access to a motor vehicle) |
| | ○ Foreign Born Population |

and describe mitigation strategies (if any) to prevent adverse impacts.

- **MnDOT's Office of Transit and Active Transportation (OTAT)** Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool - <https://mndotspacedev.mn.gov/>.

DIRECTIONS:

- Click on the Layer's graphic (on left side).
- Click on the "*SPACE scored Hexagons.*"
- When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: 22nd Street South from Oak Grove Road to Cooper Avenue South Multimodal Improvements

Project is located in which county(ies): Stearns

Brief project description (100 words or less): Install multimodal infrastructure along 22nd Street South to connect the existing multimodal networks at Cooper Avenue South and Oak Grove Road.

Project applicant: City of St. Cloud

Previous Application:

- **Has this project been previously submitted to the ATP-3 for TA funds and not awarded?** No Yes
If so, what year(s)? FY 2028
- **Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project:** The comments provided have been addressed. Since the last application, survey has been completed and both a public informational meeting and public hearing were held. The project has been ordered by City Council to include the multimodal scope.

Contact Information

Contact person (from applicant agency/organization): Zachary Borgerding

Mailing address: 1201 – 7th Street South

City: St. Cloud **State:** MN **Zip:** 56301

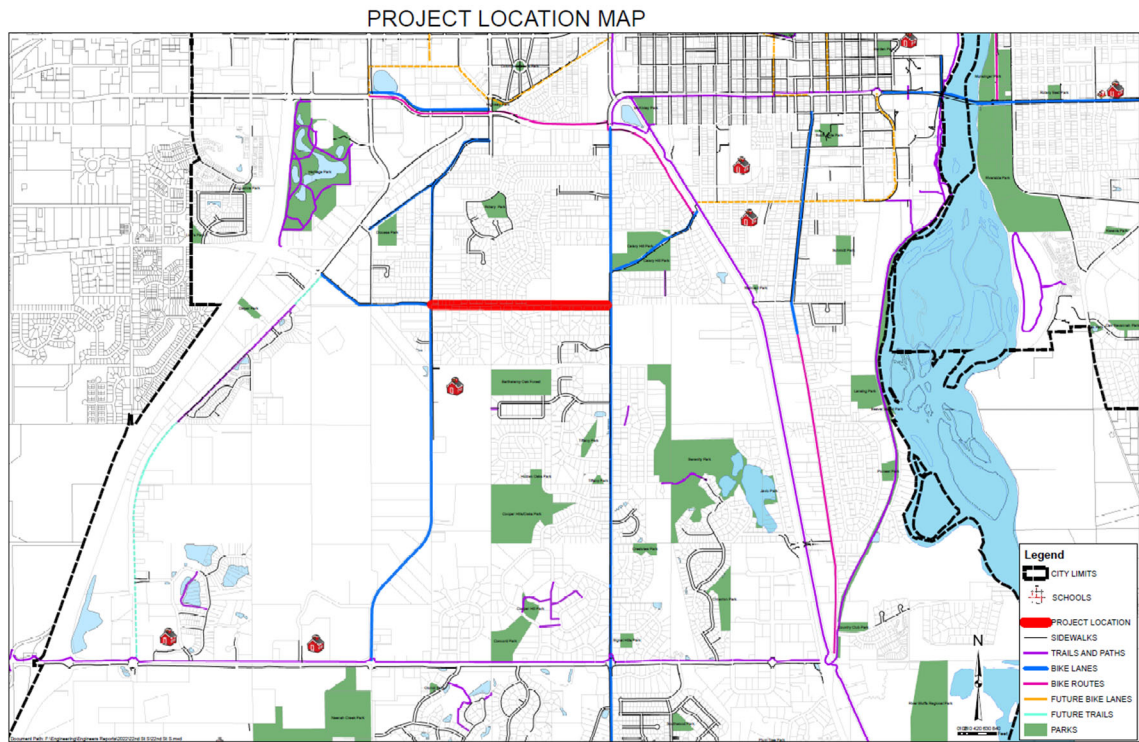
Phone: 320-255-7243 **Fax:** NA **Email:** Zachary.borgerding@ci.stcloud.mn.us

Sponsoring agency (if different than applicant): [Click here to enter text.](#)

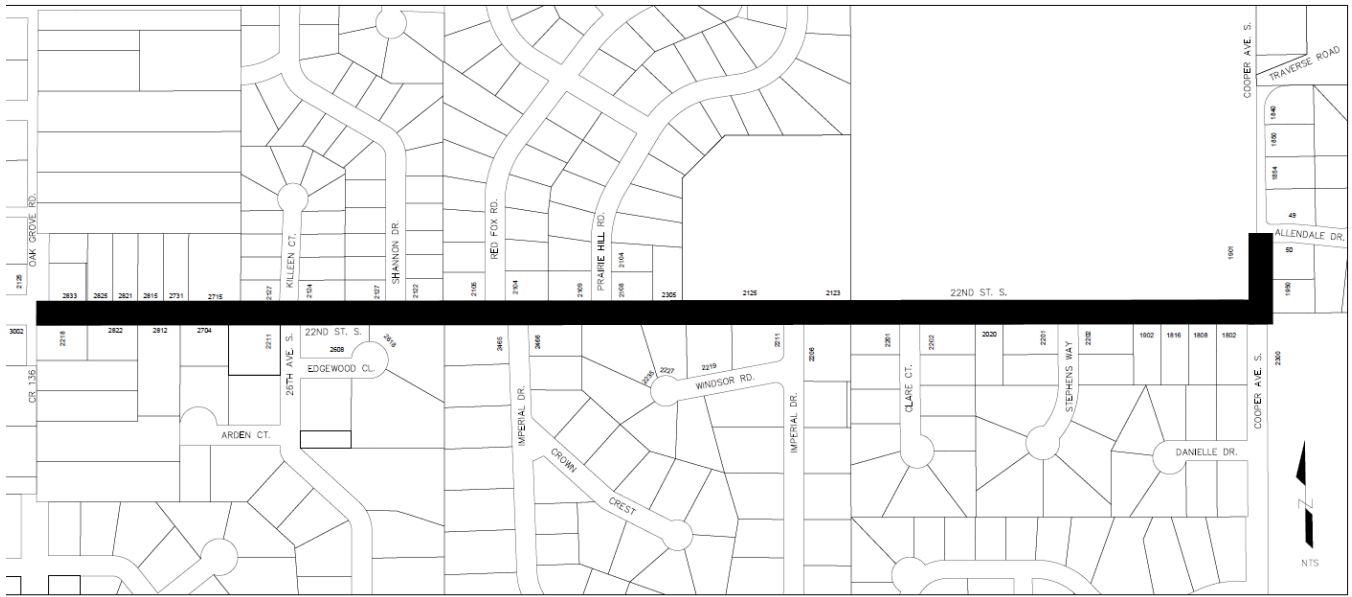
Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Maps

- Insert Overview Map (Larger scale)



- Insert Detail Map (Smaller scale {Beginning/End})



Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Sidewalk Construction (includes necessary embankment and retaining walls)	1 Lump Sum	Lump Sum	\$900,000
Bike Lanes (bituminous, class 5, embankment)	1 Lump Sum	Lump Sum	\$200,000
TOTAL TABLE A:			\$1,100,000

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Roadway Bituminous & C & G	1 Lump Sum	\$1,820,000	\$1,820,000
Watermain and related Appurtenances	1 Lump Sum	\$1,725,000	\$1,725,000
Sanitary Sewer	1 Lump Sum	\$32,000	\$32,000
Storm Drain	1 Lump Sum	\$680,000	\$680,000
Engineering & Administration & Testing	1 Lump Sum	\$1,200,000	\$1,200,000
TOTAL TABLE B:			\$5,457,000

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

Total Project Budget

1. Total cost (**Total Table A + Total Table B**): \$6,557,000
2. Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$1,100,000, but would only request \$536,000 due to needing to meet STBGP 20% Match
3. Applicant’s contribution toward eligible TA costs – minimum 20% match required: \$564,000
4. Total amount requested in TA funds (**#2 minus #3**): \$536,000, more would be eligible, but less is requested due to not being able to use federal funds for matching funds.

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors.
- Construction of turnouts, overlooks and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- Archaeological activities.
- Environmental mitigation related to storm water management and habitat connectivity.
- Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The City of St. Cloud has made it a priority to include multimodal aspects to reconstruction projects via their Complete Streets Policy. Currently, there are multimodal features on County Road 136/Oak Grove Road that make connections to the 33rd Street South corridor and CSAH 75 and TH 23 corridors, along with Oak Hill Elementary on County Road 136. There are also multimodal features on 22nd Street South from County Road 136 to County Road 74, where the multimodal features once again connect to the TH 23 corridor. Cooper Avenue has multimodal features that connect to the 33rd Street South corridor and the CSAH 75/University Drive multimodal infrastructure.

This stretch of roadway is the missing piece that can connect all existing multimodal infrastructure in this portion of the city and allow pedestrians and bicyclists to safely navigate these areas. The intersection at County Road 136 and 22nd Street South had pedestrian/ADA improvements completed per the Oak Hill Elementary Safe Routes to School (SRTS) plan on the SE quadrant as part of the 2021 County Road 136 project. This intersection was evaluated, and while it does not meet signal warrants, the traffic safety will be reevaluated to see if there are any improvements that can be made to enhance vehicular and pedestrian safety and compliance.

The existing corridor is currently a rural section with steep ditches, and no shoulder for eastbound users. This makes walking and biking difficult in ideal conditions, but dangerous and nearly impossible in winter conditions. Transit users along this corridor taking Metro Bus do not have safe conditions to wait at their stops due to the vicinity of traffic and rural nature of the roadway.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): Students to the east of County Road 136 would benefit from having a pedestrian or bicycle option to get to and from Oak Hill Elementary School. Recreational walkers and bicyclists would also benefit from the improvements that would connect two existing pedestrian and bicycle facilities, creating a larger connected multimodal network, and therefore providing pedestrians and bicyclists access to many more destinations throughout St. Cloud. Transit users would be another group that would benefit from the proposed improvements. The conversion from a rural section to an urban section would provide traffic calming features, as well as infrastructure to allow for buffers (bike lane) and barriers (curb and gutter) from traffic while they wait.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): Currently, the majority of the property is platted with right-of-way and utility easements. There are a minimal amount of properties that are currently metes and bounds where existing right of way will be recorded via a right-of-way plat and additional easements recorded as necessary. The City expects to begin acquisition conversations with property owners in March of 2025.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan. (In your narrative response below, provide link(s) to these plan(s); alternatively, you may include up to 3 pages per plan in the appendices.)

The proposed reconstruction of 22nd Street South from County Road 136/Oak Grove Road to Cooper Avenue is identified as a high priority within the Oak Hill Elementary School Safe Routes to School (SRTS) Plan. Through the process of putting together the SRTS, public input was received from local partners including Better Living: Exercise and Nutrition Daily (BLEND) Initiative, the St. Cloud Area Planning Organization (APO), Stearns County, City of St. Cloud Public Works Department, St. Cloud ISD 742 Transportation Services Department, Statewide Health Improvement Plan (SHIP), as well as significant support from staff and parents, including the Watch DOG Dads volunteer safety group. The plan calls for the incorporation of bike lanes and sidewalks on the corridor, which currently lacks active transportation facilities connecting to the school. The St. Cloud APO's 2022 Regional Active Transportation Plan and Looking Ahead 2050 Metropolitan Transportation Plan identifies the 22nd Street South corridor as a remaining gap to complete the regional network and recommends its construction in the timeframe of this funding request. The 22nd Street South corridor was mentioned as part of the region's regional bike network, with a goal to facilitate a longer bike friendly corridor. This missing connection means that cyclists need to either use the unsafe corridor, or travel out of their way to County Road 74 or 33rd Street South in order to travel east/west in this portion of town. The City of St. Cloud's 2015 Comprehensive Plan identifies the corridor as having Bicycle Level of Service C compromising its safety and utilization to significant trip generators in close proximity (parks, schools, apartments, places of worship, commercial). This project is currently programmed for construction in 2026 in the City of St. Cloud's Capital Improvement Plan, which gets input from the public and different City departments prior to adoption.

- Detail the level of public involvement in which the project was developed, adopted and/or approved.

An informational meeting for the project was held on November 21, 2024, where the project scope was shared with the abutting property owners. The loss of trees (screening) due to the improvements, inclusion of sidewalks on both sides of road, as well as speeding were the main issues and concerns voiced at the meeting.

The project was part of the agenda at the December 10, 2024 Planning Commission Meeting. The majority of the questions at this meeting were related to the project scope.

A public hearing was held on December 16, 2024, where the City Council ordered the project to include multimodal improvements per the City's Complete Streets policy. The same issues were raised at this meeting. There was an almost unanimous consensus that sidewalks were needed, although whether they should be installed on both sides of the road was debated.

As noted above, this project is identified as a high priority within the 2022 Oak Hill Elementary School Safe Routes to School (SRTS) Plan. Through the process of putting together the SRTS, public input was received from local partners including Better Living: Exercise and Nutrition Daily (BLEND) Initiative, the St. Cloud Area Planning Organization (APO), Stearns County, City of St. Cloud Public Works Department, St. Cloud ISD 742 Transportation Services Department, Statewide Health Improvement Plan (SHIP), as well as significant support from staff and parents, including the Watch DOG Dads volunteer safety group. The plan calls for the incorporation of bike lanes and sidewalks on the corridor, which currently lacks active transportation facilities connecting to the school.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.

There are existing bicycle and pedestrian facilities at both ends of the proposed improvements. Currently, there are multimodal features on County Road 136/Oak Grove Road that make connections to the 33rd Street South corridor and CSAH 75 and TH 23 corridors, along with Oak Hill Elementary on County Road 136. There are also multimodal features on 22nd Street South from County Road 136 to County Road 74, where the multimodal features once again connect to the TH 23 corridor. Cooper Avenue has multimodal features that connect to the 33rd Street South corridor, and the CSAH 75/University Drive multimodal infrastructure.

The existing roadway is a rural section with 12' thru lane and a 6' shoulder on the north, and no paved shoulder on the south. The edge of the roadway then transitions to a ditch section that is not encouraging for bicycle or pedestrian traffic, especially in the winter. Bicyclists and pedestrians that choose to use this corridor are traversing shoulders that are either non-existent or do not meet minimum standards. Transit users, especially those waiting on the south side of the road, do not have any safe options to wait for the bus, and comfort and safety issues are only made worse in the winter. Students who live on the east end of the project area do not have a safe way to navigate 22nd Street South to access school even though they are less than a mile away.

With this last connection, all of the existing multimodal infrastructure in this portion of the city will be connected providing an east/west corridor that is safe and inviting to pedestrians and bicyclists alike, as well as opportunities to access longer stretches of multimodal infrastructure throughout the city.

- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.

As mentioned previously, the existing section is a rural minor arterial roadway that has minimal shoulders on the northern side of the roadway and no shoulders on the southern side. Coupled with the steep ditches and 3,300 vehicles daily, walking, biking and/or accessing transit along this corridor is not

advisable. The existing condition is a 4,000' barrier that keeps two extensive pedestrian and bicycle networks separated. This project will connect the two existing networks providing a larger connected transportation system and multimodal network. The proposed bike lanes and sidewalk will provide the necessary multimodal features to a corridor that is currently lacking these features, compromising the safety and utilization to significant trip generators in the close proximity including parks, schools, apartments, and places of worship. There are existing ADA compliant pedestrian ramps, sidewalks, and bike lanes at the east and west intersections where the project terminates. The multimodal infrastructure at the County Road 136/22nd Street South intersection was installed in 2015, when the corridor west of County Road 136 was built, and in 2021 when the County Road 136 improvements to the south of 22nd Street South were constructed. The multimodal infrastructure along Cooper Avenue has been in place for ~20 years to the south of 22nd Street South, with the portion north of 22nd Street South to CSAH 75 being constructed in 2023 and including bike lanes, and grade separated sidewalk.

- If part of a large/regional network, detail how the proposed project will start, complete or further the completion of the network. For projects furthering the completion of an existing network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

The APO's Regional Active Transportation Plan has identified this corridor as part of the Regional Bike Network. 22nd Street South is the only east/west corridor that connects County Road 74 and Cooper Avenue South, and eventually CSAH 75 through Traverse Road. By installing the multimodal infrastructure and filling this existing gap, multimodal users no longer need to make a choice between utilizing an unsafe corridor or going out of their way to 33rd Street South or County Road 74, which are over two miles apart.

This gap infill will provide users the ability for more direct access to key destinations that include Oak Hill Elementary, St. Cloud Church of Christ, Kwik Trip, Calvary Hill Park, as well as connections to neighborhoods and multi-family complexes.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.

There are numerous neighborhoods to the north of 22nd Street South, specifically a large number of multi-family buildings to the northwest. These buildings and neighborhoods currently have bike/pedestrian facilities to the intersection of 22nd Street South/Oak Grove Road and to the south; but this project will finally allow multimodal users to travel east to the existing facilities along CSAH 75/Roosevelt Road and University Drive. The neighborhoods along 22nd Street South, east of County Road 136 will for the first time have multimodal facilities to be able to travel south to the 33rd Street South corridor, as well as east to Cooper Avenue where newly constructed bike lanes and sidewalk will allow them to access CSAH 75/Roosevelt Road and University Drive. ISD 742 provided data that 25 of their students live in the 22nd Street South neighborhoods to the east of Oak Grove Road and are within the one mile walk zone. Metro Bus currently serves the 22nd Street South corridor and saw

over 4,000 passengers from June 2024 to November 2024. The existing bus stops are both on the north and south side of the roadway, with little to no infrastructure in place to provide users a safe way to access the bus stops. From the same counts, ~2,500 passengers get on and off MTC at stops within the project limits. MTC has had discussion of no longer serving the 22nd Street South corridor with a route. If this were to be the case, the need for safe multimodal options is only magnified as transit users with little or no vehicle access will need safe infrastructure in place to access the next nearest bus stop.

- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The improvements allow bicyclist and pedestrian access to a number of trip generators that were previously not a safe option including Oak Hill Elementary, Kwik Trip and Calvary Hill Park (< ½ mile), St. Cloud Church of Christ (~1 mile), St. Cloud Tech High School, (~ 2 ¼ miles), Coborns (< 2 miles), the numerous multi-family units at County Road 74/22nd Street South (< ½ mile), and the Stearns County Trail that runs south along CSAH 75/Roosevelt Road (~ 1 mile).

- Using the SPACE tool from page 4, provide applicable percentages and describe how the proposed project will benefit traditionally underserved or marginally disadvantaged populations, which include the following:
 - Disability Population
 - People of Color (Black, Indigenous, People of Color-BIPOC)
 - Foreign Born Population
 - Youth Population (under age 18)
 - Elder Population (over age 65)
 - Poverty or Percent below 185% Poverty Rate
 - Zero Vehicle Households, etc. (households without access to a motor vehicle)

Disability Population: 9.8%, People of Color: 19.1%, Foreign Born Population: 7%, Youth Population: 13.70%, Elder Population: 8.8%, Percent below 185% Poverty Rate: 40%, Zero Vehicle Households: 2.8%
At the December 16th public hearing, a gentleman in a wheelchair testified that he lived on the 22nd Street South corridor and traversed to and from his residence to Calvary Hill Park. He noted the lack of existing infrastructure that forces him and his service dog to traverse the unsafe corridor whenever he wants to make trips independently. Given that 40% of the area lives below the 185% Poverty Rate, households may not have extra vehicles other than the one that is used for commuting to and from work. The installation of this infrastructure provides a way for households to safely make these shorter trips to Oak Hill Elementary, Calvary Hill Park or Kwik Trip, among other options.

- Detail how this project may impact (if any) the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.

Traditionally underserved or marginally disadvantaged populations may be impacted by the construction activities and how it affects transit. The project will be looked at for phasing opportunities so that access to stops can be maintain as much as possible throughout construction. The City will work with MTC to identify existing adjacent roadways that may allow transit users to navigate to stops that are not being affected by a given stage of construction.

Construction is anticipated to take place from May to October of 2026. While the majority of the construction will take place outside of the typical school year, transportation to and from school will need to be considered when setting milestones, completion dates, and detours.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.

The existing roadway section is a rural roadway with 12' thru lanes, a 6' shoulder on the north, no paved shoulder on the south, and a 1:4 in slope for a ditch section that carries 3,550 cars per day. The one 6' shoulder is not wide enough to safely allow two pedestrians or bicyclists to traverse should they meet. Transit users, especially those waiting on the south side of the road, do not have any safe options to wait for the bus, and comfort and safety issues are only made worse in the winter. Data shows that a disproportionate amount of pedestrian deaths occur after dusk, so transit users taking an early or late bus are a vulnerable group. The roadway is posted at 30 miles per hour, but with the rural nature of the roadway, motorists often travel in excess of the posted speed limit discouraging any use of the shoulder for bicycling or walking. Speeds taken from traffic counts have indicated that the 85th percentile of speed is 40 MPH. The speeding issue was brought up continuously at the December 16, 2024 public hearing. Approximately 4,000' of roadway, between two transportation systems that include bike lanes and sidewalk needs multimodal improvements to create a longer, safer corridor that can be enjoyed by recreational users, as well as those living in the immediate area. A review of crash history did not reveal any serious or fatal injuries at the intersection or corridor, but there is the potential with pedestrians and bicyclists, specifically those utilizing the south side with no shoulders.

- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).

The proposed improvements include striped 6' bike lanes, a grade separated sidewalk, street lighting and crosswalk pavement markings that closely mirrors the transportation systems that the project will connect to. The conversion to curb and gutter should have a traffic calming effect as motorists travel the urbanized section that will be consistent from County Road 74 to Cooper Avenue South.

- Explain how this project safely integrates with other modes of transportation.

In 2013, the City of St. Cloud City Council adopted a Complete Streets Policy when reconstructing roadways. The Complete Streets Policy encourages considering other forms of alternative transportation, such as walking, biking and transit when reconstructing roadways. This policy was

followed with the adjacent projects that this project will connect into, and the system as a whole will flow seamlessly. By providing both sidewalk and bike lanes, this corridor will provide a safer experience for all users. Bikes will be separated from both faster moving vehicles and slower pedestrians, and the curb and gutter will provide a barrier for pedestrians utilizing the sidewalks and for transit users waiting/traversing to use Metro Bus.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.

The roadway improvements will be part of a 350+ center lane mile network that the city operates and maintains. The sidewalk improvements will be constructed within the City right-of-way and have an expected life cycle of 40 years. Per City policy, snow removal will be the responsibility of the abutting property owners. City ordinances describe enforcement specifics and procedures, so the facility can be utilized year-round. The roadway, including the bike lanes will be maintained by the City of St. Cloud which includes preventative maintenance within the first three years, including but not limited to crack sealing and seal coating, as well as snow removal. The roadway will follow typical preventative maintenance and overlays that are utilized to provide an expanded high level of service.

- Describe the extent of project development completed to date (e.g., Concept, Typical Sections, Feasibility Report, Engineer Estimate, Preliminary Construction Plans, Layouts, etc.).

Survey has been completed and the project was ordered by Council on December 16, 2024. Project design, including the project memorandum will begin in January of 2025. While the improvements should fit within the existing 66' right-of-way, there are a few parcels that are not platted and additional easement that will be needed to be acquired. Approximately 75% of the necessary right-of-way is acquired, and the remainder will be pursued beginning in March of 2025 once project plans are further developed.

- Will the project be crossing any existing bridges? If so, has the bridge been vetted to know if it can handle the additional traffic and any additional weight?

No

- Address any issues, environmental concerns, property ownership issues or design challenges.

The project memorandum will be started at the beginning of the year. Any environmental concerns will be addressed appropriately. Preliminary soil borings have been taken and the results show soils favorable for construction. Referencing the National Wetland Inventory, there do not appear to be any wetlands within the project area.

There was significant testimony at the public hearing regarding sidewalks and tree removal. While many of the trees in question are within the existing right-of-way and will need to be removed due the rural to urban reconstruction, designs will be considered to minimize project limits and impacts to trees when possible.

- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits. Include any permits already obtained.

The project memorandum will be started in January of 2025. Permits typical of city reconstruction projects are anticipated.

- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.

Local match will be provided from a combination of general revenue and Municipal State Aid (MSA) funding. This project has been awarded \$1.8M in STBGP funding.

- Applicants may be asked to provide additional documentation following application submittal.

Criteria #6 Right of Way: 10 possible points

Describe the status of right of way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.

Right-of-way acquisition will be necessary for this project. Approximately 75% of the corridor has been platted with 66' right-of-way and utility easements. Platting the remaining parcels through a right-of-way plat and obtaining any additional easements necessary for construction will begin in March 2025 once plans have been further developed. The multimodal improvements are being done in tandem with the roadway reconstruction project that has received STBGP funding for 2026.

- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right of way, and any work that requires collaboration with rail. If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

General funds will be used to acquire necessary right-of-way.

Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 - 12 -172

**RESOLUTION OF SUPPORT FOR MNDOT TRANSPORTATION ALTERNATIVES (TA) PROGRAM
FUNDING FOR THE**

22ND STREET SOUTH FROM COUNTY ROAD 136 TO COOPER AVENUE SOUTH IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Minnesota Department of Transportation is soliciting the Minnesota Transportation Alternatives (TA) Program for funding of eligible bicycle and pedestrian infrastructure projects; and

WHEREAS, the City of St. Cloud supports the grant application for the Minnesota Transportation Alternatives (TA) Program for the 22nd Street South from County Road 136 to Cooper Avenue South project; and

WHEREAS, if the City of St. Cloud is awarded a grant by MnDOT, the City hereby agrees to accept the grant award and may enter into an agreement with the Minnesota Department of Transportation for the above referenced project; and

WHEREAS, the City of St. Cloud will comply with all applicable laws and requirements as stated in the grant agreement;

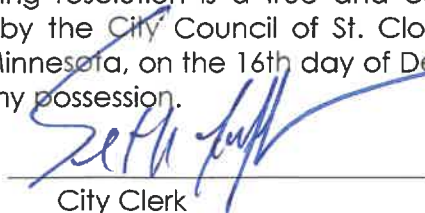
WHEREAS, the Mayor or their designee are hereby authorized to execute the grant agreement and related project agreements on behalf of the City of St. Cloud; and

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA, supports the submission of application to receive Transportation Alternatives (TA) Program for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements project. The City agrees to comply with all terms, conditions and provisions of the grant and authorizes and directs its Mayor and City Clerk to sign the agreement on its behalf.

Adopted this 16th day of December, 2024.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 16th day of December 2024, as disclosed by the records of said City in my possession.



City Clerk

SEAL

Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 - 12 -173

**RESOLUTION AGREEING TO MAINTAIN FACILITY FOR ITS USEFUL LIFE REGARDING
THE TRANSPORTATION ALTERNATIVES (TA) PROGRAM FUNDING FOR**

22ND STREET SOUTH FROM COUNTY ROAD 136 TO COOPER AVENUE SOUTH IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Federal Highway Administrative (FHWA) requires that agencies agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives (TA) projects receive federal funding; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

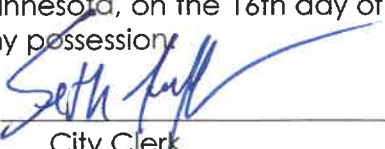
WHEREAS, the City of St. Cloud is the sponsoring agency for the transportation alternatives project identified as the 22nd Street South from County Road 136 to Cooper Avenue South Improvements; and

THEREFORE, BE IT RESOLVED THAT, the City of St. Cloud hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Adopted this 16th day of December, 2024.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 16th day of December 2024, as disclosed by the records of said City in my possession.



City Clerk

SEAL

Application Checklist

This section is required for all applicants.

- Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- General Information section completed.
- Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ATP Project Evaluation section completed.
- Sponsoring Agency Resolution completed.
- Resolution Agreeing to Maintain Facility completed.
- Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- Legible project location map showing project termini and featured locations described in the narrative portion of the application. (SEE SHEET 6)
- Letter of Support REQUIRED from MnDOT District Engineer for any improvement within Trunk Highway Right of Way. (6 weeks before application deadline)**
- Letter of Support REQUIRED from Local Road Authority for any improvement within Local Roadway Right of Way. (6 weeks before application deadline)**

Other enclosures for Applicants requesting TA Program funds

- Documentation of financial support (letters, agreements, etc.).
- Documentation of plans and public participation.
- Project schedule.
- Maps, graphics, photos, typical sections.

Application Submittal

- Applicant is seeking TA Program funds and submitted, **by January 10, 2025**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
MN Department of Transportation
District 3 – Baxter
7694 Industrial Park Road
Baxter, MN 56425
218/828-5808

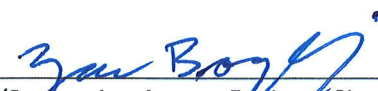
Email: Jeff.Lenz@state.mn.us

Signatures

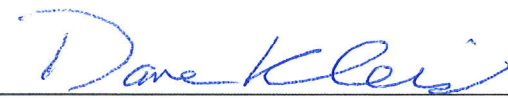
Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.




(Applicant Signature) 1/9/25
(Date)



(Sponsoring Agency Engineer Signature) 1/9/25
(Date)

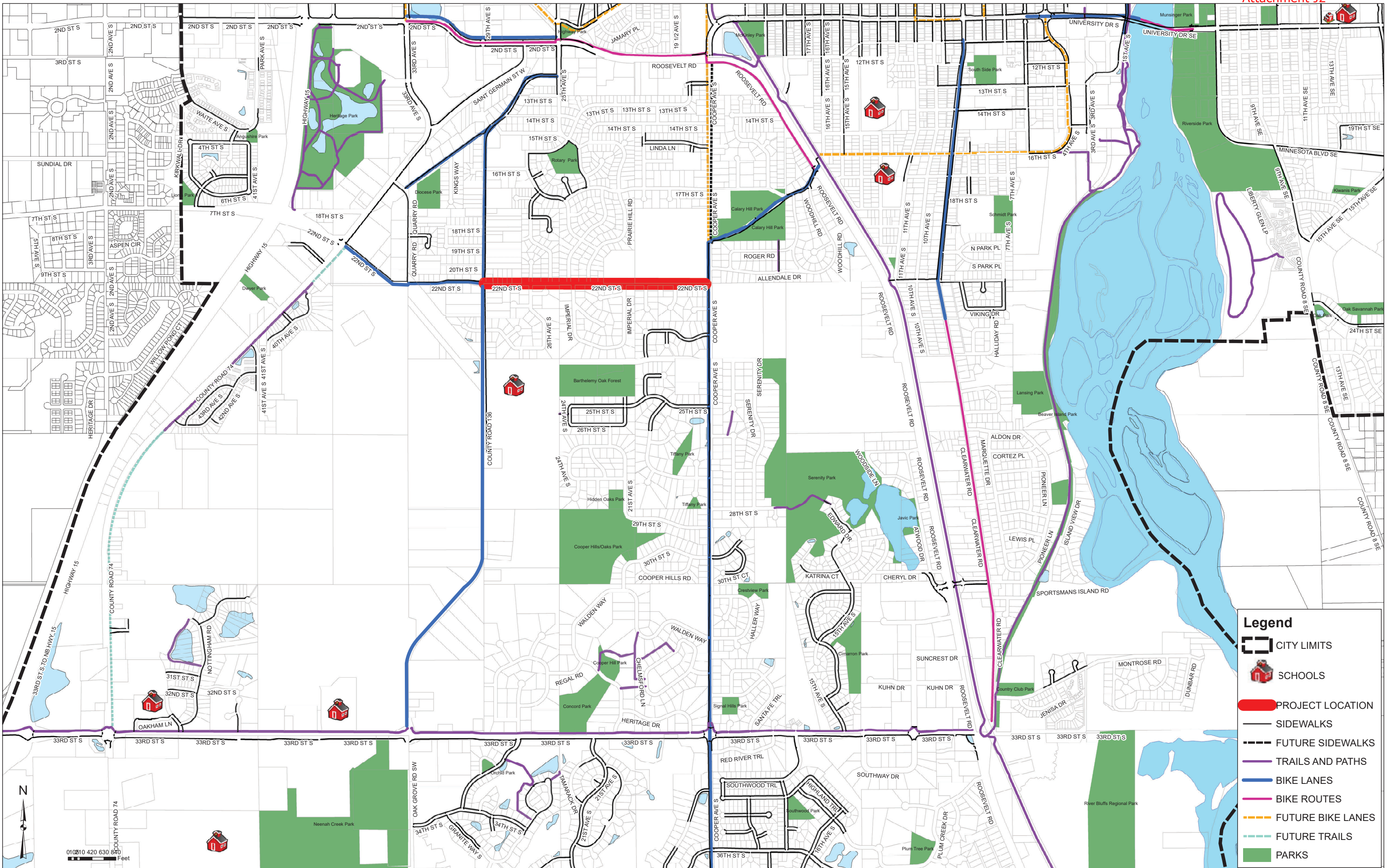


(Local Unit of Government Signature) 1/9/25
(Date)



(If in MPO area, signature of MPO Executive Director) Jan. 9, 2025
(Date)

PROJECT LOCATION MAP



Legend

- CITY LIMITS
- SCHOOLS
- PROJECT LOCATION
- SIDEWALKS
- FUTURE SIDEWALKS
- TRAILS AND PATHS
- BIKE LANES
- BIKE ROUTES
- FUTURE BIKE LANES
- FUTURE TRAILS
- PARKS



010610 420 630 840 Feet

Submitted to Council for Consideration
December 16, 2024

Resolution No. 2024 – 12 - 175

RESOLUTION ORDERING
22ND STREET SOUTH IMPROVEMENTS

Section 3

WHEREAS, Resolution No. 2024-12-161, adopted December 2, 2024, fixed a date for a City Council hearing on the proposed improvement of the 22nd Street South from Oak Grove Road/County Road 136 to Cooper Avenue South, on which consideration has been initiated by the City Engineer/Public Services Director; and

WHEREAS, ten days published notice of the hearing through two weekly publications of the required notice was given, the hearing was held thereon on the 16th day of December, 2024, at which time all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA THAT:

1. Such improvements are necessary, cost-effective and feasible as detailed in the Feasibility Report.
2. Such improvements are hereby ordered as proposed in the Feasibility Report for the 22nd Street South from Oak Grove Road/County Road 136 to Cooper Avenue South Improvements.
3. The City Administration is hereby authorized to acquire, by direct negotiations or eminent domain proceedings, the needed right-of-way and construction easements necessary for the completion of the project.
4. The City Engineer and/or Public Services Director are hereby designated as the engineer for the improvements ordered. They shall prepare plans and specifications for the making of these improvements and submit them to the City Council for approval.

5. The City Council declares its official intent to reimburse itself for the costs of the improvements from the proceeds of tax exempt bonds. Adopted this 16th day of December, 2024.

Roll call vote required.

6 affirmative votes required.

Ayes: Conway, Goerger, Hontos, Ibrahim, Larson, Lewis, Masters

Nayes: _____



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

T. 320.252.7568 F. 320.252.6557

TO: Members of the Saint Cloud City Council
FROM: Brian Gibson, Executive Director
RE: FY 2026 Reconstruction and multimodal improvements of 22nd Street S between Oak Grove Road SW/County Road 136 and Cooper Avenue S
DATE: Dec. 10, 2024

Staff with the Saint Cloud Area Planning Organization (APO) lend their support to the reconstruction of 22nd Street S between Oak Grove Road SW/County Road 136 and Cooper Avenue S in the City of Saint Cloud.

The City of Saint Cloud is proposing to convert this section of roadway from a rural roadway context to an urbanized section – complete with the addition of curb, gutter, and multimodal components on both sides of the roadway. This process is slated to begin in construction year 2026.

22nd Street S is currently classified as a minor arterial roadway with an average annual daily traffic count of 3,550 vehicles per day (as of 2017, the most recent available data). As a minor arterial, this roadway primarily serves as one of the few east-west corridors within this area of Saint Cloud and provides an alternative route for motorists needing to cross town while avoiding the traffic on MN 23/Second Street S/CSAH 75/Roosevelt Road. Additionally, the corridor currently hosts on a transit route with approximately 10 stops positioned along 22nd Street S located either within the proposed improvement area or just outside of the scope of this project.

However, the existing conditions of the stretch of roadway within the construction limits present some challenges. This section of 22nd Street S is currently designed as a rural roadway – with narrow to non-existent shoulders as well as steep ditches. This section stands out from the rest of 22nd Street S corridor (between West Saint Germain Street/County Road 74 and Oak Grove Road SW/County Road 136) which has sidewalks, curb and gutter, and other amenities that reflect the surrounding urban land use context.

In the most recent update to the APO's regional long-range, multimodal, surface transportation plan, Looking Ahead 2050, the APO has once again identified the need to reconstruct this section of 22nd Street S to meet the appropriate land use context surrounding the existing roadway. This includes addressing known safety concerns for those individuals who walk, bike, roll, and/or utilize transit throughout this area.

See [Chapter 7: Transportation Infrastructure Investments \(https://tinyurl.com/yztefpr3\)](https://tinyurl.com/yztefpr3).

As a result of being listed within the APO's 2050 regional multimodal transportation plan (MTP) as well as previous versions of the MTP, this roadway is able to receive federal transportation funding assistance for the necessary roadway improvements. In February 2023 the APO's Policy Board awarded the City of Saint Cloud \$1.8 million in federal funding through the Surface Transportation Block Grant Program (STBGP) formula.

In addition to completing the necessary reconstruction project to improve motor vehicle safety and address other system preservation concerns, this portion of 22nd Street S serves a critical role in the region's active transportation network. Active transportation refers to the use of walking, biking, or rolling by non-motorized means. As stated earlier, this corridor is one of the only continuous east-west roadways in this part of Saint Cloud. Because of this, the corridor has been identified by the Saint Cloud APO – in conjunction with city staff and elected officials serving on the APO's Policy Board – as part of the regional bicycle network identified in the APO's Regional Active Transportation Plan.

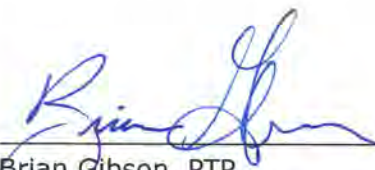
See Chapter 4 of the Regional Active Transportation Plan (<https://tinyurl.com/2kk8tkm2>).

Additionally, this corridor has been identified as a barrier for walking and biking during the Safe Routes to School (SRTS) planning process conducted by APO staff in coordination with the City of Saint Cloud and Saint Cloud District 742. During this 2022 plan development for Oak Hill Community School, it was identified by school staff along with parents of students who attended Oak Hill that the 22nd Street S corridor was not conducive to allowing safe walking and biking connections for students. This was made more noticeable after the completion of the roadway reconstruction of Oak Grove Road SW/County Road 136 in which multimodal facilities were constructed between 22nd Street S and 33rd Street S.

See Oak Hill Community School SRTS Plan (<https://tinyurl.com/5n7j2889>).

In sum, 22nd Street S provides a vital east-west connection for the City of Saint Cloud. However, its current design within the limits of the construction project does not align with the urbanized development along the corridor. The narrow to non-existent shoulders and lack of sidewalks or bicycle paths discourage walking, biking, and rolling along the facility to access key destinations including Oak Hill Community School. Additionally, the lack of multimodal facilities are a challenge for those persons wishing to use the transit system, as every bus trip starts as walking or biking trip.

Appropriately designing this corridor to align with the community context will not only improve the safety of the corridor for all users but provide the necessary multimodal system connectivity/continuity needed in this area of the city.



Brian Gibson, PTP
Executive Director, Saint Cloud APO

Dec 10, 2024
Date

December 6, 2024

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 – 7th Street South
St. Cloud, Minnesota 56301


Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program and Carbon Reduction Program (CRP) funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, high-quality opportunities for pedestrians, bicyclists and residents to help connect them safely to work, schools (such as Oak Hill Elementary School) and leisure opportunities. Currently this corridor does not provide safe travels for pedestrians and bicyclists. The project will provide operational benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,



Joel Heitkamp
Executive Director of Operations
St. Cloud Area School District 742

Resolution No. 2011-11-164

RESOLUTION ESTABLISHING A
COMPLETE STREETS POLICY FOR
ST. CLOUD, MINNESOTA

WHEREAS, the City of St. Cloud's 2003 Comprehensive Plan calls for the City to "promote alternative transportation such as bicycling, walking, transit and rail", to "Maintain adequate active and passive open space to meet the needs of the community", and to "Enhance community and neighborhood livability"; and

WHEREAS, Complete Streets are defined as those which provide safe, convenient, and context-sensitive facilities for all modes of travel, for users of all ages and all abilities; and

WHEREAS, the objective of Complete Streets is to design and build roadways that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians and transit riders; and

WHEREAS, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are a critical component to the success and vitality of adjoining private uses and neighborhoods; and

WHEREAS, the St. Cloud Metropolitan Area 2035 Transportation Plan calls for St. Cloud APO members to support multi modal transportation opportunities, including Complete Streets.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of St. Cloud does hereby establish a Complete Streets Policy as follows:

1. The City will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike

- lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include exclusive elements for all modes.
3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing street projects will give due consideration to this earlier guidance regarding bicycle, pedestrian, and transit facilities from the very start of project design. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
 4. Bicycle, pedestrian, and transit facilities shall be included in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions.
 - a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
 - b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer;
 - c. Where determined by the City Engineer to have relatively high safety risks;
 - d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
 - e. Where jointly determined by the City Engineer and Planning Director that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other sensitive areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.
 5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. whether the corridor provides access across a natural or man-made barrier such as a river or freeway;

- c. whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - d. whether a road corridor provides important continuity or connectivity links for an existing rail or path network; or,
 - e. whether nearby routes that provide a similar level of convenience and connectivity already exist.
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure and will carry out projects to eliminate gaps in the sidewalk and trail networks.
8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

Adopted this 7th day of November, 2011

22ND STREET SOUTH FROM CR 136 TO COOPER AVENUE SOUTH & UPSIZE TO 30" WATER MAIN ALONG 22ND STREET SOUTH FROM SHANNON DRIVE TO CR 136 RECONSTRUCT AND WIDEN

Department: Public Works

Attachment J2

Project Number: PW.26.03 Construction Year: 2026



GOALS, PLANS, POLICIES & INITIATIVES WORKSHEET

Goal/Policy/Plan/Initiative	Applicability
2023 City Council Goals	The project is consistent with the goals that the City has a greater quality of life, has healthy, engaged neighborhoods and is a quality transportation hub.
Comprehensive Plan	The goals of the Comprehensive Plan support a highly connected transportation network that facilitates safe access and mobility for all forms of transportation. Additionally, the Plan supports ensuring public infrastructure provide high quality and effective public services.
Public Art & Placemaking Plan	The Placemaking Plan recommends incorporating public art into CIP projects. A percentage of project costs are recommended to incorporate public art into this project.
Sustainability Framework Plan	The Sustainability Framework Plan identifies several best practice areas that would apply to this project including: sustainable land use policies, multi-modal transportation, improving community health, and surface and groundwater resource protection.
Complete Streets Policy	The Complete Streets Policy supports the inclusion of sidewalks, bike lanes and trails, and transit facilities during street construction, reconstruction, repaving, and rehabilitation projects.
Economic Development Strategic Plan	The Economic Development Strategic Plan does not address this type of project.
Mississippi River Corridor Plan	The Mississippi River Corridor Plan does not address this type of project.
Senior Engagement Initiatives	The Senior Engagement Initiatives do not address this type of project.
Youth Engagement Initiatives	The Youth Engagement Initiatives do not address this type of project.

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	16%	\$1,395,000
Municipal State Aid	28%	\$2,430,000
Utility Revenue - Water	31%	\$2,750,000
Utility Revenue - Sewer	5%	\$440,000
Federal Funds - STBGP	20%	\$1,800,000
TOTAL	100%	\$8,815,000

*Projected construction costs are based on 2023 dollars.

STAFF CONTACT

Tracy Hodel, Public Services Director
 320-650-2815
tracy.hodel@ci.stcloud.mn.us

REFERENCE LINKS

None.

DESCRIPTION

Reconstruct and widen 22nd Street South from CR 136 to Cooper Avenue South including sidewalks, bicycle lanes, street lighting and drainage improvements. Upsize to 16" water main along 22nd Street South from Shannon Drive to CR 136. This project will also include a 24" water transmission line.

JUSTIFICATION

These roadway improvements are needed to adequately serve future east-west travel demand.

HISTORY

The project was identified by City Council action in 2005.

BUDGET IMPLICATIONS

If properly maintained, the municipal street and utility infrastructure constructed under this project should have a useable life expectancy of at least 40 years. It is anticipated that this improvement will decrease the pavement and utility maintenance requirements (i.e. – less street patching, less sewer cleaning, etc.) for a period of ten or more years.

7 Transportation & Mobility

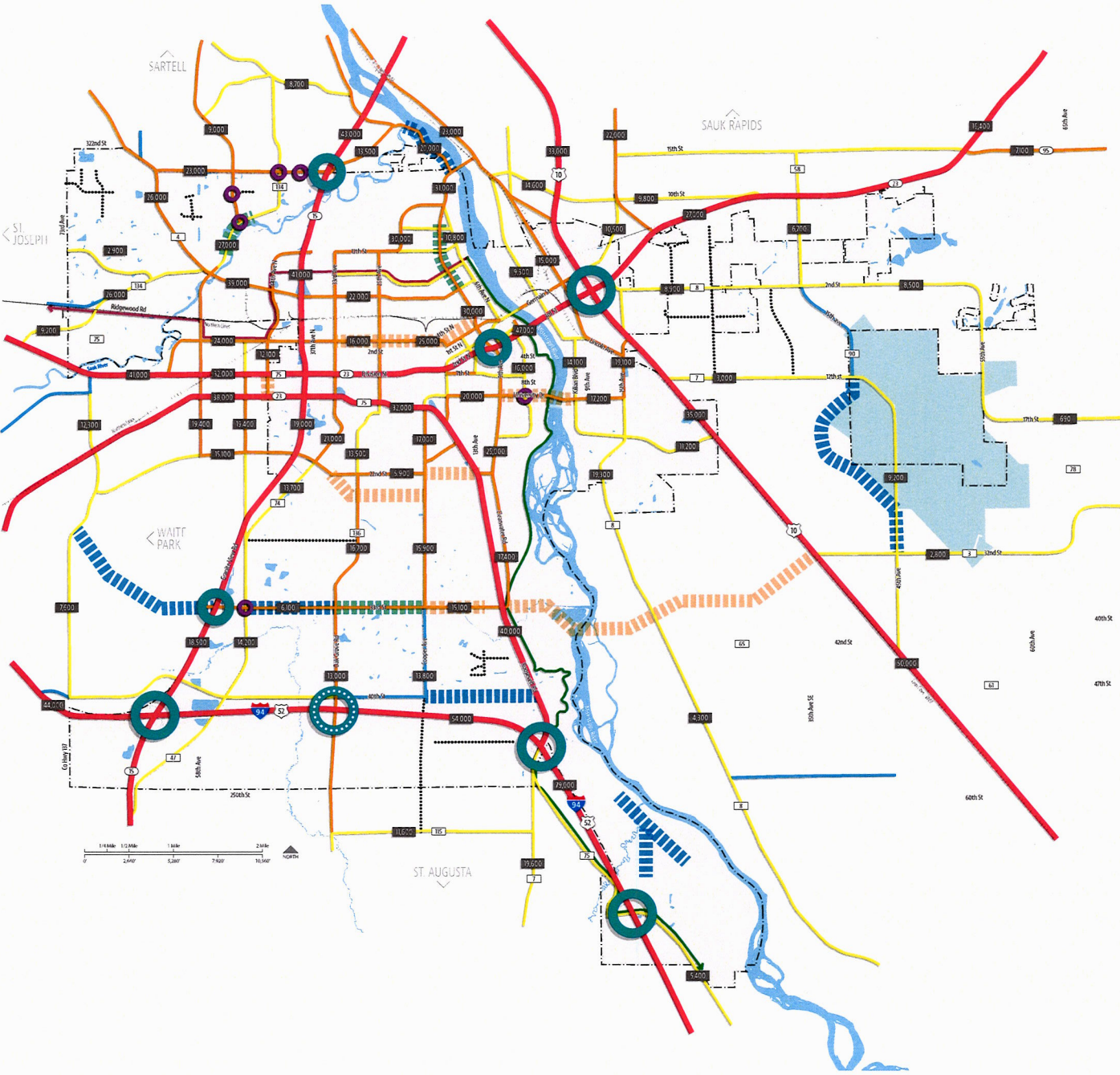
St. Cloud boasts a robust transportation system of roadways, public transit, trails, and sidewalks. Safe and efficient access and mobility are critical in supporting land use and development, economic development, and quality of life. This chapter of the Comprehensive Plan presents recommendations intended to guide investment in a well-balanced, multi-modal transportation system. Many of the recommendations are informed by the St. Cloud Area Planning Organization (APO) Long Range Transportation Plan 2040.

Goal

Support a highly-connected transportation network that facilitates safe access and mobility for all forms of transportation.

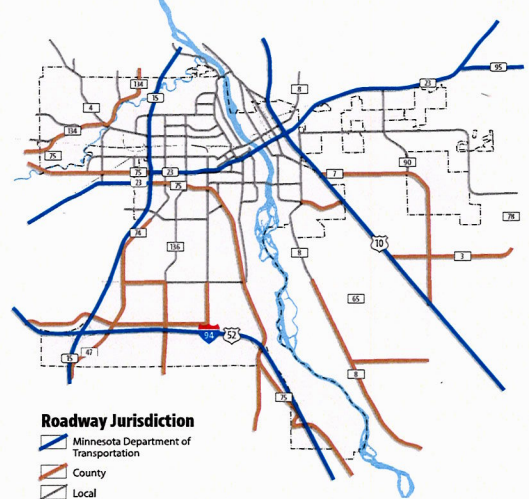
Objectives

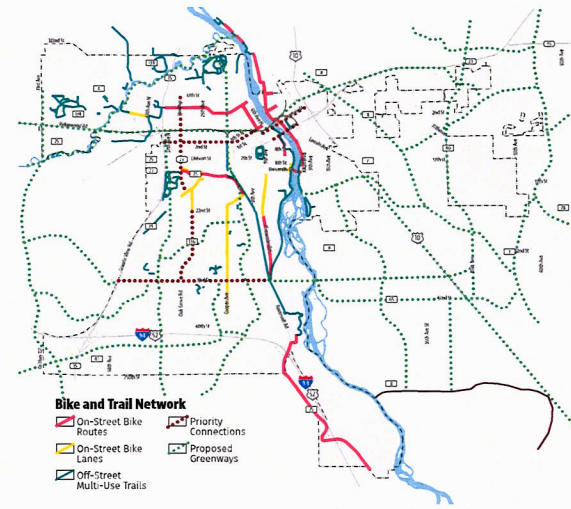
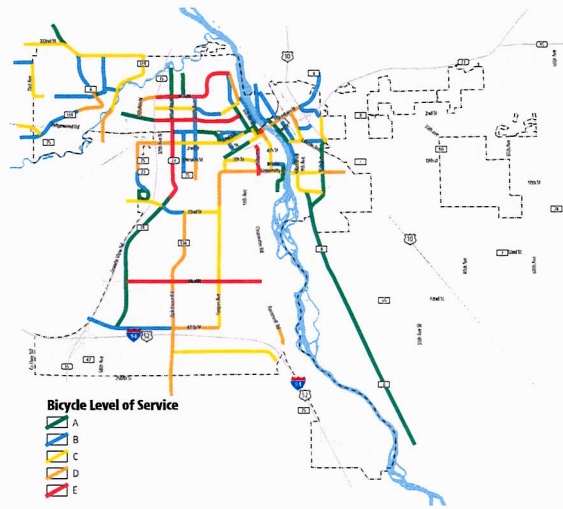
- Extend and increase the capacity of roadways that enhance circulation, mobility, and anticipated growth and development.
- Increase bicycle and pedestrian network connectivity across jurisdictions through local coordination of improvement projects.
- Prioritize pedestrian infrastructure and safety improvements throughout the community, including at local schools, parks, civic institutions, and community gathering and recreation destinations.
- Work with local transit agencies to develop a coordinated and integrated plan for public transportation that includes Amtrak, the Northstar Commuter Rail Line, and Metro Bus.
- Utilize the Downtown Parking Study to develop a comprehensive parking strategy for both downtown and other commercial areas that addresses capacity, pricing, and landscaping/design.
- Support the development and implementation the APO On-Street Bicycle Plan as well as an updated St. Cloud Bikeways and Pedestrian Plan.
- Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout the St. Cloud community to create a unique sense of place.



CITY OF ST. CLOUD
Transportation & Mobility

- KEY**
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Existing Interchange
 - Future Interchange
 - Existing Roundabouts
 - Projected 2040 Annual ADT (No Build ADT Volumes, St. Cloud APO)
 - Illustrative Projects
 - City Improvements
 - Local Connectivity
 - Beaver Island Trail
 - Lake Wobegon Trail Preferred Alignment
 - St. Cloud Regional Airport





On-Road Bicycle Plan

During the summer of 2015, the St. Cloud APO conducted the first stages of an On-Road Bicycle Plan. The process includes a review of the streets within the St. Cloud APO planning area and collecting data related to the comfort level for a cyclist to utilize a particular roadway. Primarily, the St. Cloud APO utilized the bicycle comfort system known as Bicycle Level of Service (BLOS). The BLOS model calculates on-road facilities only. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the model clearly reflects the effect on bicycling suitability or “compatibility” due to factors such as roadway width, shoulder widths, traffic volume, pavement surface conditions, motor vehicles speed, vehicle type, and on-street parking.

As of the adoption of the Comprehensive Plan, the St. Cloud APO was in the process of completing its review of BLOS and the entire BLOS is not expected to be complete until the summer of 2016. It is at this point that the St. Cloud APO will release the On-Road Bicycle Plan. The City should work with the St. Cloud APO and other partners to use the results of the On-Road Bicycle Plan to identify potential roadway enhancement projects to address bicycle level of service. The City should also update the St. Cloud Bikeway and Pedestrian Master Plan to reflect newly identified or prioritized projects, including those identified within the 2003 Greenway Concept Plan.

BLOS Grade	Compatibility Level
A	Extremely high
B	Very high
C	Moderately high
D	Moderately low
E	Very low
F	Extremely low

Priority Routes

While there are numerous roadway segments within St. Cloud that have a BLOS grade of C or lower, there are several roadway segments that traverse major bicycle and pedestrian barriers and represent key routes that should be considered priorities for enhancements moving forward. These routes include:

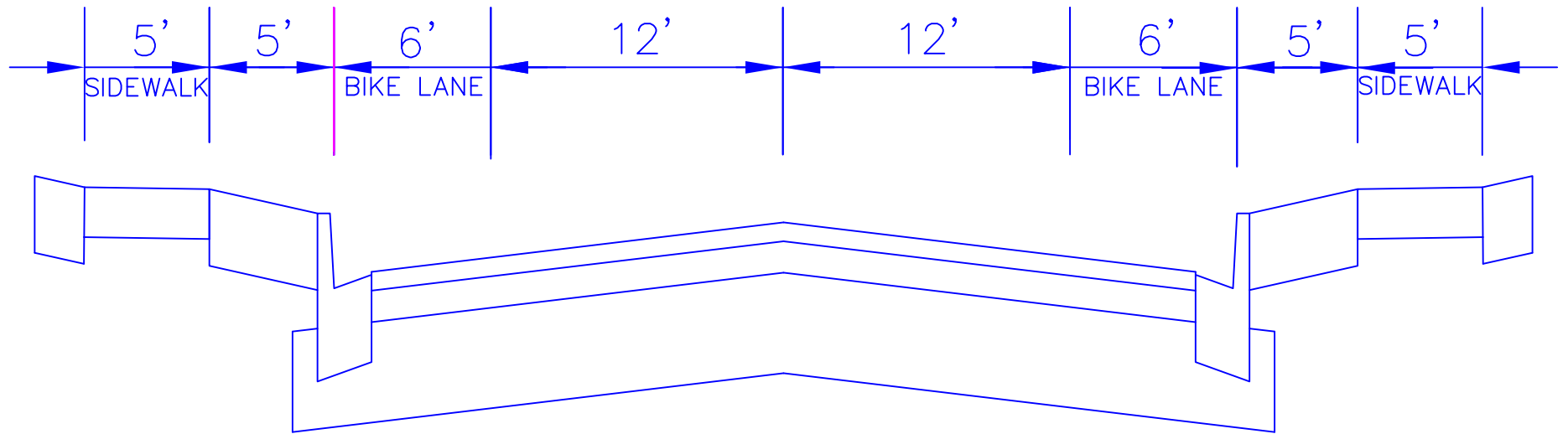
- 3rd Street N & Veterans Drive:** These routes provide east-west access from Waite Park to Downtown St. Cloud and represent an alternative to the bust Division Street corridor.
- 33rd Avenue N:** This route provides a connection across the railroad tracks that divide the northern Core Neighborhoods and connect residents to commercial areas along Division Street.
- E St. Germain Street & University Drive:** These routes provide safe pedestrian and bicycle access across the Mississippi River and connect neighborhoods on the East Side to the SCSU and Downtown districts.
- 33rd Street S, CR 136 & Cooper Avenue:** These will play critical roles in connecting new residential areas in the Primary Growth Area to the City Core and emerging commercial corridors.



ESTIMATED TIME LINE FOR
22ND STREET SOUTH IMPROVEMENTS

Informational Meeting	November 21, 2024
Feasibility Report and Calling for Hearing	December 2, 2024
Resolution Ordering Project	December 16, 2024
Approve Plans and Specs	End of 2025/Early 2026
Bid Advertisement Begins	End of 2025/Early 2026
Bid Opening	End of 2025/Early 2026
Award Low Bid	End of 2025/Early 2026
Construction Begins	May, 2026
Project Substantially Complete	October, 2026
Assessment Roll Public Hearing	February/March 2027
First Installment Payment Due	May 2028

TYPICAL SECTION



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2024/25 Full Application

Funding in year 2029

APPLICANT: City of Sauk Rapids

PROJECT: Mayhew Lake Road NE (CSAH 1) Trail Extension

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2024/25 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2029. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2024/25 Solicitation Timeline

- **Monday, October 7th, 2024** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 1st, 2024** – Deadline for applicants to submit letters of intent.
- **Wednesday, November 27th, 2024** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, December 2nd, 2024** – Official start of full application period.
- **Friday, January 10th, 2025** – Deadline for applicants to submit full applications.
- **Thursday, April 3rd, 2025** – Deadline for ATP-3 to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.** Understanding the location of these historically underrepresented communities is critically important. Often, individuals within these communities have a disproportionately high potential to be adversely impacted by transportation changes including infrastructure projects. In addition, these communities typically have a higher-than-average likelihood of not having access to affordable and/or reliable transportation.

In Criterion #3, detail how this project impacts or affects traditionally underserved or marginally disadvantaged populations including the following:

- Disabilities Population
- Poverty or Percent below 185% Poverty Rate
- People of Color (Black, Indigenous, People of Color-BIPOC)
- Youth Population (under age 18)
- Elder Population (over age 65)
- Zero Vehicle Households (households without access to a motor vehicle)
- Foreign Born Population

and describe mitigation strategies (if any) to prevent adverse impacts.

- **MnDOT's Office of Transit and Active Transportation (OTAT)** Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool - <https://mndotspacedev.mn.gov/>.

DIRECTIONS:

- Click on the Layer's graphic (on left side).
- Click on the "*SPACE scored Hexagons.*"
- When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: Mayhew Lake Road Trail Extension

Project is located in which county(ies): Benton

Brief project description (100 words or less): Construction of a separated 10-foot wide bituminous multi-use trail along the east side of Mayhew Lake Rd NE/CSAH 1 from Osauka Rd NE extending approximately 1,050 feet to the Sauk Rapids Rice High School north entrance road (aka water tower road), then extending east approximately 1,300 feet offset from and along the entrance road to Mayhew Creek Park (MCP), a 60 acre regional combination active and passive recreation park that currently includes trails and a disc golf course with a 4-field little league baseball complex and associated bituminous and concrete ADA accessible trails and walks under construction.

Project applicant: City of Sauk Rapids

Previous Application:

- **Has this project been previously submitted to the ATP-3 for TA funds and not awarded?** No Yes
If so, what year(s)? [Click here to enter text.](#)
- **Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project:** [Click here to enter text.](#)

Contact Information

Contact person (from applicant agency/organization): Ross Olson

Mailing address: 250 Summit Avenue North

City: Sauk Rapids **State:** Minnesota **Zip:** 56379

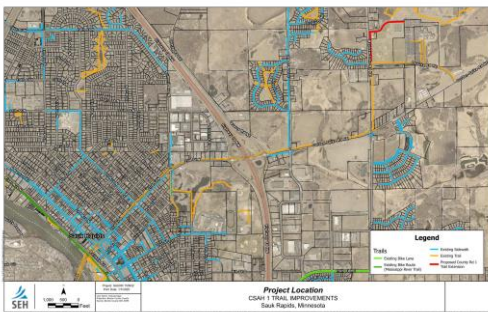
Phone: 320-258-5302 **Fax:** N/A **Email:** ROLSON@ci.sauk-rapids.mn.us

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Maps

- Insert Overview Map (Larger scale) – Attachment 2



- Insert Detail Map (Smaller scale {Beginning/End}) – Attachment 3



Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
See attached budget (Attachment 1)			\$432,779
TOTAL TABLE A:			\$432,779

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
See attached budget			\$147,145
TOTAL TABLE B:			\$147,145

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$579,924
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$432,779
- Applicant’s contribution toward eligible TA costs – minimum 20% match required: \$86,556
- Total amount requested in TA funds (**#2 minus #3**): \$346,223

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors.
- Construction of turnouts, overlooks and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- Archaeological activities.
- Environmental mitigation related to storm water management and habitat connectivity.
- Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life (elaborate in Criteria #1) and how it will improve existing conditions (elaborate in Criteria #2) and in safety (elaborate in Criteria #4) (Limit to 300 words):

The project involves increasing safety and pedestrian confidence by constructing an off-street separated 10-foot bituminous multi-use trail to provide safe pedestrian and bicycle connection. Mayhew Creek Park does not have direct sidewalk or trail access from CSAH 1. CSAH 1 is a rural style road with high volumes of traffic at a speed of 50-55 miles per hour making it unsafe for walking and biking to/from this regional park, neighboring residential developments, and the high school. In 2021 the City of Sauk Rapids connected a TA funded bituminous separated trail to the south entrance to the high school off CSAH 1 from CSAH 3 to Osauka

Rd NE. Shortly preceding that project, improvements made to CSAH 3 extended a bituminous trail from the core city to CSAH 1 and 3 intersection. The Mayhew Lake Trail Extension project compliments and builds on these other regional projects, as well as connects a critical gap in the trail system.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project (*elaborate in Criteria #3*) (**Limit to 200 words**):

The main users will be the surrounding neighborhoods, including the single-family detached and apartment buildings developments to the west and single-family development to the south. More development is planned for the area, including low density residential, and neighborhood mixed use (residential and commercial). Users of the facility include students and faculty of the high school – with estimates usage of the facility by approximately 7% of the 1,530 students and staff at the school during the academic year. In addition, with the further development of Mayhew Creek Regional Park, it is estimated an additional 10 recreational users daily will use the facility to access the park’s amenities. In total, estimated daily usage of the facility will be approximately 120 users.

- Explain current and future ownership of the property (*elaborate in Criteria #6*) (**Limit to 100 words**):

The project area is owned by Sauk Rapids Rice School District and will require acquisition of a permanent easement and a small portion is on Benton County public right-of-way that will require County approval and a permit. Once the trail is constructed, it will be owned and maintained by the City of Sauk Rapids.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan. (In your narrative response below, provide link(s) to these plan(s); alternatively, you may include up to 3 pages per plan in the appendices.)

The project is identified in the City of Sauk Rapids Transportation Plan:

<http://ci.sauk-rapids.mn.us/index.asp?SEC=4EBABD7B-53FD-4B7E-8A22-8D122B780335>

([Fig3_JurisdictionalClassMap.mxd](#)) Figure 23 and Figure 27 of the plan identify the proposed CSAH 1 Trail as a future facility. The plan further supports the project by providing a framework for bicycle and pedestrian facilities in Section 3.6 Future Non-Motorized System Plan and Table 6 notes that the issue identified for this area is “perceived traffic speed not conducive to safe student travel.”

The project is identified in the Sauk Rapids 2040 Comprehensive Plan:

<http://ci.sauk-rapids.mn.us/index.asp?SEC=4EBABD7B-53FD-4B7E-8A22-8D122B780335>

([2040 Sauk Rapids Comprehensive Plan FINAL Full Res.pdf](#)) Figure 5.2.2011 Transportation (Pedestrian System Plan) is incorporated into the Comprehensive Plan and shows the future trail along Mayhew Lake RD/CSAH 1. The plan further supports the intent of the project as established through the connectivity goals and strategies. Chapter 3, Community Directives, A Place of Recreational Opportunities states a goal to

“Provide recreational opportunities for all members of the community.” Connectivity Strategies include (1) Improve greenway and trail connections between existing and future community parks in the growth areas, and further develop the trail network in the community while integrating the Central Minnesota Regional Parks and Trails plan. (2) Focus development efforts on area-wide community parks serving larger populations and not localized neighborhood parks. (3) Encourage the creation of neighborhoods that have access to parkland and trails within a walkable distance. Chapter 5, Transportation & Mobility Framework states a goal to Create a Well-Connected Street Network with various strategies, including to (1) Build a community-wide sidewalk and trail network that links households, schools, parks, commercial services, and job centers. (2) Build streets to meet broad community values regarding traffic management, pedestrian and bicycle accommodations, traffic calming, on-street parking, aesthetics and beautification, and environmental protection/enhancement.

The project is identified in the St. Cloud Area Planning Organization (APO) 2022 Regional Active Transportation Plan:

<https://stcloudapo.org/wp-content/uploads/2022/09/Appendix-A-Sauk-Rapids-City-Profile.pdf>

Figure A.20 and A.22 Sauk Rapids Phase 1 Needs Analysis identifies the trail connection along CSAH 1 from Osauka RD NE north as a future project. Figure A.26 recommends extending the regional shared use path along Mayhew Lake RD/CSAH 1). The project furthers the goals of the plan by improving safety, comfort, and access to desired destinations. Sauk Rapids Plans for Active Transportation, Active Transportation Needs Assessment establishes the following goals: (1) Improve bicycle and pedestrian safety and comfort. (2) Improve active transportation connections to desired destinations. (3) Improve the condition of active transportation infrastructure. (4) Provide equitable access to active transportation facilities for all people of all abilities. (5) Promote an interconnected regional active transportation network.

The project is identified in the Mayhew Lake Road Corridor Access Safety Study: https://stcloudapo.org/wp-content/uploads/2023/01/FinalReport_MayhewLakeRoad_reduced-no_appendices.pdf. The study shows the planned project with the trail extending east from CSAH 1 to the park and high school. Section 2.1 notes Mayhew Lake Road Corridor Characteristics as a two-way rural style roadway with paved shoulders with a speed limit of 50-55 mph (miles per hour); 40 mph near the high school at beginning and end of the day. The plan further supports the project in Section 4.4 Multimodal Needs which states “With more residential developments anticipated along both sides of the corridor, the new Mayhew Creek Park, and an existing high school, there is a need to enhance the safety, mobility, and accessibility for non-motorists; currently non-motorists use the shoulders along the corridor.

- Detail the level of public involvement in which the project was developed, adopted and/or approved.

Public engagement for the Sauk Rapids Transportation Plan included three open houses, two transportation stakeholder meetings, and two non-motorized stakeholder meetings.

Public engagement for the City Comprehensive Plan included a pop-up event in August of 2021 at Rock the Riverside to kick-off the planning process. Additionally, online engagement was conducted through Social Pinpoint and an open house was held for the community on December 19, 2023.

Community engagement in preparing the St. Cloud Area Planning Organization (APO) 2022 Regional Active Transportation Plan included an online survey through SurveyMonkey with 127 responses and an online map through a Wikimapia platform with 27 responses. Additionally, approximately 2,700 people were reached through Facebook and 180 engagements were made and further outreach conducted through local media outlets and area organizations, along with numerous committee meetings.

In completing the Mayhew Lake Corridor Access Safety Study, public and stakeholder engagement sessions were conducted to elicit feedback from the community. Engagement activities included two public open house meetings, one pop-up meeting, and a presentation to elected officials. A study webpage also included corridor information, online surveys, and online interactive maps.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.

The Mayhew Lake Road Trail will connect to the existing trail along Mayhew Lake Road/CSAH 1 at Osauka RD NE where it currently ends extending north to Mayhew Creek Park. The trail project will allow students access to tennis courts, and multi-purpose athletic fields without having to travel along Mayhew Lake Road, which in turn connects to Great River Road (CR 133) and the federally funded Mississippi River Trail (MRT) in the heart of downtown Sauk Rapids.

- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.

Mayhew Lake Road/CSAH 1 includes a paved shoulder on a rural style road with high volumes of traffic at a speed of 50-55 miles per hour making it unsafe for walking and biking to/from Mayhew Creek Park, neighboring residential developments, and the high school. Given the lack of safe pedestrian and bicycle facilities along Mayhew Lake Road, the safer options for students are to drive or walk/bike through the high school parking lot to access the regional park. Walking/biking through the high school parking lot is not ideal due to drivers backing out of parking spaces and because there are more inexperienced drivers. Pedestrian and bicycle conditions will be improved with the construction of a 10-foot wide bituminous trail as it will be separated from vehicle traffic.

- If part of a large/regional network, detail how the proposed project will start, complete or further the completion of the network. For projects furthering the completion of an existing network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

Construction of this trail segment will connect to the existing trail at Mayhew Lake RD NE/CSAH 1 and Osauka Road NE where it currently ends and extend to Mayhew Creek Park. The project will complete a critical gap allowing access to a 60-acre regional park. Planned amenities in Mayhew Creek Park include more trails, baseball fields, multi-purpose fields, a playground, sledding hill, and aquatic center. The park will draw recreational users from the surrounding neighborhoods and beyond because of the amenities and size of the park. The project will connect with the Mississippi River Trail (MRT) in the heart of downtown Sauk Rapids and in the future will extend north to CR 29 to more neighborhoods.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.

The users of the trail are both pedestrians and bicyclists. It is anticipated that there will be more bicyclists than pedestrians based on the expected youth traveling to/from the school and park from a distance of one-mile. Users of the facility include students and faculty of the high school – with estimates usage of the facility by approximately 7% of the 1,530 students and staff at the school during the academic year. In addition, with the further development of Mayhew Creek Regional Park, it is estimated an additional 10 recreational users daily will use the facility to access the park’s amenities. In total, estimated daily usage of the facility will be approximately 120 users. In addition, 10 recreation users per day are expected, for a total of 120 users per day.

- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

Both the high school and Mayhew Creek Park are destinations for students, faculty, parents, and recreational users. The high school is adjacent to the regional park and will generate visitors for sport activities. Given the proximity of the school to the park and utilization of the park by the school population for sports practice, this trail connection is imperative as it facilitates safe movement to/from the school and park. As Mayhew Creek Park continues to develop and the surrounding area grows with new residential housing, it will draw even more users. This regional park is 60-acre is size with a variety of planned amenities, including more trails, baseball fields, multi-purpose fields, a playground, sledding hill, and aquatic center.

- Using the SPACE tool from page 4, provide applicable percentages and describe how the proposed project will benefit traditionally underserved or marginally disadvantaged populations, which include the following:
 - Disability Population
 - People of Color (Black, Indigenous, People of Color-BIPOC)
 - Foreign Born Population
 - Youth Population (under age 18)
 - Elder Population (over age 65)
 - Poverty or Percent below 185% Poverty Rate
 - Zero Vehicle Households, etc. (households without access to a motor vehicle)

The SPACE tool was used for the project area. A space score of 42 was assigned. Points were assigned for the following items: disability, elder, youth, and no vehicle. The project area includes the following populations: disability- 12.90 %, BIPOC- 6.5%, foreign born- 1.2%, youth- 16.60%, elder- 12.90%, and zero vehicle households- 1.40%. The percent below the 185% poverty rate is 31.10% and 16.4% live in poverty. The EJSreen Report extending one-half mile (impact area) from the project area along the CSAH 1 corridor indicates that 17% of the residents have a low income and 36% are under 18 years of age, which are populations less likely to drive and/or own a vehicle and more likely to be reliant on non-motorized transportation options. Nearly 2 out of 5 residents within the impact are under the age of 18 and many of these youth go or will go to the high school which is adjacent to Mayhew Creek Park for their education and activities. This project will provide a safe pedestrian and bicycle connection between the school and park rather than having students walk or bike through the school parking lot as students will use the park for practice for their high school activities, including basketball, tennis, football, baseball, and more. Additionally,

the Mayhew Lake Trail will provide safe pedestrian and bicycle access for populations with limited income to participate in outdoor recreation activities at little to no cost.

- Detail how this project may impact (if any) the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.

There are no adverse impacts to underserved or disadvantaged communities anticipated but rather completing this trail segment will increase safety for all residents walking and biking along the highly traveled corridor to Mayhew Creek Park. It is anticipated that there will be minimal impacts during trail construction for those who would want to access the school facilities along water tower road. Construction of the trail would be completed in the summer within a short timeline minimizing the impact.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.

Mayhew Lake RD/CSAH 1 is a highly traveled minor arterial, rural style roadway with an AADT of 3,300 in the project area. This roadway has a shoulder for pedestrians and bicyclists but given the high-speed limit at 50-55 mph and ditch along the corridor of the project area, it is unsafe for pedestrians and bicyclists. The Mayhew Lake Road Corridor Access and Safety Study notes that there were nine vehicle crashes along the corridor between 2017 and 2021, not including any intersection crashes. Figure 10 of the Study reported Osauka Rd NE and the Sauk Rapids Rice High School north entrance as areas of concern. There were four vehicle crashes at the intersection of CSAH 1 and Osauka RD NE and two vehicle crashes at the intersection of CSAH 1 and high school entrance (aka water tower road).

- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).

The project is construction of a 10-foot wide bituminous trail that is separated from vehicle traffic along Mayhew Lake Road/CSAH 1 and water tower road, which will provide for safe pedestrian and bicycle travel.

- Explain how this project safely integrates with other modes of transportation.

The separated off-street trail will provide immediate critical safety improvements for residents and school students and faculty. Construction of the trail extension will have a positive impact to the area for pedestrians, bicyclists, and vehicles as it will separate the vehicle and pedestrian/bicycle facilities implementing serving multi-modal transportation.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.

The maintenance plan will be carried out by the city and is anticipated to include snow removal as needed, a fog seal at years three and thirteen, crack sealing every three years, and vegetation and root control on an annual basis. No other agency maintenance agreements are anticipated at this time; however, the City, Benton County, and Sauk Rapids Rice School District have a long history of collaborating on maintenance items. The trail is anticipated to be available for use year around.

- Describe the extent of project development completed to date (e.g., Concept, Typical Sections, Feasibility Report, Engineer Estimate, Preliminary Construction Plans, Layouts, etc.).

Preliminary engineering plans have prepared, including concept, typical sections, and the engineer estimate. Final Construction plans will be prepared.

- Will the project be crossing any existing bridges? If so, has the bridge been vetted to know if it can handle the additional traffic and any additional weight?

No

- Address any issues, environmental concerns, property ownership issues or design challenges.

The trail design is relatively straight forward. We will continue to work through permitting with Benton County and easement acquisition with the Sauk Rapids Rice School District. The City collaborated with both entities in the same manner with the CSAH 1 Trail segment from CSAH 3 to Osauka Road NE. On that project the School District donated the necessary easements.

- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits. Include any permits already obtained.

CATEX will be followed. It is currently anticipated that the environmental review will conclude a categorical exclusion. No environmental permits will be needed, however, a City of Sauk Rapids Land Disturbance permit, a County permit and an NPDES Construction permit will be obtained.

- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

Local matching funds, including funds to cover 20% of the construction cost and 100% of the ineligible costs will be provided through City Capital Improvement Fund.

Criteria #6 Right of Way: 10 possible points

Describe the status of right of way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.

The Sauk Rapids Rice School District is aware of the trail easement needed and is supportive of the project. A trail easement agreement will be presented to the school district for School Board approval.

- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right of way, and any work that requires collaboration with rail. If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

A majority of the trail would be on Sauk Rapids Rice School District's property and a small portion would be on Benton County right-of-way. Both Sauk Rapids Rice School District and Benton County are supportive of the trail extension project. A trail easement will be acquired from the Sauk Rapids Rice School District as well as approval from Benton County to construct in their right-of-way. The City collaborated with both entities in the same manner with the CSAH 1 Trail segment from CSAH 3 to Osauka Road NE. On that project the school district donated the necessary easements.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county, or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

THEREFORE, BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

RESOLUTION NO. 2024-55

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT APPLICATION**

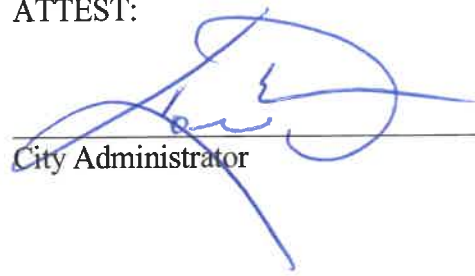
BE IT RESOLVED that the City of Sauk Rapids agrees to act as sponsoring agency for the project identified as the Mayhew Lake Road NE (CSAH 1) Trail Extension project seeking Transportation Alternatives funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with the project and responsibility for seeing this project through its completion, with compliance of all applicable laws, rules, and regulations.

BE IT FURTHER RESOLVED, the City Council of the City of Sauk Rapids is hereby authorized to act as agent on behalf of this sponsoring agency.

**ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 16TH DAY OF DECEMBER
2024.**



Mayor

ATTEST:


City Administrator

CITY SEAL:

RESOLUTION NO. 2024-56

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT MAINTENANCE AGREEMENT**

WHEREAS, the Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and


WHEREAS, the City of Sauk Rapids is the sponsoring agency for the transportation alternatives project identified as the Mayhew Lake Road NE (CSAH 1) Trail Extension project.

THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 16TH DAY OF DECEMBER 2024.



Mayor

ATTEST:


City Administrator

CITY SEAL:

Application Checklist

This section is required for all applicants.

- Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- General Information section completed.
- Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ATP Project Evaluation section completed.
- Sponsoring Agency Resolution completed. N/A
- Resolution Agreeing to Maintain Facility completed.
- Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- Legible project location map showing project termini and featured locations described in the narrative portion of the application. (SEE SHEET 6)
- Letter of Support REQUIRED from MnDOT District Engineer for any improvement within Trunk Highway Right of Way. (6 weeks before application deadline) N/A**
- Letter of Support REQUIRED from Local Road Authority for any improvement within Local Roadway Right of Way. (6 weeks before application deadline)**

Other enclosures for Applicants requesting TA Program funds

- Documentation of financial support (letters, agreements, etc.).
- Documentation of plans and public participation.
- Project schedule.
- Maps, graphics, photos, typical sections.

Application Submittal

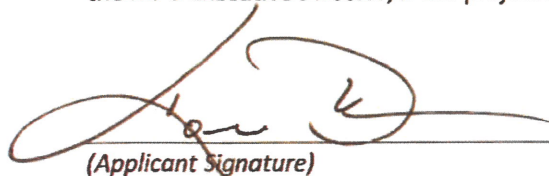
- Applicant is seeking TA Program funds and submitted, **by January 10, 2025**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
MN Department of Transportation
District 3 – Baxter
7694 Industrial Park Road
Baxter, MN 56425
218/828-5808

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.



(Applicant Signature)

1-8-25

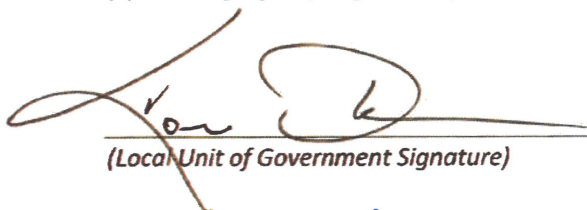
(Date)



(Sponsoring Agency Engineer Signature)

1/8/2025

(Date)



(Local Unit of Government Signature)

1-8-25

(Date)



(If in MPO area, signature of MPO Executive Director)

1-9-25

(Date)

Attachment 1

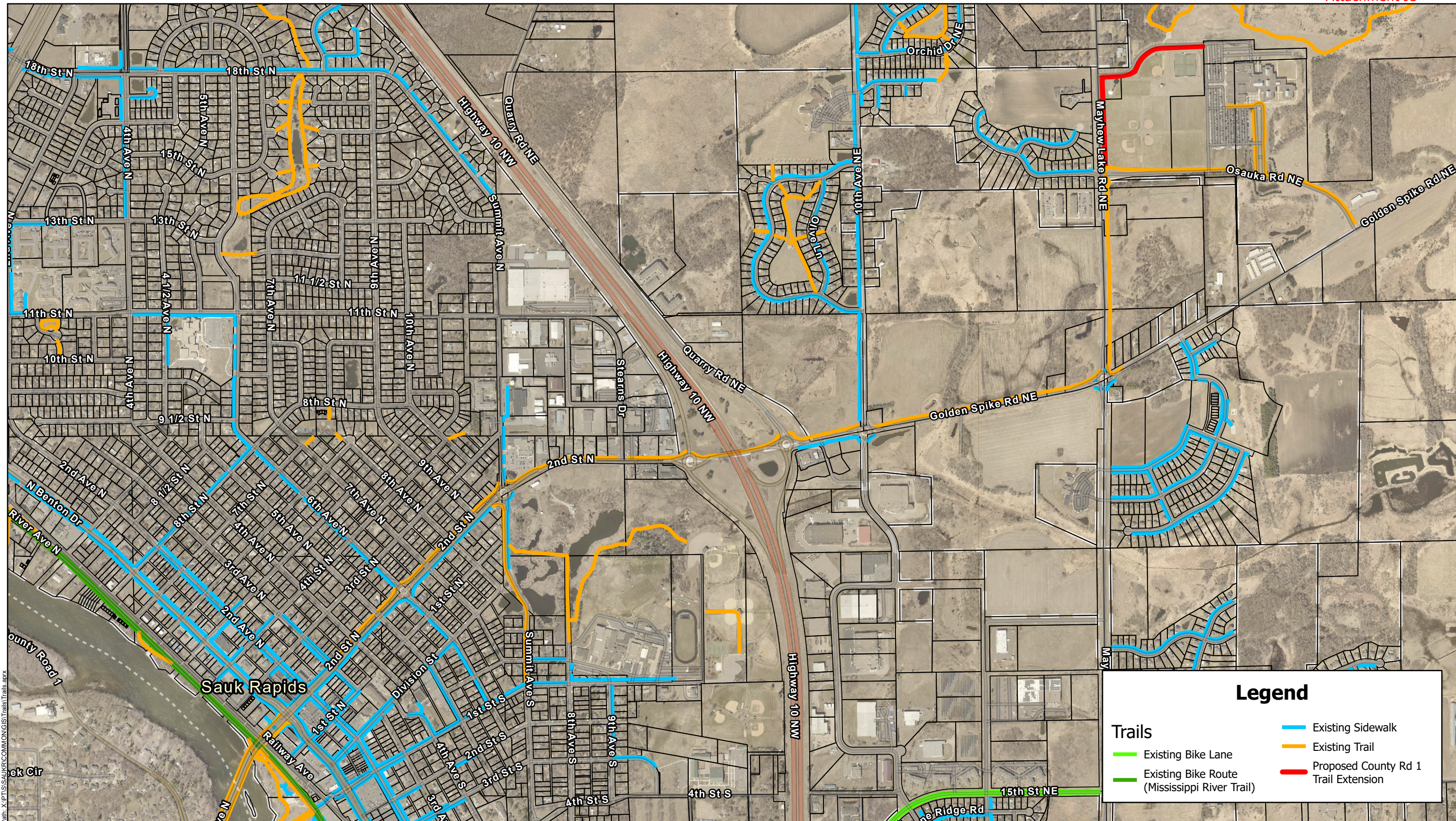
Cost Estimate

ITEM NO.	MNDOT NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	TOTAL QUANTITY	UNIT PRICE	TOTAL
1	2021.501	MOBILIZATION	LUMP SUM	1.00	\$31,880.00	\$31,880.00
2	2101.502	CLEARING	EACH	8.00	\$319.00	\$2,552.00
3	2101.502	GRUBBING	EACH	8.00	\$319.00	\$2,552.00
4	2104.502	REMOVE BOULDERS	EACH	3.00	\$128.00	\$384.00
5	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	130.00	\$13.00	\$1,690.00
6	2104.503	REMOVE CURB AND GUTTER	LIN FT	100.00	\$15.00	\$1,500.00
7	2104.503	SALVAGE CHAIN LINK FENCE	LIN FT	810.00	\$26.00	\$21,060.00
8	2104.503	SALVAGE APRON (STORM)	EACH	1.00	\$446.00	\$446.00
9	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	100.00	\$26.00	\$2,600.00
10	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	1.00	\$25,504.00	\$25,504.00
11	2104.601	RELOCATE STORM SIREN	LUMP SUM	1.00	\$6,376.00	\$6,376.00
12	2105.504	GEOTEXTILE FABRIC TYPE 5	SQ YD	2,995.00	\$6.00	\$17,970.00
13	2105.507	COMMON EXCAVATION (P)	CU YD	1,249.00	\$38.00	\$47,462.00
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	hour	5.00	\$230.00	\$1,150.00
15	2211.507	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	998.75	\$64.00	\$63,920.00
16	2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	12.00	\$54.00	\$648.00
17	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	125.00	\$5.00	\$625.00
18	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	450.00	\$153.00	\$68,850.00
19	2501.502	INSTALL 18" RC PIPE APRON	EACH	1.00	\$638.00	\$638.00
20	2501.503	18" RC PIPE CULVERT DESIGN 3006 CLASS V	LIN FT	16.00	\$102.00	\$1,632.00
21	2521.518	6" CONCRETE WALK	SQ FT	400.00	\$28.00	\$11,200.00
22	2531.503	CONCRETE CURB & GUTTER DESIGN B612	LIN FT	100.00	\$61.00	\$6,100.00
23	2531.618	TRUNCATED DOMES	SQ FT	80.00	\$89.00	\$7,120.00
24	2557.603	INSTALL CHAIN LINK FENCE	LIN FT	430.00	\$64.00	\$27,520.00
25	2557.602	CHAIN LINK FENCE GATE	EACH	1.00	\$2,550.00	\$2,550.00
26	2563.601	TRAFFIC CONTROL	LUMP SUM	1.00	\$12,752.00	\$12,752.00
27	2564.618	SIGN TYPE C	SQ FT	30.00	\$128.00	\$3,840.00
28	2571.502	DECIDUOUS TREE 2.5 INCH B&B	EACH	8.00	\$638.00	\$5,104.00
29	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	2.00	\$1,530.00	\$3,060.00
30	2573.502	STORM DRAIN INLET PROTECTION	EACH	4.00	\$306.00	\$1,224.00
31	2573.502	CULVERT INLET END CONTROL	EACH	1.00	\$306.00	\$306.00
32	2573.503	SILT FENCE, TYPE MS	LIN FT	840.00	\$5.00	\$4,200.00
33	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	1,200.00	\$8.00	\$9,600.00
34	2574.505	SOIL BED PREPARATION	ACRE	1.25	\$332.00	\$415.00
35	2574.508	FERTILIZER TYPE 3	POUND	500.00	\$4.00	\$2,000.00
36	2575.505	SEEDING	ACRE	1.24	\$3,825.00	\$4,743.00
37	2575.508	SEED MIXTURE 25-151	POUND	312.00	\$8.00	\$2,496.00
38	2575.508	HYDRAULIC BONDED FIBER MATRIX	POUND	3,125.00	\$8.00	\$25,000.00
39	2575.605	SEEDING (TEMPORARY)	ACRE	1.24	\$1,500.00	\$1,860.00
40	2582.518	CROSSWALK MULTI-COMPONENT	SQ FT	150.00	\$15.00	\$2,250.00

CONSTRUCTION	\$432,779.00
ENGINEERING	\$121,178.00
LEGAL, ADMIN, GEOTECHNICAL, ROW, MISCELLANEOUS	\$25,967.00
TOTAL	\$579,924.00

Attachment 2

Project Location / Overview Map



Legend

Trails	Existing Sidewalk
Existing Bike Lane	Existing Trail
Existing Bike Route (Mississippi River Trail)	Proposed County Rd 1 Trail Extension

1,000 500 0 Feet

Project: SAUKR 150932
 Print Date: 1/7/2025

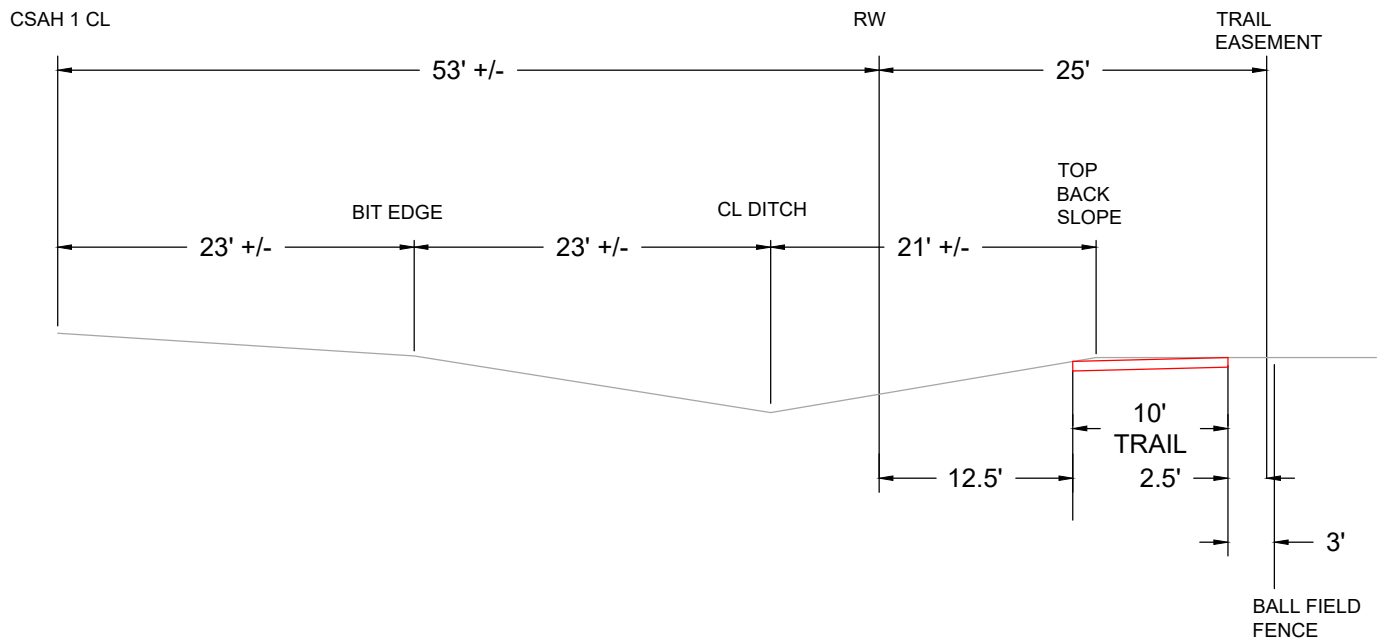
User Name: msteuernagel
 Projection: Benton County Coords
 Source: Benton County GIS, ESRI

Project Location
 CSAH 1 TRAIL IMPROVEMENTS
 Sauk Rapids, Minnesota

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Attachment 3

Construction Detail Section and Map



Save: 12/16/2024 2:17 PM jknettel Plot: 12/16/2024 2:32 PM X:\PT\SAUKR\COM\M\ONI\General\Numbers 125+IG153 FY 2029 AT TTA SRTS Applications\1-genlit\8-grant\trails proj\loc\SR_CR 1 N\trail_layout.dwg



PROJECT NO.
SAUKR 176733
DATE:
12/16/24

**MAYHEW LAKE RD NE (CSAH 1)
TRAIL EXTENSION
TYPICAL SECTION
SAUK RAPIDS, MINNESOTA**

FIGURE
NO. 3

NORTH HIGH SCHOOL ENTRANCE

20' TRAIL EASEMENT

MAYHEW LAKE ROAD NE (CSAH 1)

RIGHT OF WAY

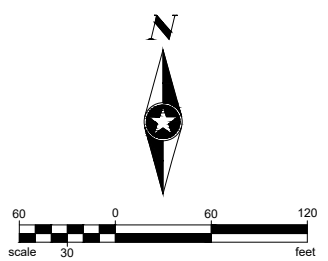
25' TRAIL EASEMENT

10' BITUMINOUS TRAIL

EXISTING FENCE (TYP.)

OSAUKA ROAD NE

Save: 12/16/2024 2:35 PM [Intel] Plot: 1/8/2025 9:49 AM X:\PT\S\SAUKR\COMMON\General Numbers 125+IG163 FY 2025 AT TA SRTS Applications\1-gen\18-grant\1-trails proj loc\SR_CR 1 N trail_layout.dwg



PROJECT NO.
SAUKR 176733
DATE:
01/08/2025

**MAYHEW LAKE RD NE (CSAH 1) TRAIL EXTENSION
PROJECT LAYOUT
SAUK RAPIDS, MINNESOTA**

FIGURE
NO. 2

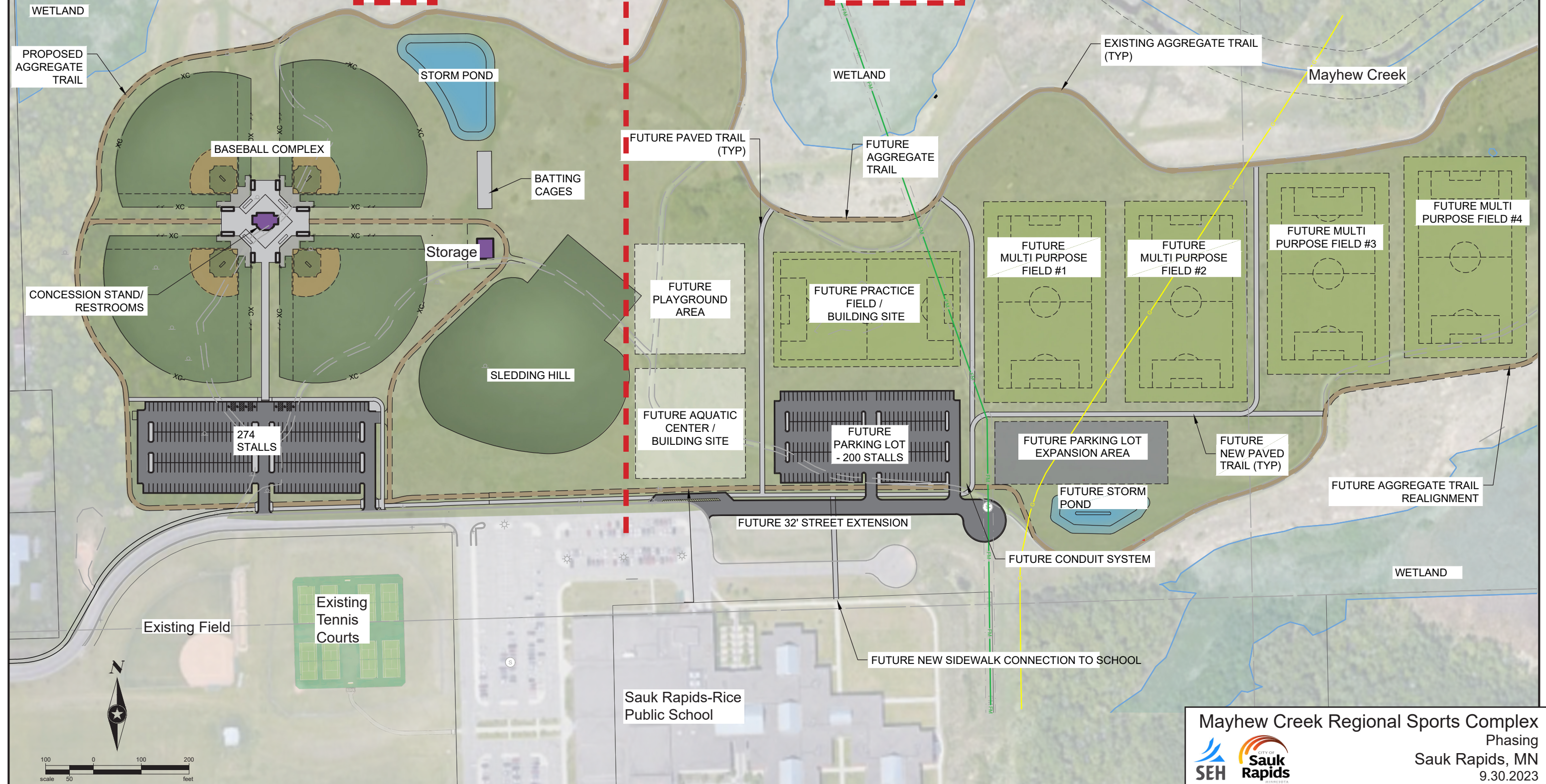
Attachment 4

Mayhew Creek Park Regional Sports Complex Plan

Note:
This concept plan provides general planning information for identifying potential future city and school district public amenities and associated facility needs. Features shown are to approximate scale and represent estimated on site conditions. Additional analysis, data collection, surveying, planning, design and other due-diligence will be necessary to further develop any future improvements beyond Phase 1.

Phase 1

Future Phases



Attachment 5

City of Sauk Rapids Transportation Plan

3.6 Future Non-Motorized System Plan

The goal of the Non-Motorized System Plan is two-fold. As a complement to the motorized roadway system, a fully developed and interconnected bicycle and pedestrian network has the potential to relieve roadways from vehicle trips that can easily be made by walking or biking; additionally, a non-motorized transportation network encourages an active and healthy community through increased access to both recreational and commuter use of bicycle and pedestrian travel. A multimodal approach to transportation planning supports community vitality and improves the quality of life by creating a more efficient and balanced transportation system. For many years bicycle and pedestrian activities were viewed as predominantly recreational in nature. However, over the last several years bicycling and walking as a means of transportation and commuting has taken a more visible role in communities throughout Central Minnesota.



In response to the increasing demand for recreational trails and commuter routes, significant investments in non-motorized infrastructure have been made over the last decade throughout the greater St. Cloud Area. Improvements to the regional network, such as the Lake Wobegon Trail and Beaver Island Trail, provide valuable opportunities for connections with local trail networks that may be developed and expanded throughout Sauk Rapids. In addition to the regional trail systems, ongoing sidewalk improvement projects, expanded roadway shoulders and potentially designated bike lanes are system improvements that collectively will aid in serving the needs of all transportation network users.

Large-scale, regional, infrastructure improvements are predominantly related to grade separated, multi-use trail systems, while sidewalk improvements are taking place on a smaller, more neighborhood level scale within the city. Providing a connection between sidewalk and trail systems is an ongoing effort, which will be enhanced over the years ahead as funding becomes available.

Sauk Rapids is also anxiously awaiting the development of the Mississippi River Trail (MRT). The MRT is a 10-state cycling route that travels over 2,000 continuous miles between the headwaters of the Mississippi at Lake Itasca to the Gulf of Mexico. For more information on the MRT, see <http://www.mississippirivertrail.org>.

Bicycle and Pedestrian Trip Generators

The goal when initiating a bicycle and pedestrian plan is to establish the safest and most direct route to major trip generating areas. In order to fulfill this goal, the city must examine existing land use and transportation infrastructure. The most common trip generating areas in Sauk Rapids include schools, transit stops, government buildings, retail centers, park and recreation areas, and residential developments. To achieve a more connected network for bicyclists and pedestrians, this plan has identified system gaps which will assist the City in programming infrastructure improvement projects as funding becomes available.

Bicycle and Pedestrian Trip Barriers

In order to establish a successful and interconnected system of bikeways and walkways communities strive to ensure bicyclists and pedestrians have safe means

of crossing barriers such as waterways or roadways with high volumes and/or traffic speeds; as well as less obvious barriers such as pedestrian curb ramps that are not compliant with current accessibility standards. Predominant trip barriers in Sauk Rapids include primary arterial roadways such as Highways 10 and 15 and the Mississippi River.

3.6.1 City-Wide Non-Motorized Facilities

There are numerous non-motorized facilities throughout Sauk Rapids; from sidewalks and wide shoulders to grade separated multi-use trails, numerous opportunities for non-motorized travel have already been implemented. As the city continues to move forward and invest in non-motorized transportation infrastructure, there are opportunities to eliminate gaps in the system as well as develop and expand multi-use trail and sidewalk facilities. A facility (infrastructure) survey was completed in 2010 to identify the location of existing facilities and highlight areas that could be served by future infrastructure improvements. As part of the assessment of non-motorized facilities within Sauk Rapids, the following goals, objectives, and policies (see Table 2) have been identified as a framework to assist the city in future planning, community engagement, and facility development.

Table 2 – Non-Motorized Facility Goal Identification

GOAL # 1 SAFETY & ENFORCEMENT	GOAL # 2 BICYCLE & PEDESTRIAN INFRASTRUCTURE	GOAL # 3 PROMOTION, EDUCATION & SOCIAL SUPPORT
Maximize opportunities for safe, convenient, and pleasant travel for bicyclists and pedestrians.	Design and maintain roadways that accommodate all travel modes through a functional network.	Empower people to bike and walk; and to create the social and economic environments which support these modes.
OBJECTIVE A:	OBJECTIVE A:	OBJECTIVE A:
Develop awareness of the rights and responsibilities of bicyclists and pedestrians within the transportation network; including the awareness on the appropriate interactions between motorized and non-motorized users of the transportation network.	Facilitate safe and convenient mobility and access to services and destinations via an interconnected bicycle and pedestrian network.	Creation of a bicycle and pedestrian facilities map that is readily available to the public; to encourage ease of use of the non-motorized transportation network.
OBJECTIVE B:	OBJECTIVE B:	OBJECTIVE B:
Collaborate with law enforcement to enforce safe and legal biking and walking practices.	Increase connectivity of the existing non-motorized network through systematic connections and elimination of network gaps.	Promote and advocate for bicycle and pedestrian transportation through public awareness campaigns and activities.
POLICY # 1	POLICY # 1	POLICY # 1
Collaborate with the Sauk Rapids-Rice School District to coordinate Safe Routes to School (SRTS) programs and funding opportunities.	Support local efforts to preserve and utilize non-motorized infrastructure development opportunities.	Support local citizen groups and the business community in the promotion of campaigns such as National Bike Month (May), Walk to Work Day, Walk to School Week, bike rodeos, etc.



SAUK RAPIDS TRANSPORTATION PLAN

City-Wide Bicycle/ Pedestrian System Plan

Legend

- Existing Facilities
- Future Facilities
- Pleasantview Elementary School
- Sauk Rapids High School
- Sauk Rapids Middle School
- Mississippi Heights Elementary School

Boundaries

- Existing Sauk Rapids City Limits
- Sartell
- Saint Cloud

Annexation Boundaries

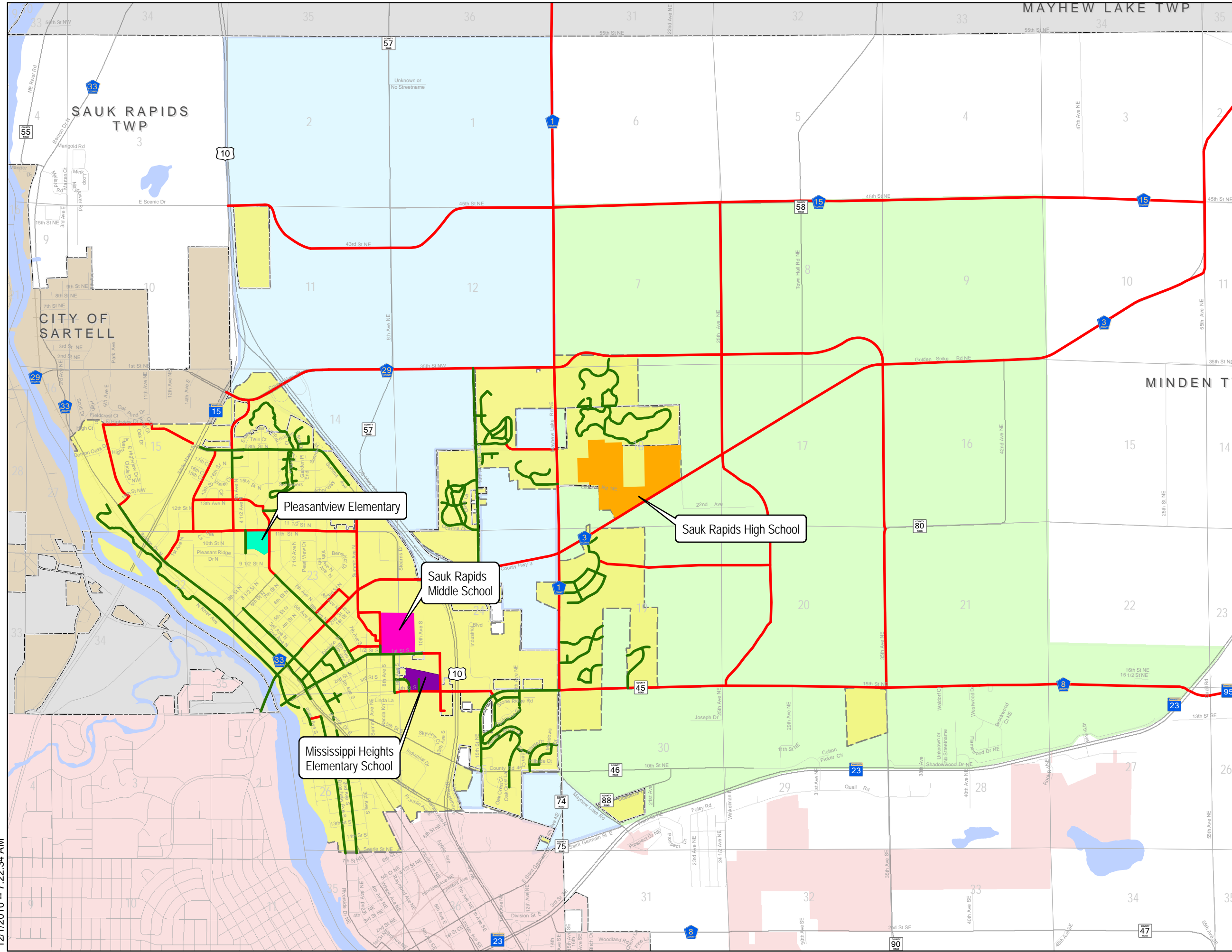
- Minden Township
- Sauk Rapids Township

Sources: Benton County, MnDNR, LMIC, SEH, APO, City of Sauk Rapids, MnDOT

0 0.5 1 Miles

FIGURE 23

Map Document: (P:\PT\GIS\Sauk\110592\GIS\Maps\Report\Fig23_CitywideBicyclePedestrianPlan.mxd) 12/1/2010 -- 7:22:34 AM



Attachment 6

2040 Sauk Rapids Comprehensive Plan



A PLACE WHERE AN EFFECTIVE PUBLIC/PRIVATE TRANSPORTATION SYSTEM IS AVAILABLE

Sauk Rapids should strive for the most effective, safe, and coordinated transportation system possible. The community expects effective roads, public transit, sidewalks, and trail systems that offer alternative modes of moving people and goods around and through the city. New

transportation corridors in growth areas should be protected and connected to the existing transportation without adverse impacts.

Goals

- Provide a safe, efficient, and adequate transportation system that serves and balances both access and mobility needs.
- Maintain a transportation system that is coordinated and cost-effective.
- Support alternative transportation such as bicycling, walking, and transit.

Development Strategies

76. Allow for the provision of safe and adequate access to all properties through the implementation of subdivision regulations.
77. Connect streets in developing areas to the existing network of streets and reflect its character and design.
78. Support master plans of the city's growth areas that identify future transportation corridors and by acquiring needed right-of-way in advance when possible and through the use of official mapping.
79. Use the functional classification system to define and plan existing and new roadways.

Multimodal Strategies

80. Incorporate, where feasible, bicycle and pedestrian infrastructure and safety standards when planning changes, additions, or maintenance to roads, sidewalks, bridges, paths, or other public facilities.
81. Continue to maintain and seek ways to expand the existing network of bicycle and pedestrian trails throughout the city, including the feasibility of reusing the old Mississippi bridge to connect and enhance existing trail systems.
82. Encourage sidewalks and separated pathways, ten feet wide where feasible, along all arterial, collector, and local streets in developing residential and commercial areas through the city's subdivision regulations.
83. Support the connectivity of alternative transportation and continue to support and work with the MTC to provide and expand safe, affordable, and efficient public transit for residents and employees.
84. Explore opportunities to enhance public transit systems.

Design Strategies

85. Utilize design standards that protect the current vegetation, wetlands, and natural landscape when implementing trails, roadways, and other transportation paths when possible.
86. Create, strengthen and maintain the appearance of the city gateways and key transportation corridors through streetscaping, design standards, zoning, trails, lighting, sidewalks, signage, and other tools.
87. Construct roadways to reduce vehicle speeding.
88. Develop and utilize access management guidelines.

TRANSPORTATION & MOBILITY FRAMEWORK

The Transportation and Mobility Framework stresses the importance of placing multi-modal elements as a priority over the automobile. As part of this effort, the City will need to consider how to balance multi-modal enhancements with the automobile and future developments.

In order to create a safe transportation system for all road users, thoughtful consideration should be given to pedestrians, transit users, and bicyclists. Designing roadway networks that give primary consideration to the most vulnerable road users, including children, elderly and people with disabilities, creates a safer experience for everyone. Eliminating conflict points at intersections, increasing visibility and accessibility, and prioritizing safe road design benefits all users. The City should consider the following initiatives to help advance its transportation and multi-modal goals.



Create a Well-Connected Street Network

The network of streets in a community helps determine land use configurations. It is a challenging task for cities to balance the access needs of shoppers and employees of local businesses and industries, provide efficient through transportation for regional travelers, and account for recreational transportation opportunities.

A well-connected roadway system is one that is designed with a network of streets in a grid pattern that provides multiple, short routes to destinations. Therefore, new developments should be carefully planned to provide connections within individual developments, between developments, and by having a well-planned collector road network to complement the arterial highway network .

To best plan for all road users and create a well-connected street network, new developments should:

1. Establish a system of collector streets that serve as the primary traffic corridors connecting neighborhoods to arterial systems.
2. Build streets to meet broad community values regarding traffic management, pedestrian and bicycle accommodations, traffic calming, on-street parking, aesthetics and beautification, and environmental protection/enhancement.
3. Build a community-wide sidewalk and trail network that links households, schools, parks, commercial services, and job centers.
4. Be innovative with alternative street designs that help implement the community's vision and principles without compromising safety or increasing long term maintenance costs.
5. Consider parking strategies that include on-street parking in areas where off-street parking could be limited by sharing street area.
6. Establish and follow a program of street maintenance, repair, and reconstruction throughout the City to ensure quality and enduring street infrastructure.
7. Maintain the assessment policy for equitable sharing of improvement costs and the levy of special assessments for street reconstruction.
8. Use a context-sensitive (see sidebar next page) approach that integrates design, safety, cost considerations, environmental stewardship, and aesthetics when planning roadway and infrastructure improvements.
9. Minimize long block lengths, three-way intersections, and dead-ends (cul-de-sacs).

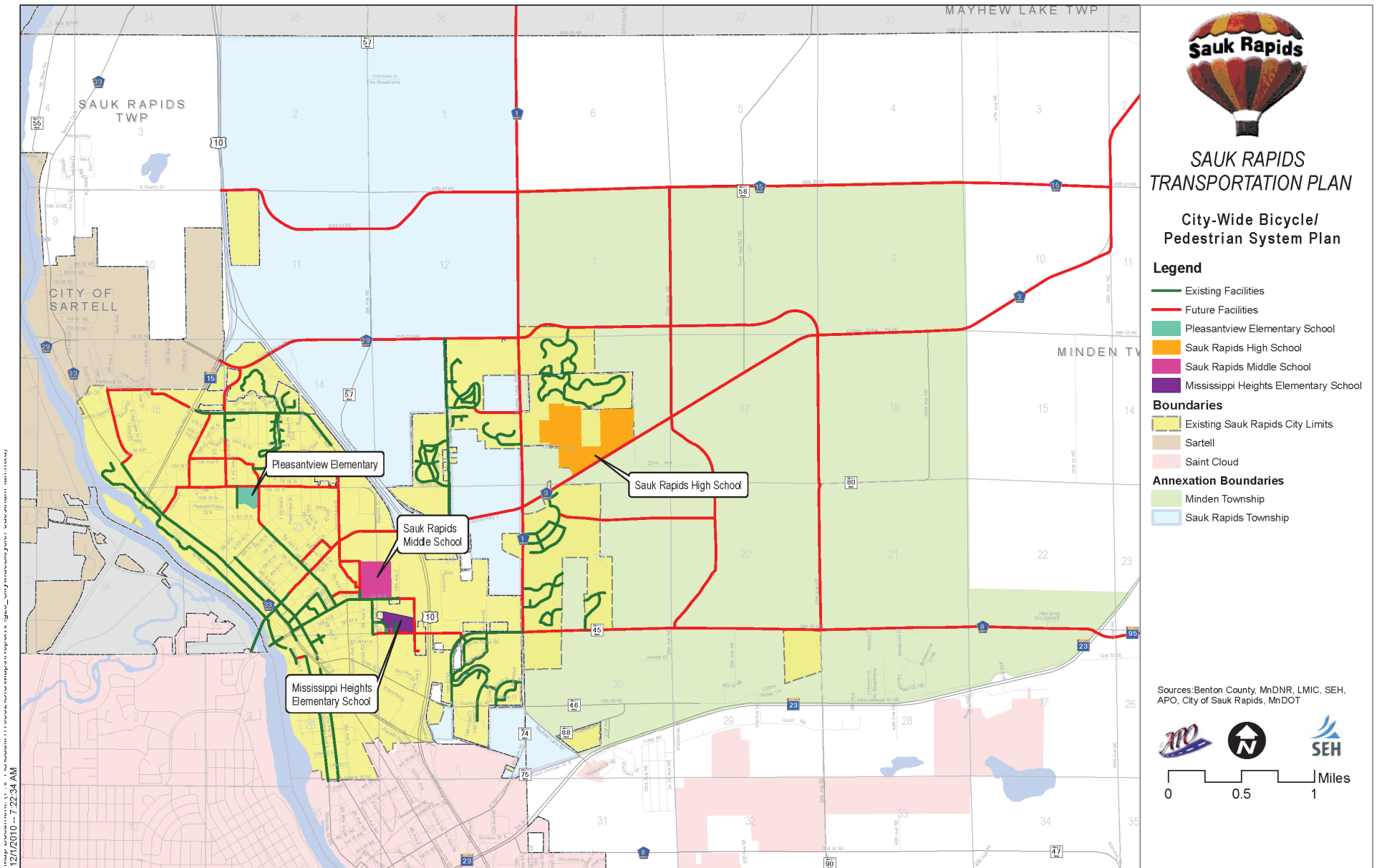
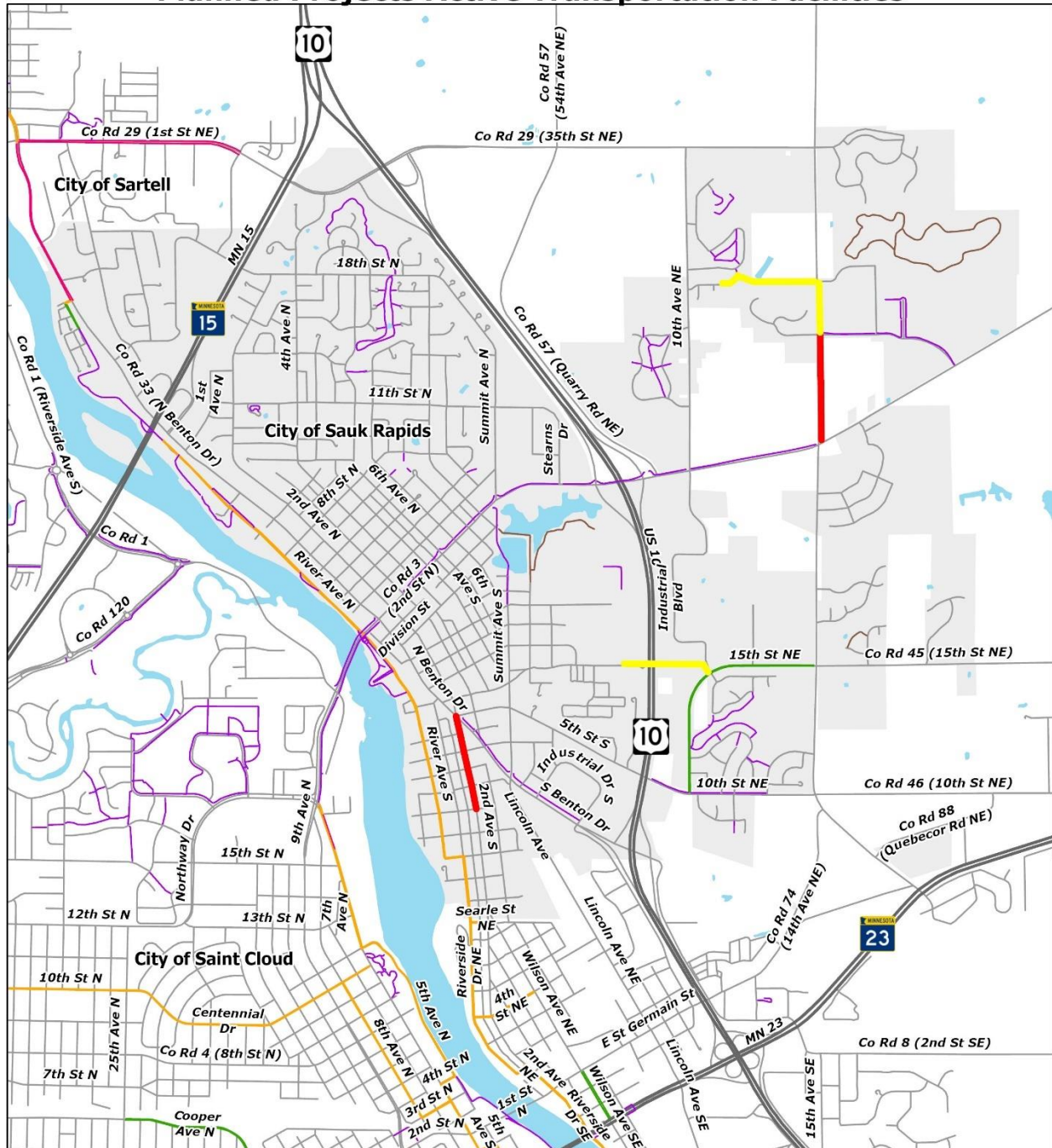


Figure 5.2 2011 Transportation Plan (Pedestrian System Plan)

Attachment 7

2022 Regional Active Transportation Plan

City of Sauk Rapids Programmed and Planned Projects Active Transportation Facilities



Legend

- Future Active Transportation Projects
- Programmed Project (2021-2024)
- Planned Project (>2025)
- City of Sauk Rapids Boundary

01/14/2022

0 0.25 0.5 1 Miles

FIGURE A.20 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES.

Areas of Need - City of Sauk Rapids														Issues	Potential Treatments
Safety & Comfort Factors		Connectivity Factors					Facility Condition		Equity Factors		2 ADA Compliance				
1 High Number of Fatalities	2 High Number of Injuries	3 Under Design Guidelines	4 No Adjacent P/B Facilities	5 Cited as Safety Concern	1 Access to Destinations	2 Access to Transit	1 On Road Conditions	2 Off Road Conditions	1 Underserved Demographic	2 ADA Compliance					
CSAH 3 (2nd St N) - Benton Dr to 3rd Ave N	X												X	Downtown area - crashes with injuries, intersections not ADA compliant	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards.
CSAH 33 (Benton Dr N) - TH 15 to CSAH 3	X												X	One fatality (TH 15), crashes with injuries (downtown), intersections not ADA compliant	Pedestrian and bicycle crossing improvements, traffic calming, bring intersections to ADA standards.
11th Street North				X	X	X	X							Major collector without adjacent facilities, serves school destination (Pleasantview), speed & safety concerns for students, lacks transit stops.	Construct sidewalks or shared use paths, crosswalks or crossing improvements, reduce speeds.
Summit Ave S - 1st St S to Benton Dr				X	X	X	X					X		Major collector without adjacent facilities, serves school destinations (elem, middle school), speed & safety concerns, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths, crosswalks or crossing improvements, reduce speeds.
River Ave N				X						X	X			Signed shared lane with 30 mph speed (25 mph is the guideline). On road pavement condition (fair/poor). Oxcart Trail in rough condition.	Reduce speeds, add signage, striping bike lanes, improve pavements.
River Ave S				X	X					X				Signed shared lane with 30 mph speed (25 mph is the guideline). On road pavement condition (fair).	Reduce speeds, add signage, striping bike lanes, improve pavements.
Benton Dr S - Summit Ave to Hwy 10				X	X	X								Minor Arterial without adjacent facilities, serves major employers, speed & safety concerns in the overpass area.	Construct sidewalks or shared use paths, manage speeds.
Mayhew Lake Rd - North of CSAH 3				X		X						X		Minor arterial without adjacent facilities, neighborhoods not connected, serves high school, high percentage aged 18 or younger. Funded project completes gap from CSAH 3 to Osauka Rd NE.	Future project identified: connect from Osauka Rd NE to sidewalks at 29th St NE.
Mayhew Lake Rd - South of CSAH 3				X		X						X		Collector without adjacent facilities, neighborhood sidewalk facilities not connected, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to connect current facilities.
Industrial Boulevard						X	X					X		Serves large employers, transit stops with limited P/B facilities. High percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, businesses.
Industrial Drive S						X	X					X		Serves large employers, transit stops with limited P/B facilities. High percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, businesses.
5th St S - Summit Ave to Hwy 10				X		X	X					X		Major collector without adjacent facilities, transit stops with limited P/B facilities, service to large employers, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops.
4th St S - 4th Ave S to Mississippi Heights Elementary School					X	X	X					X		Area with schools, transit stops with limited P/B facilities, high percentage of low income & zero vehicle households.	Construct sidewalks or shared use paths to serve current transit stops, neighborhoods and schools. Future project: Hwy 10 pedestrian crossing.

FIGURE A.22 – SAUK RAPIDS PHASE 1 NEEDS ANALYSIS.

Attachment 8

Mayhew Lake Road Corridor Access Safety Study

2 Study Area Background

This section summarizes existing and anticipated future conditions along Mayhew Lake Road, including corridor characteristics and land uses. The Existing Conditions Memorandum, provided as **Attachment A**, includes detailed information on corridor characteristics.

2.1 Mayhew Lake Road Corridor Characteristics

The 3.1-mile-long Mayhew Lake Road study corridor – between TH 23 and CSAH 29/35th Street – is located on the eastern side of Sauk Rapids. It is a 2-lane, two-way roadway with one 12-foot travel lane in each direction, paved shoulders ranging between 10' and 12', and a rural cross-section (ditch and swale drainage). The posted speed limit is 55-mph speed limit; there is a 40-mph school speed zone near the Sauk Rapids-Rice High School. The road classified as a “Minor Arterial” and is under the jurisdiction of Benton County. Key roadway information is provided in **Table 1**. **Figure 3** depicts the existing typical sections along with corresponding locations on the corridor.

Table 1 - Corridor Characteristics Summary

Characteristic	Data
Corridor length (mi.)	3.1
Speed Limit (mph)	Posted 50-55; 40 near high school at beginning & end of day
Existing Right of Way	Approx. 142 – 162 ft.
Annual Average Daily Traffic (AADT) ¹	3,300–5,800
Functional Classification	Minor Arterial
Road Geometry	- 2-lane, two-way with paved shoulders - Rural cross-section
Parking	None
Existing Non-motorized facilities	Limited trail
Drainage	Largely ditch and swale drainage

¹Minnesota Department of Transportation (MnDOT) AADT data from 2015-2019

2.2 Non-motorized Transportation Facilities

There are limited bicycle and pedestrian facilities along and near Mayhew Lake Road, shown on **Figure 4**. There is a multiuse trail on the east side of Mayhew Lake Road between Golden Spike Road NE and Osauka Road NE. There are shoulders along much of the corridor, but these typically drop at intersections when turn lanes are present. Most shoulders along the corridor are 10' in width. People do use these shoulders for walking and biking. **Figure 4** shows the existing and planned nonmotorized transportation network in the study area.

In addition to planned/programmed trail facilities along and adjacent to the corridor, trails are being built within residential developments as these are constructed in Sauk Rapids. These trails generally serve neighborhoods and are located on city easement. The City of Sauk Rapids intends for these neighborhood trails to be connected to one another as residential developments continue to be constructed.

There is no transit service along or across this Mayhew Lake Road. In the St. Cloud APO's 2022 Regional Active Transportation Plan, Golden Spike Road between 10th Avenue and Osauka Road is identified as a planned transit route.

Table 3 - Mayhew Lake Road Corridor Segment Crash Rates, 2017-2021

Mayhew Lake Road Segments	No. of Crashes	Daily Entering Vehicles ¹	Calculated Crash Rate ²	Average Crash Rate for Intersection Type	Critical Crash Rate
CSAH 29/35th St to CSAH 3/Golden Spike Rd	5	3,300	0.29	0.33	0.87
CSAH 3/Golden Spike Rd to CR 45/15th St	2	5,800	0.22	0.33	0.88
CR 45/15th St to TH 23	2	4,800	0.54	0.33	0.96
TOTAL	9				
	Calculated crash rate above the average crash rate for comparable intersections.				

¹2015/2019 AADT from MnDOT.

²Segment crash rates are expressed in crashes per million entering vehicles per mile.

3.2 Mayhew Lake Road Intersection Safety

A crash rate and severity summary for the most recent five years of available intersection crash data (January 2017- December 2021) is provided in **Table 4**. Minnesota Department of Transportation (MnDOT)'s MnCMAT2 database indicates there have been a combined total of 100 crashes at eight intersections on the study corridor between 2017 and 2021. Five of the intersections have crash rates higher than the critical rate for a rural thru-stop intersection; two intersections are below the critical crash rate but above the average crash rate.² identifies these intersections.

Table 4 - Mayhew Lake Road Corridor Intersection Crash Rates, 2017-2021

Mayhew Lake Road Intersection Cross Streets	No. of Crashes	Daily Entering Vehicles ¹	Calculated Crash Rate ²	Average Crash Rate for Intersection Type	Critical Crash Rate
CSAH 29/35th St ³	11	5,308	1.14	0.10	0.41
High School Entrance (Unnamed Rd) ³	2	3,400	0.32	0.10	0.47
Osauka Rd ³	4	3,985	0.55	0.10	0.47
CSAH 3/Golden Spike Rd	9	8,125	0.61	0.94	1.62
CR 45/15th St	15	7,200	1.14	0.10	0.36
CR 46/10th St	15	7,185	1.14	0.10	0.36
CR 74/14th Ave	7	5,675	0.68	0.10	0.40
TH 23	37	22,250	0.91	0.59	0.91
TOTAL	100				
	Calculated crash rate above the critical crash rate.				
	Calculated crash rate above the average crash rate for comparable intersections.				

¹2015/2019 AADTs from MnDOT.

²Intersection crash rates are expressed in crashes per million entering vehicles.

³At least one minor leg ADT based on 2022 traffic counts.

The intersections of Mayhew Lake Road with CSAH 29/35th Street, CR 45/15th Street, and CR 46/10th Street have the highest crash rate, at two to three times over the critical rate. The Mayhew Lake Road intersection with CSAH 3/Golden Spike Road was the only intersection with a below average crash rate.

² Critical crash rate is a statistically adjusted crash rate to account for random nature of crashes that helps identify safety issues at roadways segments and intersections.

Table 8 – Planning Level Roadway Capacity Thresholds

Facility Type	Daily Capacity Range, Annual Daily Traffic (ADT)
2-lane undivided urban	8,000 – 10,000
2-lane undivided rural	14,000 – 15,000
2-lane divided urban (three-lane urban)	14,000 – 17,000
4-lane divided urban	28,000 – 32,000
4-lane expressway rural	40,000 – 45,000
4-lane freeway	60,000 – 80,000

Source: MnDOT

4.3.2 Future Traffic Operations & Capacity – Intersections

A traffic operations analysis was completed to determine year 2045 level of service at intersections along Mayhew Lake Road. This analysis assumed no intersection improvements and used existing lane geometry, access, and traffic control. The results of this intersection traffic operations analysis are shown in **Table 9**.

Table 9 – 2045 No-Build Mayhew Lake Road Intersection Operations Summary

Intersection Control	Mayhew Lake Road Intersections	AM Peak Intersection Delay ¹ and Level of Service (x)	PM Peak Intersection Delay ¹ and Level of Service (x)
Thru-Stop	CSAH 29/35th St	>100 (F)	>100 (F)
Thru-Stop	High School Access/Unnamed Rd	8 (A)	18 (C)
Thru-Stop	Osauka Rd	5 (A)	26 (D)
Roundabout	CSAH 3/Golden Spike Rd	>100 (F)	>100 (F)
Thru-Stop	CR 45/15th St	>100 (F)	>100 (F)
Thru-Stop	CR 46/10th St	>100 (F)	>100 (F)
Thru-Stop	CR 74/14th Ave	6 (A)	>100 (F)
Signalized	TH 23	>100 (F)	>100 (F)

¹Delay measured in seconds per vehicle
Source: SimTraffic and HCS7 analysis.

The analysis shows that several Mayhew Lake Road intersections will not operate at an acceptable level in 2045 under the no build conditions. Many intersections are expected to fail and vehicles on side streets attempting to access Mayhew Lake Road will experience several minutes of delay.

4.4 Multimodal Needs

Mayhew Lake Road between Golden Spike Road NE and Osauka Road NE is the only segment of the corridor with an existing multiuse trail (on the east side). With more residential developments anticipated along both sides of the corridor, the new Mayhew Creek Park, and an existing high school, there is a need to enhance safety, mobility, and accessibility for non-motorists; currently, non-motorists use the shoulders along the corridor.

5 Roadway Concept Development & Evaluation

A 4-lane facility with enhanced intersection traffic control will be needed to meet the forecasted future traffic demands on the corridor, as described in **Section 4**. This section documents cross-sections and corridor alignments that were developed and evaluated to meet future transportation needs on Mayhew Lake Road.

Attachment 9

EJ Screen Report



EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

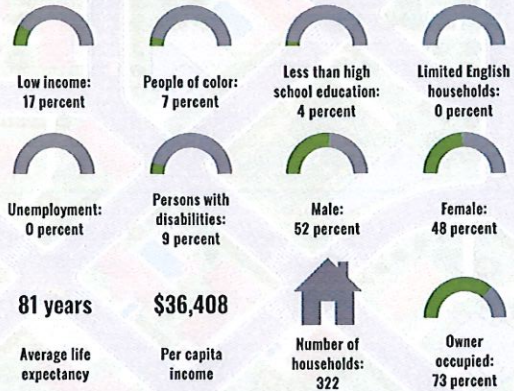
Sauk Rapids, MN

0.5 miles Ring Centered at 45.608250,-94.132464
 Population: 898
 Area in square miles: 0.79

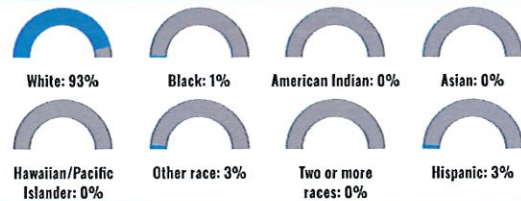


January 6, 2025
 Project 1
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 For APN: 04001-02-0000

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
No language data available.	

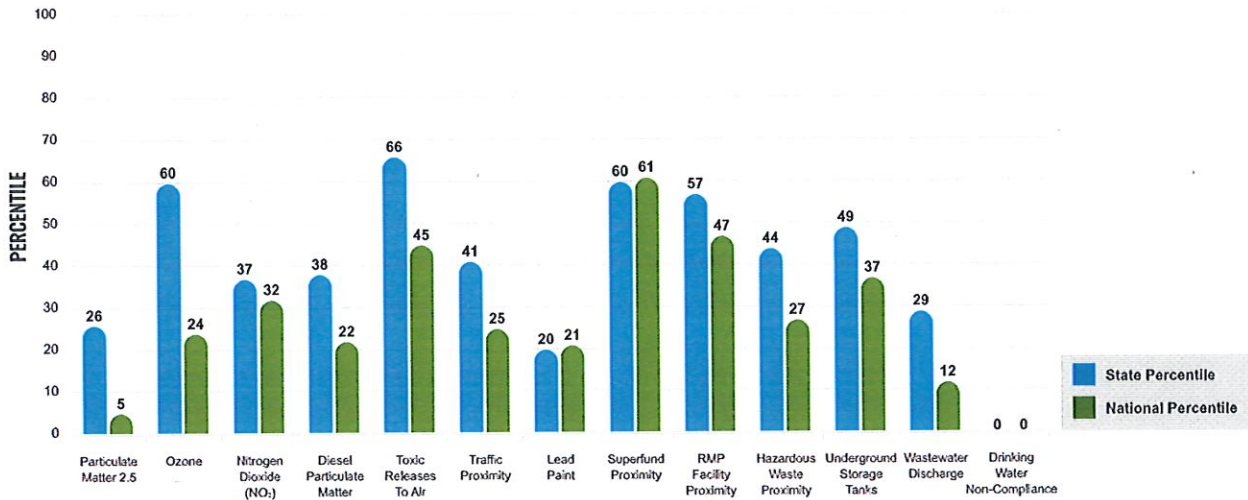
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

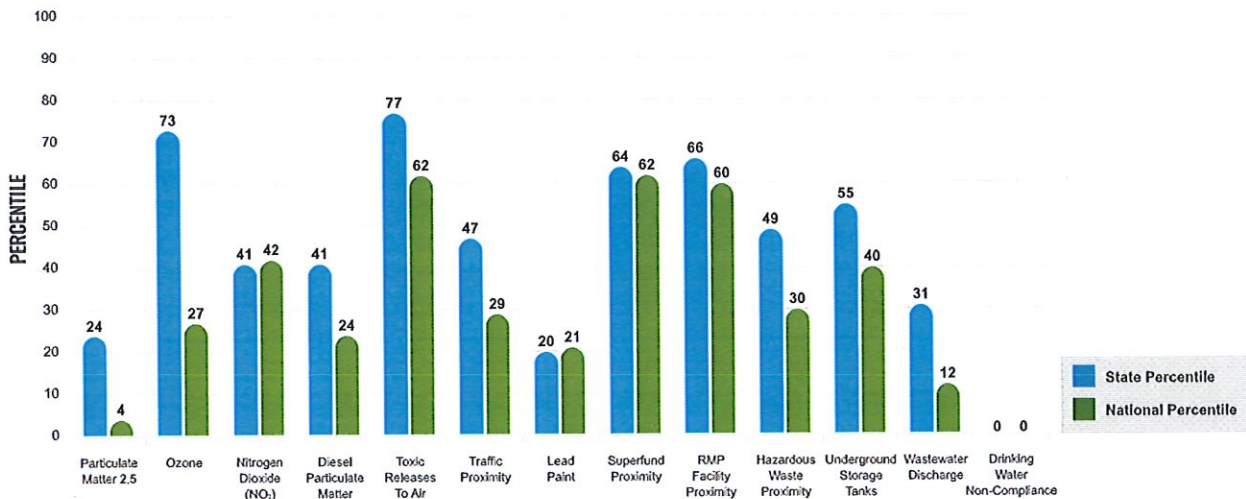
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	5.96	6.63	24	8.45	5
Ozone (ppb)	57.6	55.8	79	61.8	35
Nitrogen Dioxide (NO_2) (ppbv)	7.6	8.4	37	7.8	50
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.105	0.168	36	0.191	30
Toxic Releases to Air (toxicity-weighted concentration)	3,600	1,500	93	4,600	82
Traffic Proximity (daily traffic count/distance to road)	410,000	1,300,000	44	1,700,000	36
Lead Paint (% Pre-1960 Housing)	0.044	0.32	19	0.3	25
Superfund Proximity (site count/km distance)	0.13	0.54	58	0.39	64
RMP Facility Proximity (facility count/km distance)	0.95	0.66	72	0.57	79
Hazardous Waste Proximity (facility count/km distance)	0.61	2.5	44	3.5	36
Underground Storage Tanks (count/ km^2)	0.81	1.8	57	3.6	49
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.092	730	28	700000	14
Drinking Water Non-Compliance (points)	0	0.81	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	0.51	N/A	N/A	1.34	15
Supplemental Demographic Index USA	1.09	N/A	N/A	1.64	21
Demographic Index State	0.66	1.17	29	N/A	N/A
Supplemental Demographic Index State	1.1	1.37	40	N/A	N/A
People of Color	7%	21%	27	40%	15
Low Income	17%	23%	43	30%	32
Unemployment Rate	0%	4%	21	6%	23
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	4%	6%	43	11%	29
Under Age 5	12%	6%	92	5%	91
Over Age 64	5%	17%	9	18%	9

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	3
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	No
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	No

Report for 0.5 miles Ring Centered at 45.608250,-94.132464

Report produced January 6, 2025 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	17%	60	20%	39
Heart Disease	4.8	5.2	44	5.8	30
Asthma	9.8	9.5	74	10.3	39
Cancer	6.4	6.7	42	6.4	47
Persons with Disabilities	9.2%	11.6%	31	13.7%	24

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	3%	8%	22	12%	29
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	6%	11%	37	13%	36
Lack of Health Insurance	1%	5%	9	9%	5
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for 0.5 miles Ring Centered at 45.608250,-94.132464
 Report produced January 6, 2025 using EJScreen Version 2.3

Attachment 10

Local Matching Funds

If funded through Transportation Alternatives, the local city matching funds for this project would be paid from the Capital Improvement Fund per the City Finance Director 1/08/2025.

CITY OF SAUK RAPIDS																
CAPITAL IMPROVEMENT PLAN 2023-2041																
2.75%																
FUNDING SOURCES																
6/23/2023 6/23/2023 6/23/2023 6/1/2023 6/1/2023 6/6/2023																
Project	City Costs	MSA Eligible	Total Project Cost	Comment	Capital Improvement Fund	2019-2038 1/2 Cent Sales Tax	MSA Avail	Water Utility Fund	Sewer Utility Fund	Storm Water Utility Fund	Street Light Utility Fund	Cost Paid by HRA or Other Entities / OR REVENUE BOND	Capital Equipment Fund	Gov't Building's Fund	Fire Equipment Fund	OTHER
2025					\$ 3,171,070	\$ 746,010	\$ (1,808,036)						\$ 959,100	\$ 793,090	\$ 76,608	
				2025 MSA Allocation / Fee Income	700,000	1,187,726	780,000									
				advanced \$260,000-2024												
				Riverside Park & Mayhew Creek Park Bond Payment		(533,938)										
				Lease Revenue- Verizon/G&J Bldg										37,638		
		Capt Levy	1,140,000	General Levy (Township Contract-Fire Equip Fd)	920,000								90,000	130,000	130,000	
				Interest /Assmnt Income	212,700	37,369										
				Transfers In: Liquor Fund									120,000		25,000	
				Non-Enterprise Fund		-							(604,100)		(40,000)	
Capitl Equipment Expenditures	\$ 604,100		\$ 604,100													
W Highview Dr (Benton Oaks Dr to N city limit) High Dr (W Highview to N City Limit) High Ct (High Dr to end)- Reconstruction & Water Main looping improvement	\$ 1,624,200		\$ 1,624,200		(1,299,200)	-		(325,000)								
OVERLAY - Garden Brook, Hillside Meadows, Oak Crest, Stone Ridge Church Hill Heights (2" edge mill & overlay)	\$ 1,796,100		\$ 1,796,100		(1,796,100)											
OVERLAY - 15th St NE	\$ 140,000		\$ 140,000		(140,000)											
Misc Water Utility	\$ 1,080,000		\$ 1,080,000	WTP Equip-\$350,000, replacing radio read meters-\$20,000, Groundwater tank full reconditioning - \$700,000, balloon tower exterior cleaning-\$10,000				(1,080,000)								
Misc Sewer Utility	\$ 115,000		\$ 115,000	Lift Station # 1 -(Industrial Park East) Replace Generator					(115,000)							
Misc Storm Water Utility	\$ 45,000		\$ 45,000							(45,000)						
BCP/ MCP Improvements	\$ 40,000		\$ 40,000			(40,000)										
Public Works Building Improvements	\$ 47,100		\$ 47,100											(47,100)		
Fire Station Building Improvements	\$ 90,600		\$ 90,600											(90,600)		
Park Building Improvements	\$ 2,200		\$ 2,200											(2,200)		
Liquor Store Equipment & Improvements	\$ 63,000		\$ 63,000	Flooring-\$18,000, Digital Sign-\$45,000												(63,000)
Subtotal	5,647,300	-	6,787,300					(1,405,000)	(115,000)	(45,000)	-	-				(63,000)
2026					\$ 1,768,470	\$ 1,397,166	\$ (1,028,036)						\$ 565,000	\$ 820,828	\$ 191,608	
				2026 MSA Allocation / Fee Income	700,000	1,220,388	780,000									
				advance \$1,250,000-2026												
				Southside/Lions Park Bond Payment		(533,188)										
				Lease Revenue- Verizon/G&J Bldg										38,391		
		Capt Levy	1,170,000	General Levy (Township Contract-Fire Equip Fd)	950,000								90,000	130,000	130,000	
				Interest /Assmnt Income	269,600	21,610										
				Transfers In: Liquor Fund									120,000		25,000	
				Non-Enterprise Fund		-							(439,000)			
Capitl Equipment Expenditures	\$ -		\$ -													
2nd Ave S (9th St S to Searle St - S city limit) 9th St S (2nd Ave to Lincoln Ave) 10th St S, 11th St S, 12th St S, 13th St S, 14th St S (Broadway to 2nd Ave S) Sewer in alley (fr 9th St S to 14th St S between Broadway & 2nd Ave) reconstruction	\$ 3,618,000	\$2,600,000	\$ 6,218,000	Add street lighting-city or xcel owned lights. Budgeted 4-5 per block. None now, we can determine if we do less than 4-5 per block at later date. 3 x \$70,000=\$210,000	(1,514,400)	(536,800)	(1,200,000)	(633,600)	(223,200)	(500,000)	(210,000)					(1,400,000)
																STBGP fed grant
Water Tower Rehab	\$ 473,400		\$ 473,400	Mayhew Lake tower rehab				(473,400)								
Misc Water Utility	\$ 70,000		\$ 70,000	well #4 maint-\$35,000, water supply plan-\$15,000, radio read meter replace-\$20,000				(70,000)								
Plant Heating & Cooling System Rehab & Upgrades	\$ 232,839		\$ 232,839	PFA Debt thru City of St Cloud					(232,839)							
Park Improvements	\$ 80,000		\$ 80,000	North Acres & Oakwood Village Prks-playground equip-Neighborhood Park Fund										-		(80,000)
Park Improvements	\$ 65,000		\$ 65,000	BCP-replace playground equipment		(65,000)										
BCP/ MCP Improvements	\$ 20,000		\$ 20,000			(20,000)										
Park Improvements	\$ 100,000		\$ 100,000			(100,000)										
Park Building Improvements	\$ 7,900		\$ 7,900											(7,900)		
Liquor Store Equipment & Improvements	\$ 53,000		\$ 53,000	Automated Doors-\$30,000, Cooler System-\$23,000												(53,000)
Subtotal	4,720,139	2,600,000	8,490,139					(1,177,000)	(456,039)	(500,000)	(210,000)	-				(1,533,000)

Attachment 11

Project Schedule

**City of Sauk Rapids
CSAH 1 Trail Extension
Project Schedule**

Environmental Document Completed	February 2027
Construction Plan Prepared	June 2028
Right of Way Acquired	June 2028
Construction Start	May 2029
Estimated Project Duration	3 months

NOTE: This project is a candidate for Advance Construction

Attachment 12

Letters of Support



December 30, 2024

1833 Osauka Rd NE
Sauk Rapids, MN 56379

RE: Letter of Support –City of Sauk Rapids Mayhew Lake Road NE (CSAH 1) Trail Extension

To Whom This May Concern:

We understand the City of Sauk Rapids is currently applying for federal Transportation Alternatives (TA) funding through the Central Minnesota Area Transportation Partnership (ATP) for the construction of a trail extension along Mayhew Lake Road (CSAH 1) and then turning east along the north high school entrance road.

The ATP requires all applicants with elements of their proposed project located on or potentially impacting another roadway authority's right-of-way or facility to seek a letter of support from that agency prior to application to establish early notification and request early input/feedback on elements that affect project scoping, layout, design, and/or future project development and coordination.

On December 11, 2024, we met to discuss with the City of Sauk Rapids proposed project for which it is seeking federal TA funding and examined the elements of the project that are being planned within our agency's right-of-way to identify any issues and concerns that may affect implementation.

We recognize that the City of Sauk Rapids has conducted considerable planning on its project to prepare it for application. If the City of Sauk Rapids is successful in its efforts to secure funding, please be advised that the conceptual plans for the project will require more detailed engineering and interagency coordination as part of the federal project development process.

With this acknowledgement and understanding, we agree in concept to support the application and funding request. To ensure the actual location and alignment of your proposed improvements do not negatively impact or conflict with other uses of the right-of-way, such as drainage, utilities, vegetation, load limits, maintenance, etc., please keep us informed of any progress on any items that may require our review or action throughout project development. Note, special permits may also be required from our office for any work, facilities, or special uses that are planned within the right-of-way.

We wish the City of Sauk Rapids success in its efforts to secure funding for the proposed project and look forward to our continued involvement with you on any needed project development and coordination.

Sincerely,

A handwritten signature in black ink that reads "Bradley D. Bergstrom".

Bradley D. Bergstrom
School Superintendent
Sauk Rapids-Rice Public Schools

mln

cc: MnDOT District 3 State Aid Engineer
MnDOT District 3 Program Coordinator
Regional Planner





Quality Public Service

January 7, 2025

Ross Olson, Sauk Rapids City Administrator
250 Summit Avenue North
Sauk Rapids, MN 56379

RE: Letter of Support for Mayhew Lake Road Trail Extension

Dear Mr. Olson,

We understand that the City of Sauk Rapids is currently applying for federal FY 2029 Transportation Alternatives (TA) funding through the St. Cloud APO and the Central Minnesota (ATP) for the construction of a trail extension along CSAH 1 near the Sauk Rapids -Rice High School.

The ATP requires all applicants with elements of their proposed project located on or potentially impacting another roadway authority's right-o-way or facility to seek a letter of support from that agency prior to application to establish early notification and request early input/feedback on elements that affect project scoping, layout, design, and/or future project development and coordination.

On November 12, 2024, City Engineer Scott Hedlund and County Engineer Chris Byrd communicated and discussed the City's proposed project for which it is seeking federal TA funding and examined the elements of the project that are being planned within our agency's right-of-way to identify any issues and concerns that may affect implementation.

We recognize that the City has conducted considerable planning on its project to prepare it for application. If the City is successful in its efforts to secure funding, please be advised that the conceptual plans for the project will require more detailed engineering and inter-agency coordination as part of the federal project development process.

With this acknowledgement and understanding, we agree in concept to support your application and funding requests. To ensure the actual location and alignment of your proposed improvements do not negatively impact or conflict with tother uses of the right-of-way, such as drainage, utilities, vegetation, load limits, maintenance, etc., please keep the County informed of your progress on any items that may required our review or action throughout project development. Note, special permits may also be required from the Highway Department for any work, facilities, or special uses that are planned within the right-of-way.

Sincerely,

Edward Popp, Chair
Benton County Board of Commissioner

Public Works/Highway Department

Chris Byrd, P.E.
Director/County Engineer

7752 Hwy 25 N
P.O. Box 247
Foley, MN 56329

(320) 968-5051 Main
(320) 968-5333 Fax

Mark Loidolt, P.E.
Assistant Engineer

Benton County's Website:
www.co.benton.mn.us

Email Address:
highway@co.benton.mn.us

Mark Ebnert
Highway Superintendent