

AGENDA

APO ACTIVE TRANSPORTATION ADVISORY COMMITTEE AND AGE-FLOURISHING SAINT CLOUD – TRANSPORTATION AND MOBILITY WORKGROUP

WEDNESDAY, JAN. 22, 2025 – 9:00 A.M.
IN-PERSON WHITNEY SENIOR CENTER OR
ONLINE – ZOOM - [HTTPS://US02WEB.ZOOM.US/J/86963327534](https://us02web.zoom.us/j/86963327534)

1. Introductions
2. Minutes from Jan. 26, 2024, ATAC Meeting (Attachment 2A).
3. Minutes from Nov. 13, 2024, Transportation and Mobility Workgroup Meeting (Attachment 3A).
4. Transportation Alternatives (TA) Project Rankings (Attachments 4A-4D).
 - a. **Suggested Action: Recommend Ranking to TAC.**
5. Other Business & Announcements.
6. 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.

**ACTIVE TRANSPORTATION ADVISORY COMMITTEE (ATAC) AND AGE-
FLOURISHING SAINT CLOUD – TRANSPORTATION AND MOBILITY WORK
GROUP JOINT MEETING**

Friday, January 26 @ 9:00 a.m.

A meeting of the ATAC and Age Flourishing Saint Cloud – Transportation and Mobility Work Group Joint Meeting was held at 9:00 a.m. on Friday, January 26, 2024, at the St. Cloud Area Chamber of Commerce in Saint Cloud. Chairperson Alex McKenzie presided with the following people in attendance:

Zoom Attendees

Todd Holman	Citizen/Advocate
Jennifer Wucherer	City of Saint Cloud - RSVP Program Director and Co-Chair of Age-Flourishing -Saint Cloud Taskforce
Andrea Nistler	Citizen/Advocate
Brian Gibson	Saint Cloud APO – Executive Director
Sara Weed	Stearns County Parks – Parks Operations Coordinator
Ben Thoele	Citizen/Advocate

In-Person Attendees

Nate Keller	City of Saint Joseph – Community Development Director
Tyler Bevier	Director of Downtown Planning and Development
Vicki Johnson	Saint Cloud APO – Senior Transportation Planner

Introductions were made.

Transportation Alternatives (TA) Project Rankings

Mr. McKenzie presented an overview of how the transportation alternatives (TA) program fits within the APO’s metropolitan transportation plan (MTP) and TIP projects. He also explained how TA funding is distributed in Minnesota and within the Central Minnesota Area Transportation Partnership (ATP). He then went on to explain how regional priority points work to ideally boost the region’s top projects for funding consideration. MnDOT District 3 received 17 applications, six within the Saint Cloud APO area.

Mr. Holman commented that the Beaver Island connection between Opportunity Drive and Clearwater Road is not one of the TA projects. Ms. Johnson responded that the project is on the city's radar, and they will construct the trail in conjunction with the Heatherwood Road extension. This connection is in the city's Capital Improvement Plan (CIP) for 2026, but they are requesting the state's bond money to complete the project.

Mr. McKenzie presented the City of Saint Cloud's 22nd Street S. TA project. The existing corridor is a rural section with steep ditches and no shoulder, making walking and biking difficult. The project will include bike lanes, sidewalks, and transit stop enhancements. There are multiple active transportation facilities on nearby roadways, such as Cooper Avenue, County Road 136/Oak Grove Road, 33rd Street S, and 22nd Street S. This stretch of roadway is the missing piece that will connect all active transportation facilities. Mr. Thoele commented that there isn't an alternative route in this part of the city, so that is one metric that should be considered. Ms. Johnson commented that these proposed projects would coincide with the roadway improvements in 2026, which include a full reconstruction, curb and gutter, and other enhancements. Mr. Keller asked if they aren't successful in TA funds, will the proposed project still be constructed? Ms. Johnson did not have an answer. Mr. Thoele asked if the APO provides design recommendations to the city. Mr. McKenzie responded, no, that is up to the city. Mr. Thoele commented that frequently, when a shoulder or sidewalk is installed, it becomes storage for snow during the winter, so are there any design guidelines to prevent that from happening? Ms. Johnson commented that the APO does not have that answer, but the TA application does ask for maintenance and if the facility will be open year-round. When a project is within city limits, ordinances often state who is responsible for snow removal on sidewalks and other facilities. Mr. Thoele stated that we have the capital part, but the operations part of the project is often overlooked. Facilities are built but not maintained, such as the US 10/MN 23 interchange shared use path, which is not currently plowed. Often, it's not the citizens neglecting snow removal; it's the government entities. It is important to design the future operational cost in the project design detail. Mr. Holman asked if this project is in a Safe Routes to School (SRTS) Plan, and Mr. McKenzie responded that it's in the Oak Hill Community School SRTS Plan.

Mr. McKenzie presented the City of Saint Cloud's South Junior High School and 13th Street S. improvements project. The project will include the installation of a pedestrian-activated crossing at Ninth Avenue S. and a sidewalk along 13th Street S., which would improve pedestrian safety. The corridor connects the Southside Boys & Girls Club, Haws Park, and the primary residences of many students. This project was a recommendation in the South Junior High School SRTS Plan. Phase two of this project is to connect a path from the end of the sidewalk on 13th Street S. to the school entrance. Mr. Thoele commented that this only installs a single feature to get students across the street at one intersection. In Edina or Stillwater, there are curb extensions/bulb-outs at multiple intersections to shorten the distance across the street. Would a curb extension be cheaper and safer than the activated crossing? Mr. McKenzie stated he would need to ask the engineers why they picked this particular safety improvement over another. Ms. Johnson stated that the APO will bring Mr. Thoele's comments to the Technical Advisory Committee (TAC) for input.

Mr. Keller presented on the City of Saint Joseph's downtown synergy connections project. Project A involves a trail connection between Elm Street E. and Clark Street, connecting the Lake Wobegon Trail. Project B is a proposed sidewalk along College Avenue S. near Saint Benedict's College. It connects to important destinations, such as commercial downtown, residential, and City Hall. Project C is

a proposed sidewalk along Second Avenue NW. This will connect to parks, businesses, and residential uses.

Mr. McKenzie presented on the City of Sartell's Pinecone Road and 15th Street project. The proposed project is to add a sidewalk along the west side of Pinecone Road, creating vital connections to multiple destinations along the corridor, such as residential, commercial, office, and employment areas. The project will also provide an enhanced crosswalk system to cross Pinecone Road at Roberts Road. Mr. Thoele commented that the intersection of Pinecone Road and Roberts Road was built for future connections but, in doing so, created a hazard for active transportation users. Building a turn lane that goes nowhere makes the road wider for pedestrians trying to cross now. Could the city have installed other features, such as curb extensions or building the intersection smaller, until there was a need for the turn lane? This intersection is an example of bad design, a waste of taxpayers' dollars, and bad for pedestrians.

Mr. McKenzie presented the City of Sauk Rapids CSAH 3 at Sixth Avenue and Summit Avenue project. The project involves increasing safety at two roundabouts along CSAH 3/Second Street N. by installing a pedestrian crosswalk flasher system. The corridor provides a continuous and vital connection from the Mississippi River and downtown to the Sauk Rapids-Rice High School. There are numerous key community facilities in between, including the Middle School, Bob Cross Nature Preserve, and the Government Center. Mr. Thoele favors design over enforcement. Roundabouts are overengineered in favor of higher speeds, and traffic calming measures should be implemented at these roundabouts, such as smaller radius and narrower lanes. Relying on law enforcement is not a way to design our roadways. We should build/design roads for the speed at which we want drivers to drive. Radar speed-back signs, such as the one on Ninth Avenue N. before the Sauk Rapids bridge, are ineffective, and vehicles speed up instead of slowing down. Mr. Keller asked when these roundabouts were constructed. Ms. Johnson commented around 2015.

Mr. McKenzie presented on the City of Sauk Rapids Second Avenue S. project. The proposed sidewalk will cross the BNSF railroad tracks. This sidewalk will close the existing active transportation network gap and connect to residential and commercial businesses. This project will occur shortly after the Second Avenue S. roadway project, which extends from where this project begins south to the city limits. Ms. Nistler asked if the intersection of Benton Drive and Second Avenue has a stoplight, and Mr. McKenzie confirmed. Mr. Holman asked if Second Avenue goes down to Lincoln Avenue and if the planned improvements on Second Avenue include paved shoulders. Mr. McKenzie commented that Second Avenue is a parallel route to Lincoln Avenue. Ms. Johnson stated that the planned improvements on Second Avenue will include multimodal improvements, with sidewalks and ADA features. There are known speeding problems along this roadway, which is very wide, so the city is looking into calming measures such as mini-roundabouts to help with that. Mr. Bevier commented that crossing the railroad with no sidewalk is awkward and will considerably improve access to downtown businesses such as Coborn's.

Discussions on the priority ranking to the TAC began. Ms. Nistler asked if the 15th

Street N. trail project in Waite Park was dropped. Ms. Johnson stated that the project was funded last year through this program. Mr. Holman suggested that the City of Saint Cloud's 22nd Street S. project be ranked number one because it closes a gap, is called out in an SRTS Plan, and will complement the future 33rd Street S. Mississippi River bridge crossing with active transportation facilities. The second-ranked project would be the City of Sauk Rapids – Second Avenue S. project due to safety concerns with the railroad, and the user volumes must be high. Mr. Bevier suggested moving the City of Sartell Pinecone Road and 15th Street project to sixth place since it seems visionary and will be needed more once development in the area happens. He also liked the City of Saint Joseph's downtown synergy connections, especially the Lake Wobegon Trail connection to downtown. Ms. Wucherer has seen firsthand the problems at the Saint Cloud's Ninth Avenue and 13th Street S. intersection, so her suggestion is to make that project priority number one. Mr. Bevier asked what the 22nd Street S. transit stop enhancements entail. APO staff responded that it's to be determined. Mr. Gibson stated that from a process standpoint, a technical evaluation will be done on all these projects. Today, the APO is looking to give the users a voice in the process and hear which project is most needed based on their experiences. Mr. Keller stated that he is in all these jurisdictions daily, and all are needed. However, based on his experience, the City of Saint Joseph – downtown synergy connection is priority number one. The City of Sauk Rapids Second Avenue S. project is priority number two. Mr. Holman commented that the most important project in the Saint Joseph project package is the connection to the Lake Wobegon Trail, and the other connections could come later as part of the CIP process. APO staff asked each member which project was their number one and number two priority. Based on the members' votes, the priority rankings from one to six are as follows.

1. The City of Saint Cloud – South Junior High School and 13th Street S. Improvements.
2. City of Sauk Rapids – Second Avenue S.
3. City of Saint Cloud – 22nd Street S.
4. City of Saint Joseph – Downtown Synergy Connections.
5. City of Sauk Rapids – CSAH 3 at Sixth Avenue and Summit Avenue.
6. City of Sartell – Pinecone Road and 15th Street.

ATAC Representative

This action item was tabled until the next meeting.

Other Business and Announcements

Benton County is planning the reconstruction of the existing Mayhew Lake Road/County State Aid Highway (CSAH) 1 between State Highway 23 and 35th St./CSAH 29. Benton County is looking for your feedback on the proposed improvements as part of the current design phase. If you are willing to attend an

hour-long virtual meeting in the coming weeks, Mr. McKenzie will send an availability survey.

ADJOURNMENT

The meeting was adjourned at 10:20 a.m.

**AGE-FLOURISHING SAINT CLOUD – TRANSPORTATION AND MOBILITY
WORK GROUP MEETING**

Wednesday, November 13 @ 1:00 p.m.

A meeting of the Age Flourishing Saint Cloud – Transportation and Mobility Work Group Meeting was held at 1:00 p.m. on Wednesday, November 13, 2024, at Metro Bus Mobility Training Center in Saint Cloud. Chairperson Alex McKenzie presided with the following people in attendance:

In-Person Attendees

Joe Chovan	Citizen/Advocate
Andrea Nistler	Citizen/Advocate
Debbie Anderson	Community Outreach Mobility Manager – Metro Bus
Michael Kedrowski	Planning Analyst – Metro Bus

Zoom Attendees

Jennifer Wucherer	City of Saint Cloud - RSVP Program Director and Co-Chair of Age-Flourishing Taskforce
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Introductions were made.

Metro Bus Forward

Michael Kedrowski presented on the Metro Bus Forward initiative. Since COVID-19, Metro Bus has seen a change in how the community uses its transit services. With the development of new travel patterns brought on by the pandemic and growth in parts of Central Minnesota, Metro Bus wants to evaluate its services to ensure people are getting the most out of their transit experience.

Their study looks at the service area (St. Cloud, Sauk Rapids, Sartell, and Waite Park), its change over the past few years, and current Metro Bus services to figure out how transit and other mobility resources can best help people get to the places they want to go.

Some of the questions the study hopes to address are service improvement, such as what is working well and what areas can improve transit services. Unserved and underserved areas, such as if any places do not have service that should? Last, they look at transit services to see how they can make your trips easier.

Andrea Nistler asked if the community feedback included dial-a-ride users. Michael Kedrowski responded that service would not change for dial-a-ride users, only the fixed route system, so public engagement was geared towards those users. The only exception may be if the on-demand service areas are approved; some dial-a-ride users may be able to ride that service. Joe Chovan asked how the on-demand

service would work. Michael Kedrowski explained that someone living within the on-demand service area could call a number to request a ride. The destination has to be within the on-demand service area. If it is outside the on-demand service area, the rider would be dropped off at a transit hub and use the fixed route system to complete the rest of their trip. Joe Chovan asked what the price would be, and Michael Kedrowski commented it would be the same price as dial-a-ride, around \$2.50.

Joe Chovan asked if the buses run at a similar frequency, and Michael Kedrowski answered that some buses run at a frequency of 30 minutes and others are an hour. Joe Chovan asked if the fixed-route buses were full. Michael Kedrowski commented that they can fit 30 people but haven't typically filled up since COVID-19. However, the buses that ran to Saint Cloud State University used to fill up.

Debbie Anderson commented that the initiative aims to add destinations along the routes, making it a one-route ride. Andrea Nistler asked if they were worried that the on-demand service would become too popular and take away from the fixed route. Debbie Anderson stated that transfers to a fixed route would be needed for those riders who want to go to a destination outside the on-demand service area. Andrea Nistler also asked if it became so popular that they wouldn't have enough drivers, and Debbie Anderson stated they could add drivers if needed, depending on popularity.

Alex McKenzie asked what lessons they learned from their on-demand Connex service in Sartell and if they had enough capacity to handle the number of calls. Debbie Anderson stated they had enough staff operating the phones; the problem was the ridership. The pilot started in 2019, and then COVID-19 started, so comparing the ridership numbers was hard. The way the roads are designed in Sartell makes it challenging to operate fixed-route buses, so an on-demand service is one of the only viable options. Michael Kedrowski added that they would like an app to book rides on-demand in the future.

Joe Chovan asked if electric bikes/scooters could go inside the bus instead of the bus rack in front of the bus. Michael Kedrowski answered that many of the fat tire and electric bikes would not fit on the bike racks on the front of the bus, and they could be brought onto the bus depending on how full the bus is. It's up to the operator's discretion; it'll be on a case-by-case basis, electric wheelchairs will almost always fit, and the bus has ramps and can kneel.

Andrea Nistler asked how they determined where service areas would be. Michael Kedrowski replied that the consultant could use software to price and estimate the number of users based on service areas and routes, which all play a factor in determining routes, stops, and on-demand service areas. Joe Chovan asked if the VA and Metro Bus could collaborate since the VA has some of its own transit services. Debbie Anderson replied that the VA may refer clients to Metro Bus for travel training or to use their services. Still, riders who live outside of the Metro Bus service area would need to use the VA service, but they collaborate to determine what will work best for them.

Alex McKenzie has a series of questions to ask Metro Bus related to the goals within the task force. The first is what specific barriers older adults face when accessing

door-to-door transportation. Debbie Anderson replied that a doctor's note is not needed for dial-a-ride. Based on physical or cognitive factors, staff will assess an individual to see if they can ride a fixed route service or if they need more assistance with the dial-a-ride service. These services can also be seasonal, such as someone who can walk to a fixed route stop during the summer. During the winter, because of limited mobility, it isn't safe to walk to the stop due to snow and ice, so they may ride the dial-a-ride service during certain times of the year. Or darkness due to vision issues, which is a conditional request. Alex McKenzie asked how Metro Bus is marketing dial-a-ride. Debbie Anderson replied they are at all the Whitney Center fairs and functions. They work closely with supportive services, mental health, rehabs, senior living sites, and transitional living sites and sit on many committees.

Andrea Nistler asked how people qualify for dial-a-ride if they fall and become immobile. Debbie Anderson responded that the person would need to fill out an application and that they could ride the service within 24 hours if accepted. It's a temporary status of six months, and once or if their condition improves, they can transition to the fixed route service. Jennifer Wucherer asked if older adults receive a discount for dial-a-ride services. Debbie Anderson responded with no, saying the service is already heavily subsidized. If you are over 65 or on Medicare and are on the freedom card, you can travel for 60 cents, and veterans can ride the service for free. Different plans are based on how much you ride the service, which may make sense for different people.

Andrea Nistler asked how often someone is evaluated for dial-a-ride eligibility. Debbie Anderson said the application is updated every three years unless they are on a conditional request. If any older adults are on a waiver with the county, they may be eligible to get bus passes. Jennifer Wucherer asked how often Metro Bus gets requests from older adults who want to get dial-a-ride services and how satisfied they are with the services. Debbie Anderson said some are denied dial-a-ride services because their disability isn't preventing them from using the fixed route service, or others don't want to wait at a bus stop. There are only so many resources to provide services. There is also the fear of getting on a fixed route bus, and they can work with people and travel train them to use the system, as they do with 500 people per year.

Joe Chovan asked about other language barriers. Michael Kedrowski responded that most materials are translated into Spanish and Somali, and someone on staff speaks both languages. Joe Chovan asked about the route to Opportunity Drive. Michael Kedrowski said it would depend on whether Heatherwood Road is extended to Opportunity Drive because the buses can't operate in Saint Augusta because they are not part of the transit authority.

Andrea Nistler asked if a rider could text or use an app to see when the next bus would come to a particular stop. Michael Kedrowski responded that they do not have live tracking yet but that they will in the future. Joe Chovan asked if they share electronics with the Twin Cities, and Michael Kedrowski stated no, they are independent. However, live tracking has been new in the Twin Cities within the last five years. Debbie Anderson said they look at other agencies to see what they are using and if they can replicate it at Metro Bus. Joe Chovan asked if there are a lot

of mental health cases for people to ride dial-a-ride. Debbie Anderson stated lately, there have been a lot more people applying due to mental health issues. Michael Kedrowski stated that all the information will be available on Metro Bus's website.

Other Business and Announcements

None

ADJOURNMENT

The meeting adjourned at 2:00 p.m.



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TO: Saint Cloud Area Planning Organization Active Transportation Advisory Committee (ATAC) and the Age-Flourishing Saint Cloud – Transportation and Mobility Workgroup

FROM: Alex McKenzie, Associate Transportation Planner

RE: FY 2029 Transportation Alternatives Prioritization

DATE: Jan. 14, 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 receives 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). The Central Minnesota ATP receives approximately \$2.78 million.

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

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

Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

The APO Senior Transportation Planner—Vicki Johnson works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT District 3 staff in mid-January. Attached are the applications and the scoring rubric for the City of Saint Cloud and the City of Sauk Rapids.

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 like 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 will have the opportunity to present on and answer questions pertaining to their proposed projects at the APO's January Active Transportation Advisory Committee (ATAC) meeting. ATAC members will be given the opportunity to discuss and ultimately recommend the assignment of regional priority points for proposed TA projects to the APO's Technical Advisory Committee (TAC). These recommendations will ultimately be presented to the APO Policy Board in February.

Policy Board approval of the regional priority points will be submitted by the APO Senior Transportation 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.

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for APO TAC consideration.

Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

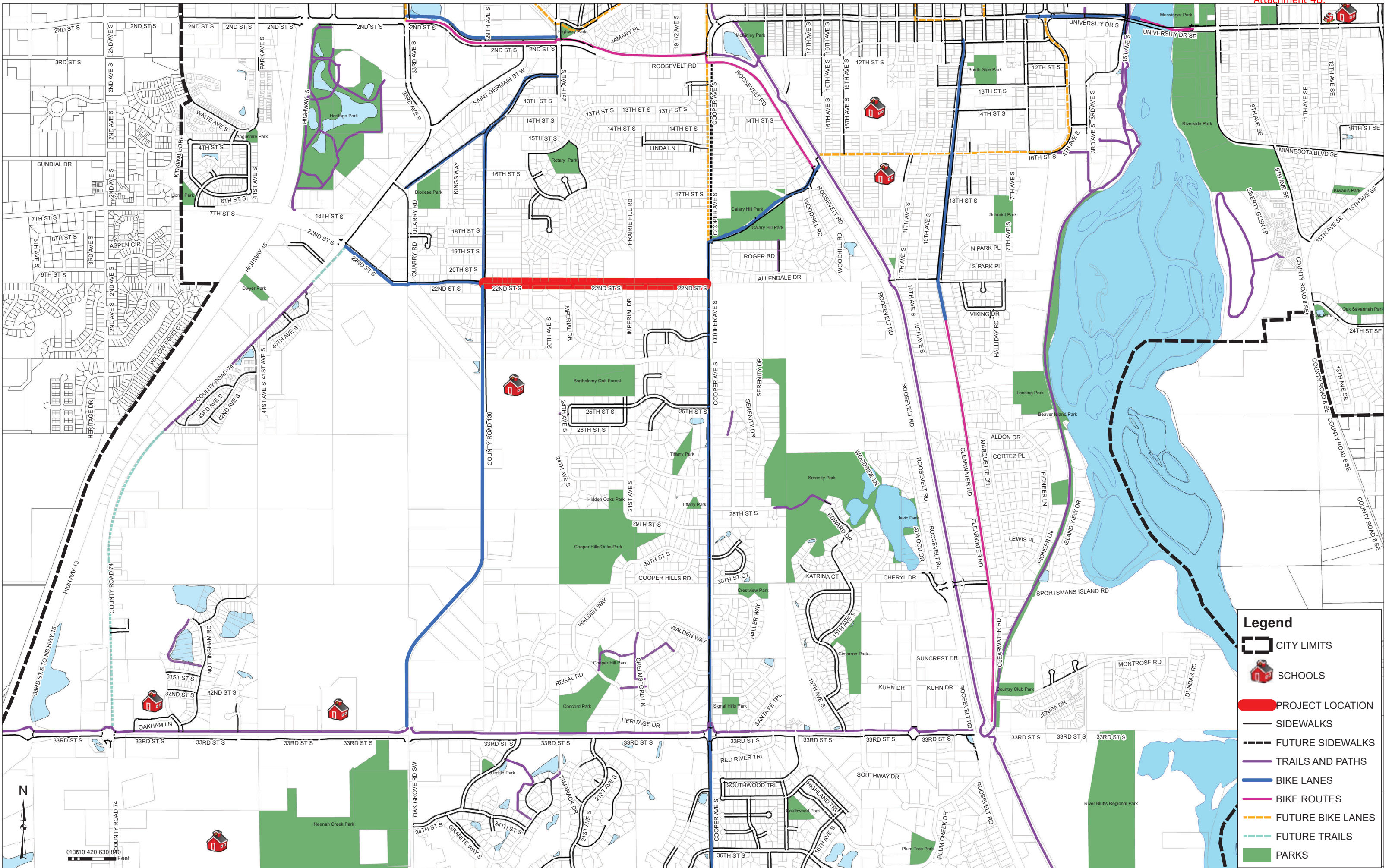
2024/25 Full Application

Funding in year 2029

APPLICANT: City of St Cloud

PROJECT: 22nd Street South from Oak Grove Road to Cooper Avenue South Multimodal Improvements

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

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.

Greater Minnesota Transportation Alternatives Solicitation

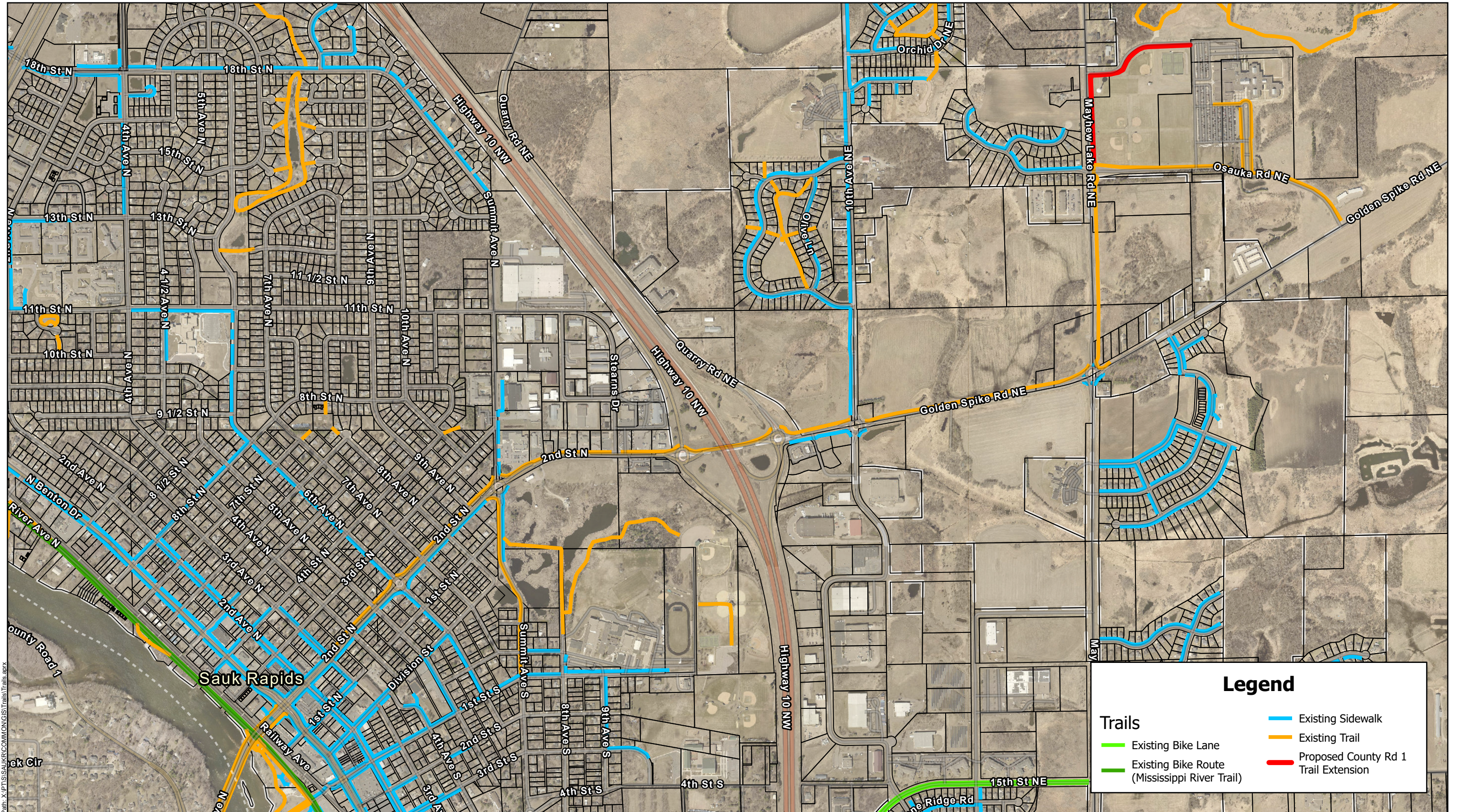
(BIKE / PEDESTRIAN GROUPING)

2024/25 Full Application






Funding in year 2029


APPLICANT: City of Sauk Rapids

PROJECT: Mayhew Lake Road NE (CSAH 1) Trail Extension



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

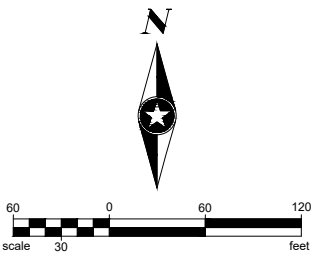
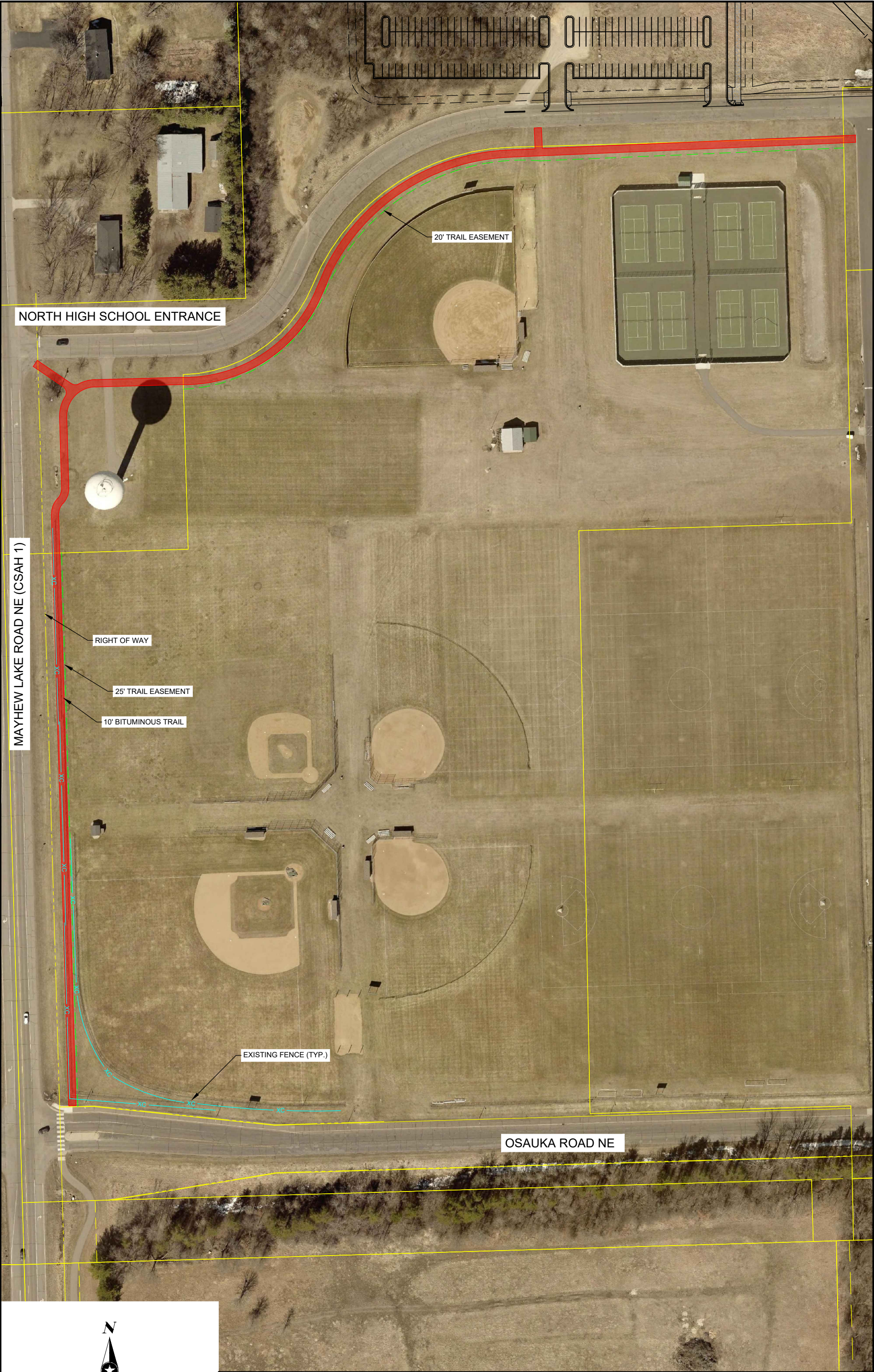
Project: SAUKR 150932
Print Date: 1/7/2025

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.

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

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 EJSscreen 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.

Instructions for Reviewing Transportation Alternatives (TA) Applications

Thank you for participating in this process! Your feedback is critical in helping us identify projects that best serve the needs of our region. Please follow these steps as you review the applications:

1. **Review the Applications:** Take some time to read through each project application. Pay attention to how each project addresses the questions related to our regional active transportation goals.
2. **Answer the Questions:** For each of the nine questions below, consider which project you feel best satisfies the question based on:
 - Your personal opinion.
 - Your experiences as someone who uses or observes the transportation system.
 - The information provided in the applications.
3. **Choose One Project:** Even if you feel two projects are equally strong, pick the one you believe is slightly better at addressing the question.
4. **Make Comments:** Write any notes or observations about each project related to the question. These comments can reflect your opinions, experiences, or highlights from the applications.
5. **Rank the Projects:** Check the box for the project you think best satisfies each question. At the end, the project with the most checks will be ranked #1, and the second will be ranked #2.
6. **Understand the Impact:** The #1 project will receive **10 regional priority points**, and the #2 project will receive **five points**. These points boost the projects most important to our region and influence their final ranking.
7. **Goals:** Each question is aligned with the goals of the APO's Regional Active Transportation Plan. These goals were developed through public engagement and serve as a guide for the APO and local jurisdictions in planning future active transportation facilities.

Key Reminder: There are no right or wrong answers! Your unique perspective helps ensure the best projects are supported. We will discuss everyone's rankings at the meeting to better understand how you made your choices.

GOAL 1: IMPROVE BICYCLE AND PEDESTRIAN SAFETY AND COMFORT

1. What specific safety concerns do you see with the current conditions of this corridor?

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

2. How do the proposed improvements address these safety concerns?

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

3. What potential safety challenges could still remain after implementation?

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

GOAL 4: PROVIDE EQUITABLE ACCESS TO ACTIVE TRANSPORTATION FACILITIES FOR ALL PEOPLE OF ALL ABILITIES

1. Who would benefit the most from these improvements (e.g., children, older adults, individuals with disabilities)?

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

2. Are there barriers (physical, social, or economic) that could limit access for some groups, even with these improvements?

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

3. *Could these facilities reduce the reliance on vehicles for individuals with limited transportation options?*

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

GOAL 5: PROMOTE AN INTERCONNECTED REGIONAL ACTIVE TRANSPORTATION NETWORK

1. *How might this project encourage longer, uninterrupted trips for pedestrians or cyclists?*

City of Saint Cloud – 22nd Street S Multimodal Improvements

City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension

Total Check Marks

- City of Saint Cloud – 22nd Street S Multimodal Improvements
- City of Sauk Rapids – Mayhew Lake Road NE (CSAH 1) Trail Extension