

AGENDA

APO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING

THURSDAY, MARCH 27, 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-B**)
 - a. Approve minutes of Feb. 27, 2025, TAC meeting (**Attachment A**)
 - b. Receive staff report of March 13, 2025, Policy Board meeting (**Attachment B**)
4. Consideration of 2024 Stakeholder Engagement Plan Annual Report (SEPAR) (**Attachment C**), *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
5. Consider recommendations to the Saint Cloud APO's Functional Classification roadway network (**Attachment D**), *Brian Gibson, Executive Director*
 - a. **Suggested Action:** Recommend Policy Board approval.
6. Other Business & Announcements
7. 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-habeeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, Feb. 27, 2025 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Feb. 27, 2025. 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
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell
Mike Decker	Stearns County
Chris Byrd	Benton County
David Roedel	Sherburne County
Michael Kedrowski	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Specialist
Angie Stenson	Bolton & Menk

Online Attendees:

Nene Israel	Saint Cloud Metro Bus
Bryan McCoy	MnDOT MPO Program Coord. Central Office
Kevin Kroll	Toole Design
Dean Chamberlain	Toole Design
Kevin Mackey	Bolton & Menk
Matt Pacyna	TC^2

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were present.

3. CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Feb. 6, 2025, TAC meeting
- b. Receive staff report of Jan. 27, 2025, Central Minnesota Area Transportation Partnership (ATP-3) meeting
- c. Receive staff report of Feb. 13, 2025, Policy Board meeting

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

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

Ms. Johnson stated that the APO has received a request from MnDOT's Office of Freight and Commercial Vehicle Operations to remove the FY 2026 BNSF signal replacement project at 4½ Street NE in St. Cloud. The project will be completed without federal funding. This will require an administrative modification to the TIP. No public comment period is warranted to remove this project from the APO's TIP.

Mr. Voss made a motion to recommend Policy Board approval to remove the FY 2026 BNSF signal replacement project at 4 ½ Street NE in St. Cloud. Mr. Byrd seconded the motion. Motion carried.

Ms. Johnson went on to state after the last TAC meeting the APO received notification that the cost of the CR 61 project needed to be changed. Funding consists of legislative funding with Chapter 5 Bonds and requires construction to be complete by June 30, 2025, or risk losing the \$1 million dollars in state funding. APO staff worked with MnDOT and took the reduction in costs to the Policy Board. The project went from \$1.3 million to just under \$1 million dollars. The Policy Board approved the amended cost of the project.

Ms. Johnson stated the directive from FHWA has been to suspend all projects related to NEVI. At the last TAC meeting TAC reps recommended Policy Board approval to install a NEVI charging station along the I-94 corridor. Since then, APO staff have been instructed to suspend all work on that project. Should FHWA decide to go forth with the project in the future it only needs Policy Board approval.

Mr. Voss stated there was a change in how amendments get processed at both the state and federal level. In addition to being reviewed and approved at the local division level in St. Paul, all amendments must go to Washington, D.C. for review and approval. This may result in taking extra time to have amendments approved. Ms. Johnson stated that if TAC reps have any changes to their 2025 projects to please let her know as soon as possible as the APO staff doesn't know how long the review process will take.

5. SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT MANAGEMENT TEAM MEETING

Ms. Stenson reviewed the topics for today's meeting:

- Project Update
- Equity Spatial Analysis
- High Injury Network (HIN) Corridor Technical Rankings:
 - Corridors by City
 - Multimodal and Equity Considerations
 - Systemic Safety Needs

- Safety Policy Discussion
- Next Steps

Ms. Stenson presented the tasks that have been completed thus far and went on to present Equity Spatial Analysis along with Mr. Pacyna. This is a required component for the SS4A Safety Action Plan and has been historically one of the five components for consideration of grant applications. She stated that the goal is to identify HIN locations within equity areas to help compare and prioritize locations within each community. The Equity Area Definitions are:

- Median Age (greater than 65 years of age)
- Median Household Income (less than 80% of the median)
- Limited English-Speaking Households (greater than 5%)
- Households with one or more people with a disability (greater than 35%)
- People of Color (greater than 45%)

The final equity spatial analysis area was developed for multiple categories, including all-modes, vehicle, motorcycle, bicycle, and pedestrian. Ms. Stenson reviewed several maps and explained the analysis by city/category.

Regarding the equity analysis, Mr. Gibson reiterated that the official guidance is we should continue doing our job as normal until/unless we receive directions from FHWA or MnDOT otherwise.

Turning to the High Injury Network (HIN) Corridor Technical Rankings, Ms. Stenson stated the purpose and need for the rankings which consists of using the HIN and Descriptive Safety Analysis (DSA) to identify:

- Top corridor projects for each municipality
- Multi-jurisdictional corridor projects
- Top corridors by mode
- Regional systemic projects

Ms. Stenson reviewed the HIN Corridor Identification Process for each jurisdiction as well as Multijurisdictional Project Opportunities. She then reviewed the next steps which are:

- Narrow down these lists to 1 project per City and provide more analysis
- Identify Multijurisdictional or Regional/Systemic Project Opportunities

Mr. Pacyna went on to explain that the equity areas are based on the census block data. All of the different categories are based off of an apples-to-apples comparison based on an area. The graphics included are a high-level overview of potential areas for improvement.

Ms. Stenson stated to think about this information and how it is being incorporated into priority corridors. The data where crashes may be overrepresented in certain areas, and also gives examples of corridor profiles, and recommendations.

Mr. Kroll went into more detail. Toole is identifying a couple of different things based off the HIN and descriptive safety analysis that was proposed in last year's process. Toole Design identified a couple of projects in each municipality as well as a couple of potential projects that crossed city lines, primarily referring to the City of St. Cloud and the City of Waite Park. Top corridors were reviewed by mode scenarios,

separate HIN, all modes together, but also focused on all of the roads together, but appeared on the bicycle, pedestrian and motorcycle HIN. They also considered regional systemic projects.

The HIN is for all modes and for individual modes as well. They tried to concentrate on all of the modes combined, but if there is a certain situation where not enough of the corridors appeared within smaller communities, they tried to look at one of the other HIN in other areas to look at projects to keep in mind for the future. HIN is ranked based on a weighted score. Fatalities (5 points), serious injuries (2 points) and minor injuries (1 point). Possible injuries and property damage only crashes are not included in the analysis as the plan is based on the safe systems approach.

Toole Design would like to highlight for St. Cloud and Waite Park specifically, the corridors with the highest scores because there are so many in those areas (indicated by orange and red). For the other areas in the APO, Toole Design expanded from there.

Mr. Kroll stated that regarding the City of St. Cloud, Toole Design identified 13 corridors on the HIN. He proceeded to review each corridor, and the mode of transportation included in the HIN, as well as the multijurisdictional projects, top pedestrian and top bicyclist corridors in the region, as well as why it met the criteria for being in the top two HIN modes. He also reviewed example corridor profiles and recommendations.

One goal is to list tables by city and match off countermeasures from a high-level countermeasure toolbox which would consist of a toolbox (general), Profiles (10 locations – 1 per, one per city), top bike and ped locations, potentially some multijurisdictional corridors and/or systemic improvement areas. The hope is to identify at least 10 locations that they would take to work on and bring back to the TAC in April. From those 10 the TAC will determine the concepts that would be used for grant applications, determining corridor profiles where you get more information and then look at specific improvements as well as zero in on the five specific concept designs at the end of the project. They are looking for projects in the 5–10-year time frame.

Ms. Stenson asked if anything is missing or is there a part of the HIN that should be added to these top lists that move forward for the countermeasure toolbox analysis? The main piece they're looking for next steps to identify the 10 corridors that we will complete countermeasure profiles on.

Mr. Chamberlain stated that they realized that MnDOT recently did a project on Hwy 10 and wanted to bring attention to the fact that data may not show improvements made within the last 5-10 years. They asked that we identify corridors where construction is being planned or has been completed.

Mr. Glaesman stated he loves the data set but is concerned about public input. He stated that if this data is expressed as a technical recommendation of here's X many numbers of things you can do on the corridor to solve a problem, great. If this data is expressed as to determine "the corridor should look like this, lane configuration, turn lanes pedestrian crossings, tools to address the problem, he doesn't believe Bolton & Menk have the funds to do the planning the correct way in

terms of public service. He is concerned that this will become more of a planning document.

Ms. Stenson stated that the intention is to improve on the technical side. Bolton & Menk is scoped to do five concept designs and cost estimates and what do those look like.

Mr. Kroll stated that the sliding window analysis looks along the roadway in 1/10 of a mile segment and picks out segments along that roadway based on the weighting.

Ms. Stenson stated that as they develop the list of 10 areas which projects on the short list should move ahead. Members have until March 13, 2025, to update Ms. Stenson on projects that they should concentrate on.

Ms. Stenson reviewed the Safety Policy Discussion. She stated there is a need for the Policy Board to have a Vision Zero Statement as part of the SS4A Plan. The statement could then be adopted by an entity as well.

She went on to state that Bolton & Menk needs to assign a year and show how the region would make progress toward that project by 2050. Coordinating with safety performance measures then defining what that looks like from a technical standpoint.

Mr. Gibson asked if each individual jurisdiction needs to take an action on this, or can the APO adopt the plan for all jurisdictions.

Ms. Stenson responded that each jurisdiction would need to create some type of resolution to accept the study at a regional level and would have to show that they are on board. Ultimately guidance should be sought from FHWA.

Ms. Johnson stated two of our three counties are represented by Stearns-Benton TZD. She will provide the mission statement, purpose, goals to Ms. Stenson to assist with the Vision Statement. Mr. Voss stated that MnDOT's Strategic Highway Safety Plan implementation plan aligns with a lot of this, and Ms. Stenson stated that she would review that plan online.

Ms. Stenson presented the goals going forward. In March they will develop technical corridor profiles, as well as the countermeasure toolbox to identify support as well as other locations. They will return in April to identify the five locations that concept design and cost estimate should be conducted on. They will return in June to present the information on concept design and cost estimate. During July and August they will refine materials and have public engagement, agency engagement, and a public comment period. They will return in September for final plan presentation. They will be looking for feedback on the safety policy discussion.

Ms. Stenson then reviewed the Safety Policy Discussion Draft Policy Statements:

- Adopt a Vision Zero statement with a goal of zero fatalities or serious injury crashes on roadways within the APO by the year 2050
- Recognize the Safe System principles
 - Death or Serious Injury is unacceptable
 - Humans make mistakes
 - Humans are vulnerable

- Responsibility is shared, Safety is proactive
- Redundancy is Crucial

She then reviewed the support and focus on the following core elements of a Safe System:

- Safe Road Users
- Safe Speeds
- Safe Vehicles
- Safe Roads
- Post-Crash Care
- Use the High Injury Network (HIN) as a planning tool to prioritize investment and help meet the Vision
- Adopt complete streets policies to ensure safe access and mobility for all users and abilities
- Achieve equity in transportation by ensuring more vulnerable communities are a priority and have improved access to safe and efficient travel options
- Create a safer roadway culture by actively partnering with other agencies and organizations to collect and share information to implement strategies and projects that will most benefit roadway safety within the APO.

Mr. Gibson stated to utilize Bolton and Menk as this is each jurisdictions plan, and the APO wants to be sure that members are getting what they need out of this. Regarding the 10 priority locations, if each jurisdiction has something that they might need, inform them and use the resources at Bolton & Menk. He also asked if it would be helpful if the APO staff identified 3 -5 alternatives and sent them to all entities for feedback. Mr. Sabart is stating that each entity will have a different priority, which may not score as highly as St. Cloud projects. Ms. Stenson reiterated that they're looking for one project per entity as well as an alternate. They are also looking for feedback on multijurisdictional pieces.

6. CONSIDERATION OF THE 2025-2029 REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)

Ms. Johnson reviewed the history and purpose of the Regional Infrastructure Investment Plan (RIIP). She explained that while the TIP focuses only on federal and/or state funded projects, the RIIP identifies proposed improvement projects from across the MPA regardless of funding source. The RIIP is composed of approved jurisdictional CIPs and MnDOT District 3's CHIP, where projects are located, the timeframe, and coordinate with other entities. The purpose of the document is to provide a one-stop-shop for all transportation infrastructure projects occurring within the planning area, and to facilitate better interjurisdictional coordination of project development and construction.

The 2025-2029 RIIP includes projects slated to be completed in the years 2025-2029 as well as a look back at projects completed and/or delayed during the 2024 construction season. This also includes the actual construction costs as well as the percentage of the respective projects that were over or under the estimated budget to complete.

Some entities identified maps or information that was incorrect in the current RIIP. Ms. Johnson stated that she will make the amendments before presenting to the Policy Board for publication approval.

Mr. Byrd motioned to recommend Policy Board approval of the publication of the Amended 2025-2029 Regional Infrastructure Investment Plan (RIIP). Mr. Voss seconded the motion. Motion carried.

7. OTHER BUSINESS AND ANNOUNCEMENTS

- TIP Amendments due to Ms. Johnson by March 10, 2025, anticipating May Policy Board Approval.
- Financial information and Annual Listing of Obligated Projects Information needs to be back to Ms. Johnson by March 21, 2025.
- Mr. Gibson stated that next month the APO anticipates proposing functional class changes, looking at 12-13 changes based on immediate existing condition data.
- Mr. Voss stated that changes have been made to the Corridors of Commerce Program, which was originally a legislative way to fund principle arterial roadways and trunk highways. It consists of three tiers: areas inside the 694-494 beltway (Met Council), outside of the beltway impacting counties like Isanti, Sherburne, and Wrigh. Outside of that area, rural communities would be considered the Greater Minnesota Tier. This is a new way of looking at statewide distribution for planning, environmental review, predesign and level one design in transportation programing. Applications will be sent out in the next few weeks and will run through spring.

ADJOURNMENT

The meeting was adjourned at 11:27 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: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: March 14, 2025

A Policy Board meeting was held on Thursday, March 13, 2025. The Board took the following actions:

1. The Board approved an administrative modification to the Transportation Improvement Program (TIP), deleting the railroad signal replacement at 4-1/2 Street NE in St. Cloud because BNSF already replaced the signal using their own funds.
2. The Board approved publishing the Regional Infrastructure Investment Plan (RIIP).
3. The Board approved the recommendation of the Technical Advisory Committee regarding a cost-sharing agreement for future beltline projects.
 - a. The proposal will next need to be approved by every individual jurisdiction before it can go into effect.
4. The Board rejected a proposal to would have allowed for hybrid meetings (i.e., some Board members attending the meeting in person, while others attend remotely), choosing instead to continue meeting exclusively in-person at the Great River Regional Library.

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 (TAC)
FROM: Alex McKenzie, Associate Transportation Planner
RE: 2024 Stakeholder Engagement Plan Annual Report (SEPAR)
DATE: March 10, 2025

The Stakeholder Engagement Plan Annual Report (SEPAR) serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. Our overarching goal is to provide every community member an equal and equitable opportunity to participate in the planning process.

The APO has developed three specific goals when it comes to getting the community involved in the regional transportation planning process:

1. **Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
2. **Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.
3. **Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

To assess our progress, APO staff conducts an annual evaluation, measuring the effectiveness of policies and practices around public involvement. The 2024 Stakeholder Engagement Plan Annual Report (SEPAR) serves as our public engagement evaluation tool.

Chapter 1 of this report begins by introducing and providing an overview of the APO and its roles and responsibilities in regional transportation planning.

Chapter 2 outlines various techniques APO staff and consultants performing work on behalf of the APO used to engage and inform the community on regional transportation planning and programming processes.

Chapter 3 provides detailed insight into various outreach activities employed by APO staff and consultants in 2024. This includes everything from meetings and events to online surveys and social media engagement. Emphasizing the importance of inclusivity, Chapter 3 compares the demographic makeup of outreach participants to the demographic makeup of the region. This is done to assist APO staff in gauging the effectiveness of current public outreach activities among the community and as well to assist staff in identifying opportunities to improve public engagement for underrepresented populations. Recognizing the commitment to obtaining feedback from participants, APO staff surveyed outreach participants on how staff can work to improve APO-sponsored events and activities.

Chapter 4 provides insight into the social media platforms utilized by the APO to connect with the public.

Chapter 5 contains the APO's evaluation on engagement efforts to those individuals with limited English proficiency in accordance with the APO's Limited English Proficiency (LEP) portion of the SEP.

Finally, this report concludes with a review of past recommendations to improve upon public engagement in addition to new strategies to be deployed over the next calendar year to assist in effective community outreach.

We remain committed to ensuring that our work reflects the priorities, needs, and voices of the community we serve. By conducting this annual report, we evaluate our outreach efforts, assess representation in public engagement, and identify areas for improvement. Understanding who we reach—and who we may be missing—allows us to refine our strategies and create more inclusive opportunities for participation. We recognize that effective transportation planning requires meaningful public input, and we will continue to enhance our processes to ensure that all community members have a voice in shaping the future of transportation in our region. Through ongoing evaluation and adaptation, the APO strives to build a transportation system that is equitable, accessible, and representative of the diverse needs of the people it serves.

To review the document in its entirety, visit this link: <http://stcloudapo.org/wp-content/uploads/2025/03/4.1.-2024-SEP-Annual-Report.pdf>

Suggested Action: Recommend approval of the 2024 Stakeholder Engagement Plan Annual Report (SEPAR).



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: Proposed Changes to Functional Classification
DATE: March 18, 2025

Recently, the APO hired Bolton & Menk to review existing roadway functional classifications and make recommendations for changes.

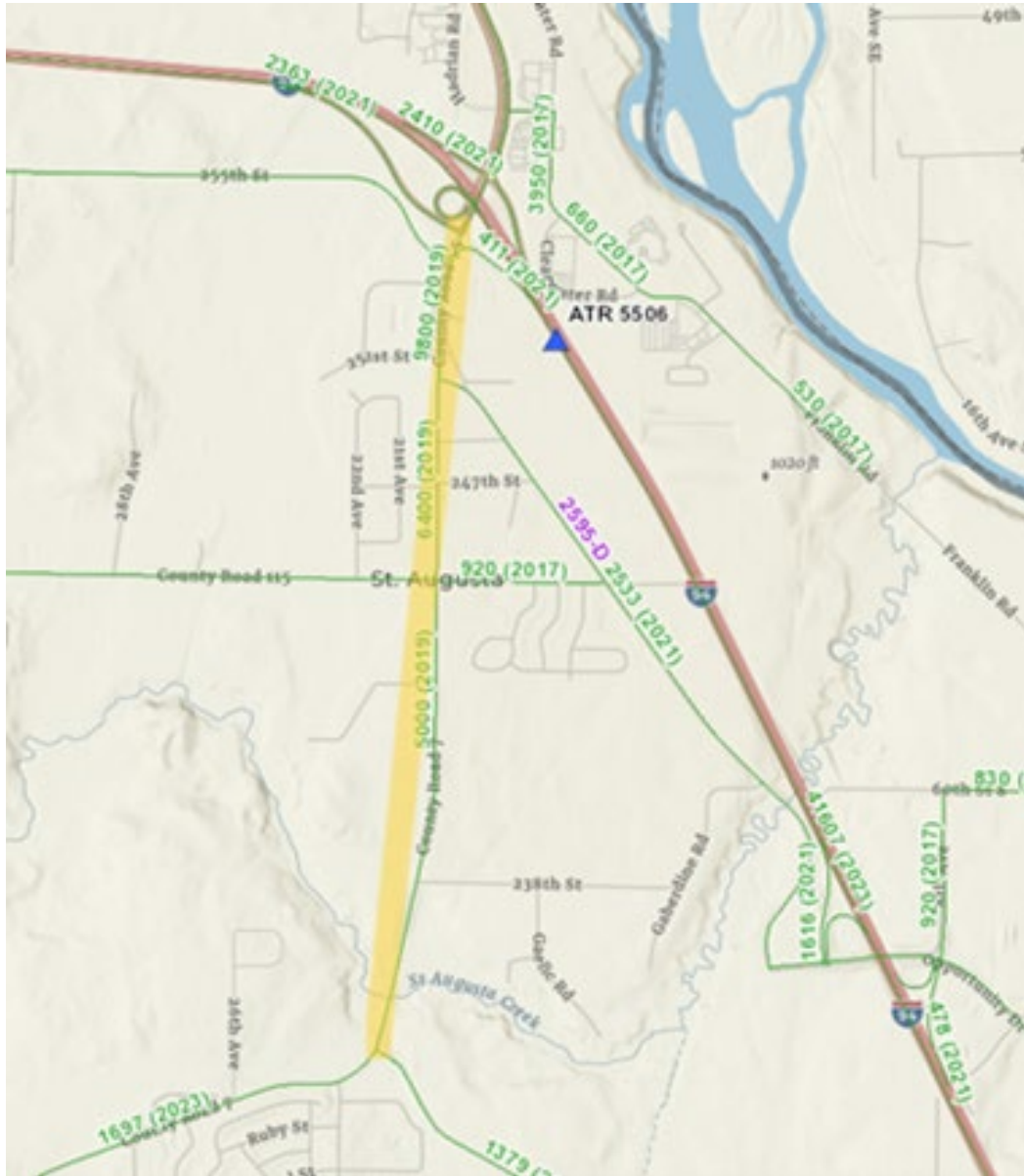
When changing the functional classification of a local street to a collector or arterial, that street becomes eligible for Federal surface transportation funds. When changing a collector to an arterial (as noted in Bolton & Menk's work) there is an expectation that there would be stricter access control and right-of-way preservation so that the corridor could function **safely** as an arterial carrying higher volumes of traffic at higher speeds.

Based on that work, the APO staff are bringing forward for your consideration (in no particular order) the following potential functional classification changes:

(Continued on next page)

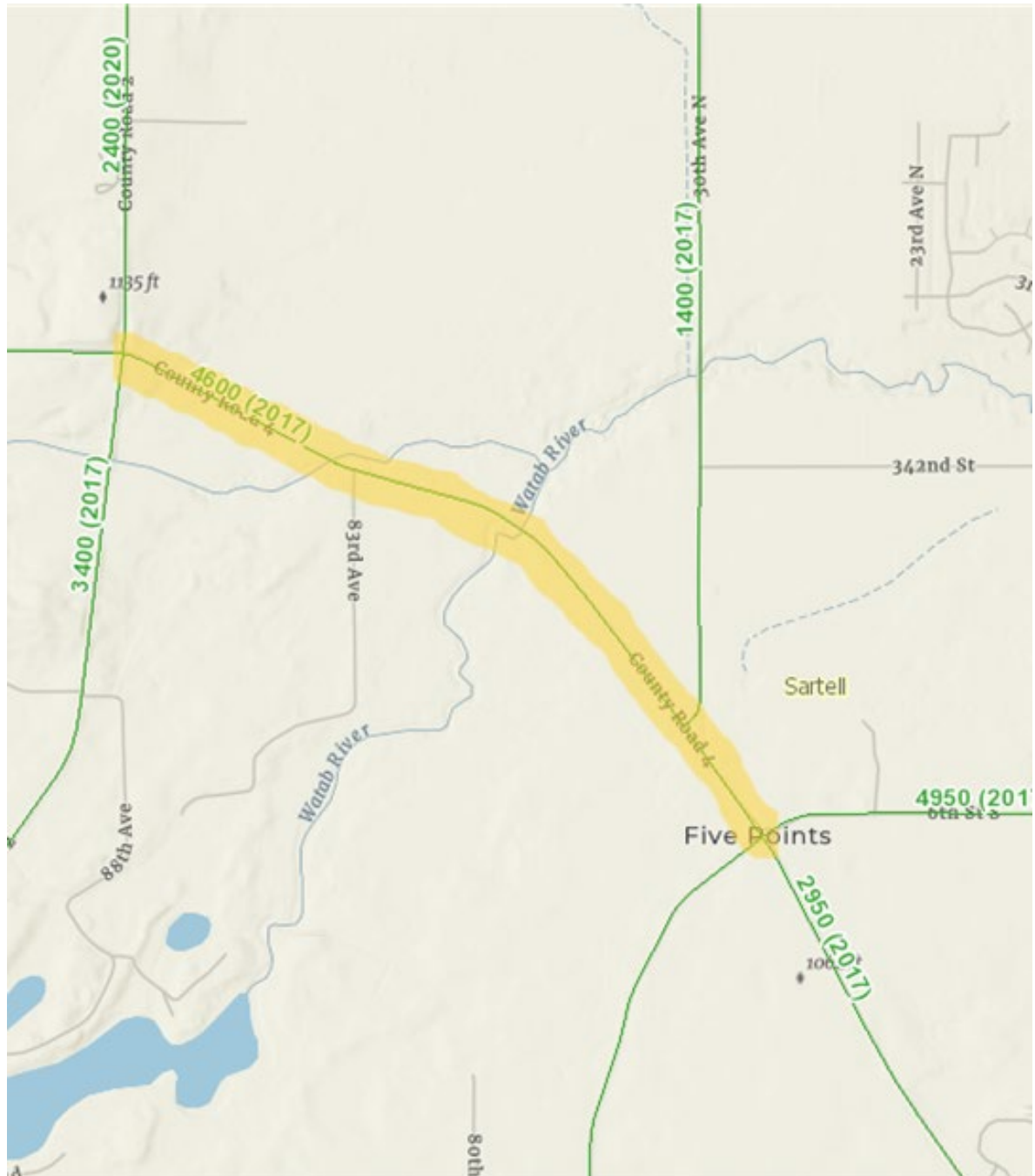
1. (Stearns) County Road 7

- a. Termini: I-94 to CR 44
- b. Geography: St. Augusta
- c. Length: 2 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 5,000 – 9,800
- f. 2050 Forecasted Daily Traffic: 5,800 – 11,300
- g. Recommended FC: Minor Arterial



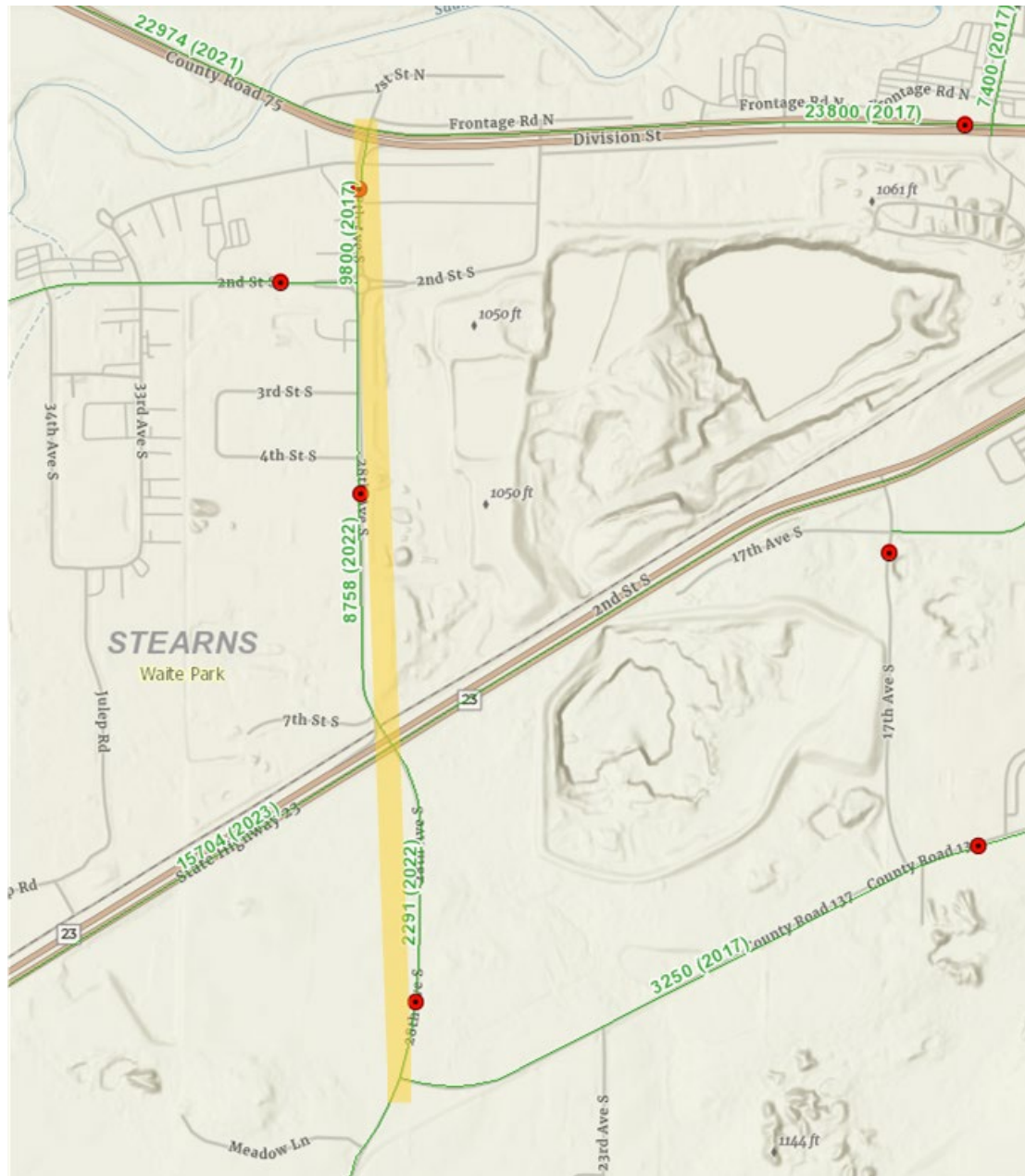
2. (Stearns) County Road 4

- a. Termini: CR 2 to CR 133/6th Street
- b. Geography: Stearns Co & Sartell
- c. Length: 1.8 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 4,600
- f. 2050 Forecasted Daily Traffic: 6,400
- g. Recommended FC: Minor Arterial



3. (Waite Park) 28th Avenue South

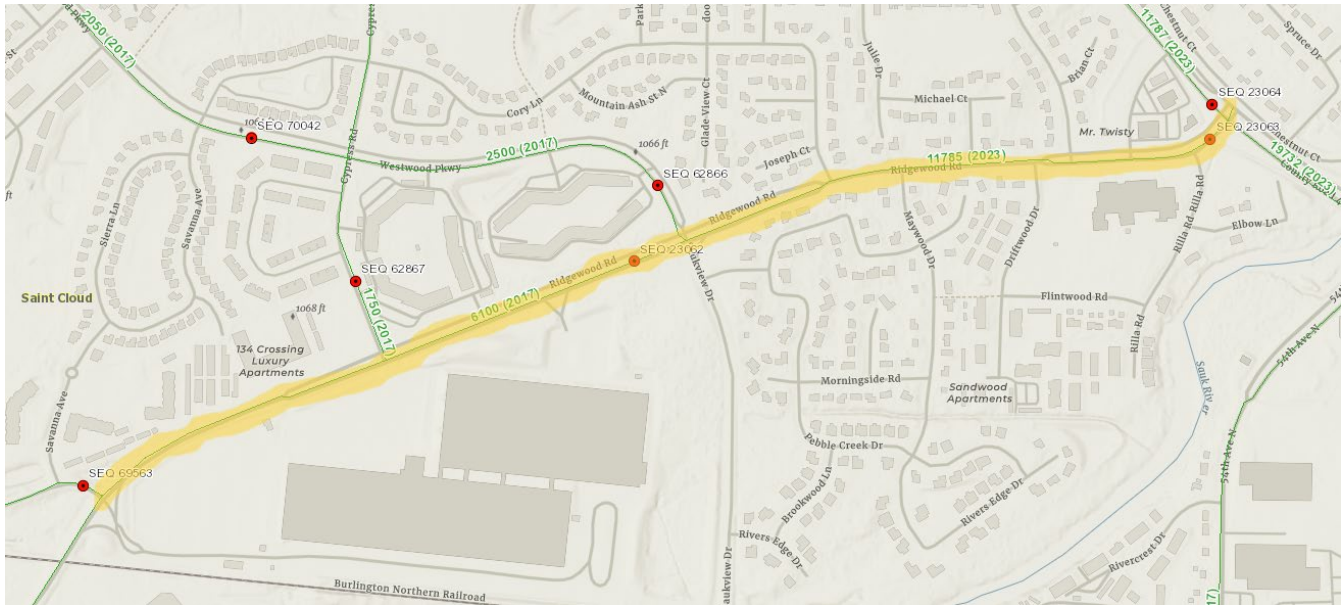
- Termini: Division Street to CR 137
- Geography: Waite Park
- Length: 1.3 miles
- Existing FC: Major Collector
- Existing Average Daily Traffic: 2,291 – 9,800
- 2050 Forecasted Daily Traffic: 5,600 – 10,000
- Recommended FC: Minor Arterial



Note that most of the future traffic growth occurs between Division and MN-23 so the city may want to only change that section of 28th Street for now and change the section south of MN-23 when conditions better warrant it.

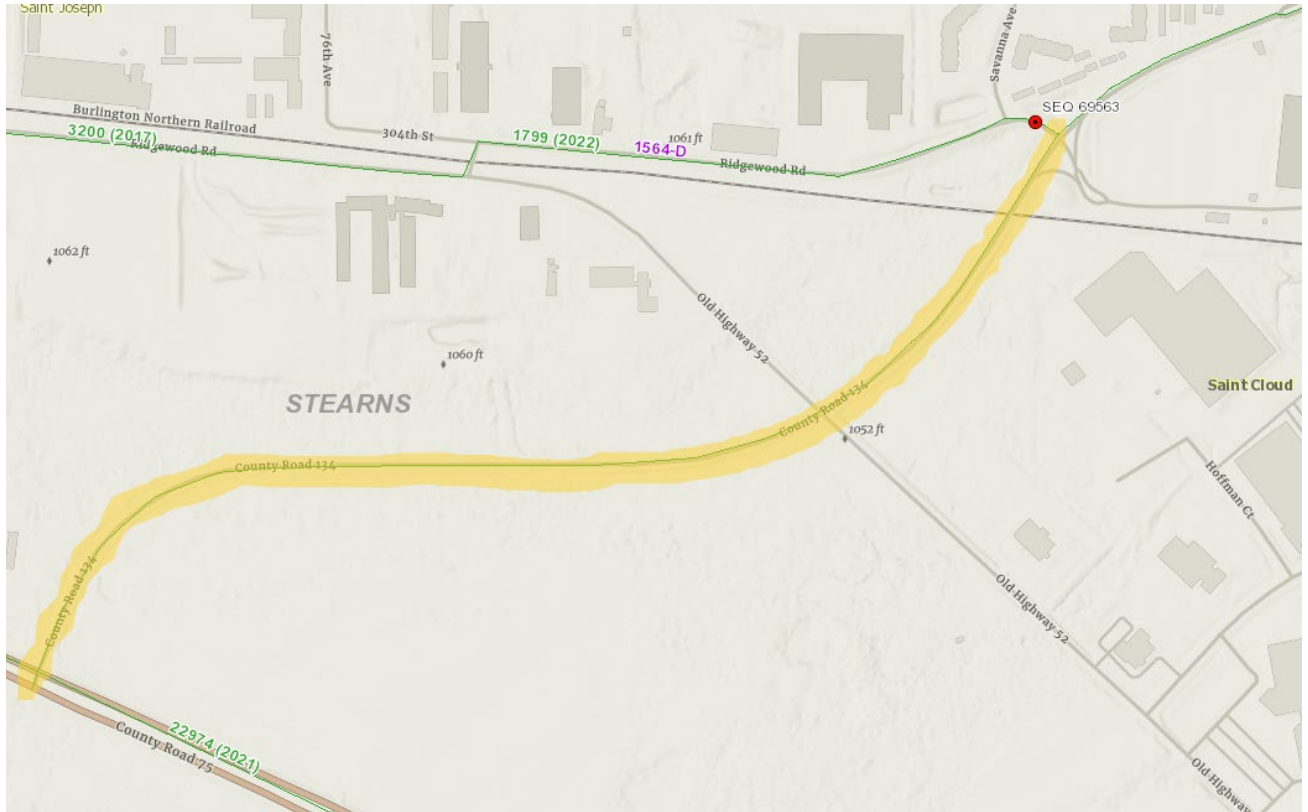
4. (St. Cloud) Ridgewood Road

- a. Termini: CR 4 to CR 134
- b. Geography: St. Cloud
- c. Length: 1.2 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 6,100 – 11,785
- f. 2050 Forecasted Daily Traffic: 6,400 – 12,900
- g. Recommended FC: Minor Arterial



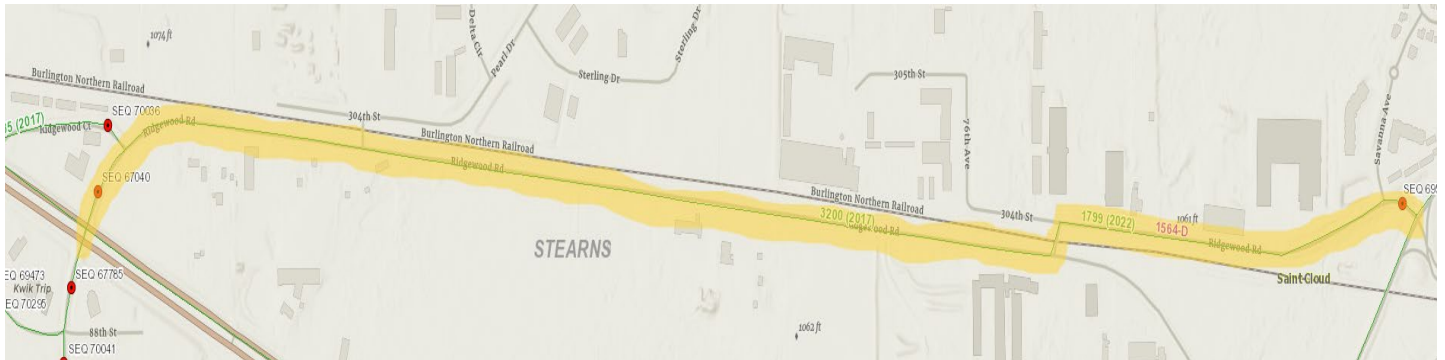
5. (Stearns) CR 134

- a. Termini: Ridgewood Road to CSAH 75
- b. Geography: Stearns Co. & St. Cloud
- c. Length: 1.0 mile
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 6,100
- f. 2050 Forecasted Daily Traffic: 6,400
- g. Recommended FC: Minor Arterial



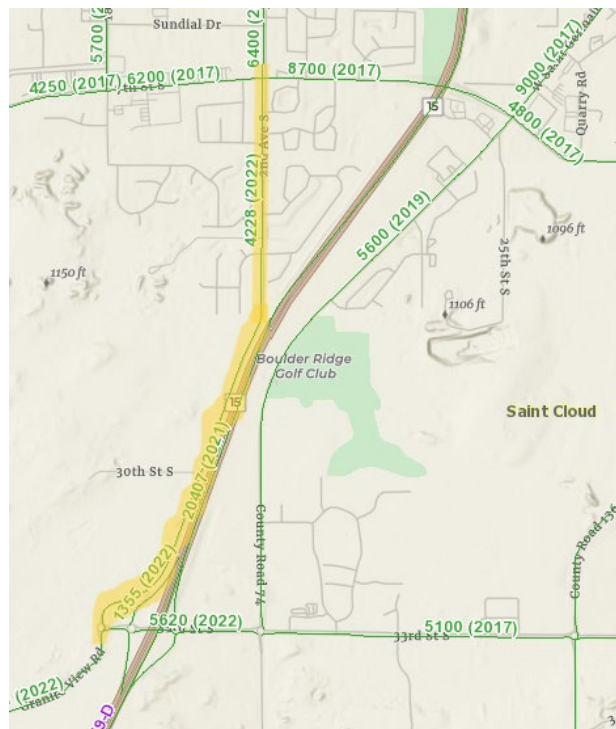
6. (St. Cloud & St. Joseph) Ridgewood Road

- Termini: CR 134 to CSAH 75
- Geography: St. Cloud & St. Joseph
- Length: 1.9 miles
- Existing FC: Minor Collector
- Existing Average Daily Traffic: 1,799 – 3,200
- 2050 Forecasted Daily Traffic: 2,000 – 2,800
- Recommended FC: Major Collector



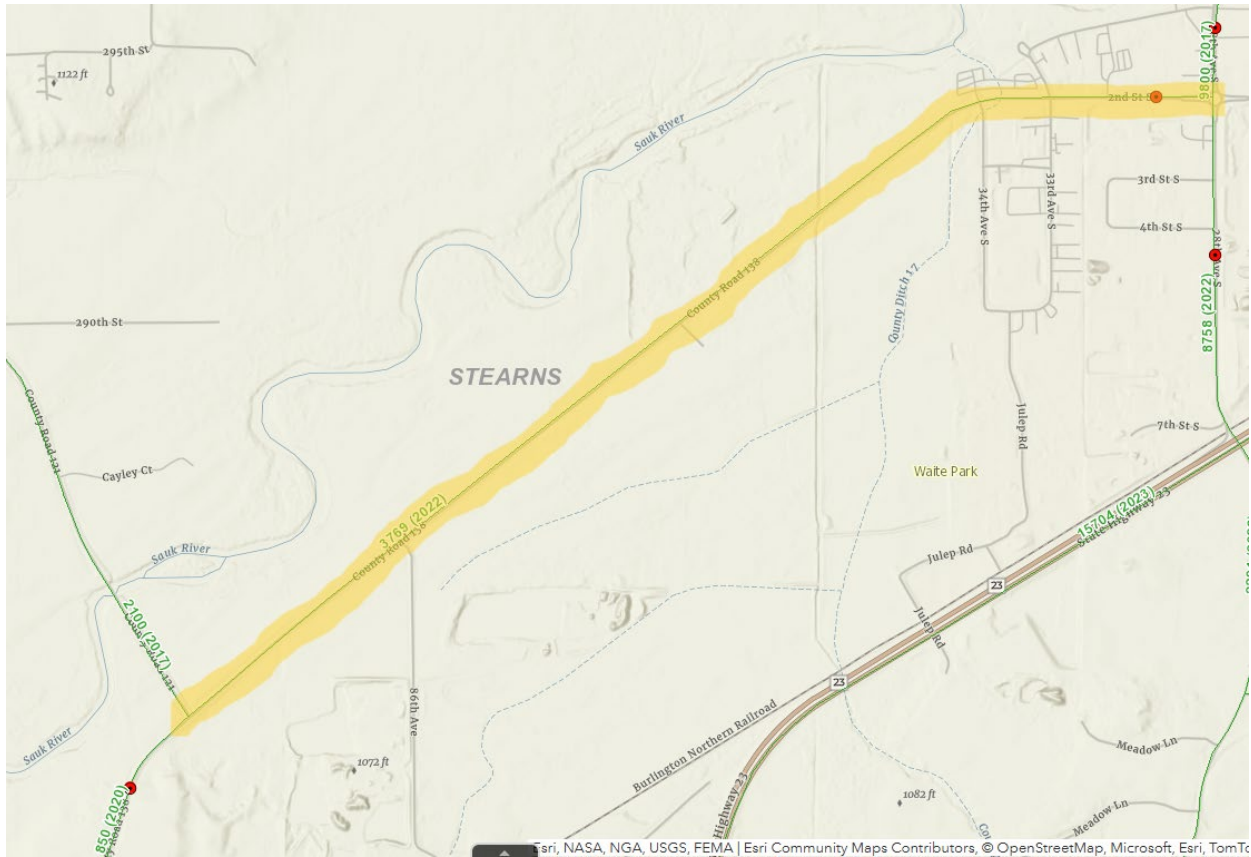
7. (Waite Park) 2nd Street South/Graniteview Road

- Termini: 7th Street South to 33rd Street South
- Geography: Waite Park
- Length: 1.9 miles
- Existing FC: Minor Collector
- Existing Average Daily Traffic: 4,228
- 2050 Forecasted Daily Traffic: ??
- Recommended FC: Minor Arterial



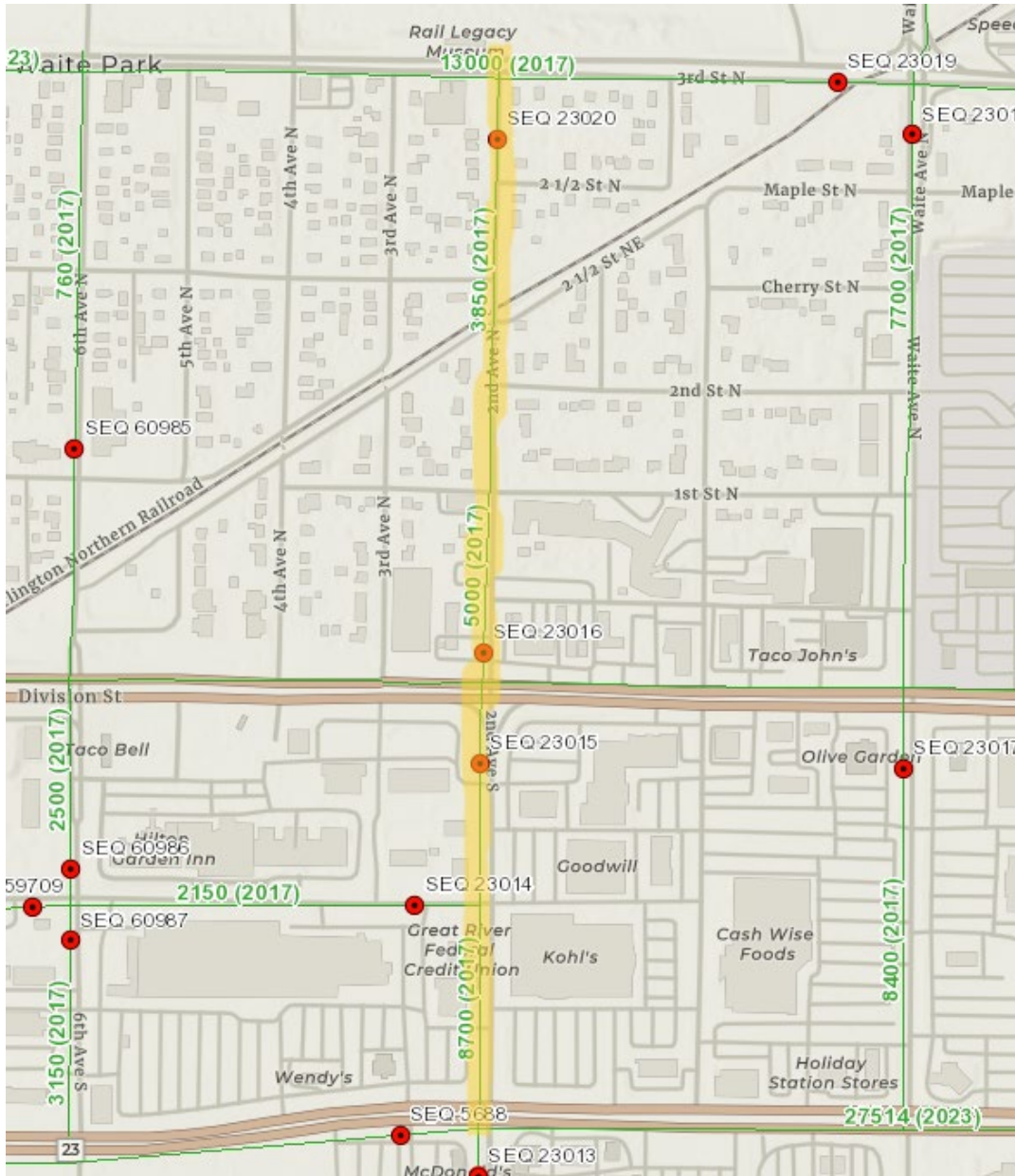
8. (Stearns) CR 138

- a. Termini: 28th Avenue SE to CR 121/College Avenue South
- b. Geography: Waite Park
- c. Length: 2.3 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 3,769
- f. 2050 Forecasted Daily Traffic: 3,700
- g. Recommended FC: Major Collector



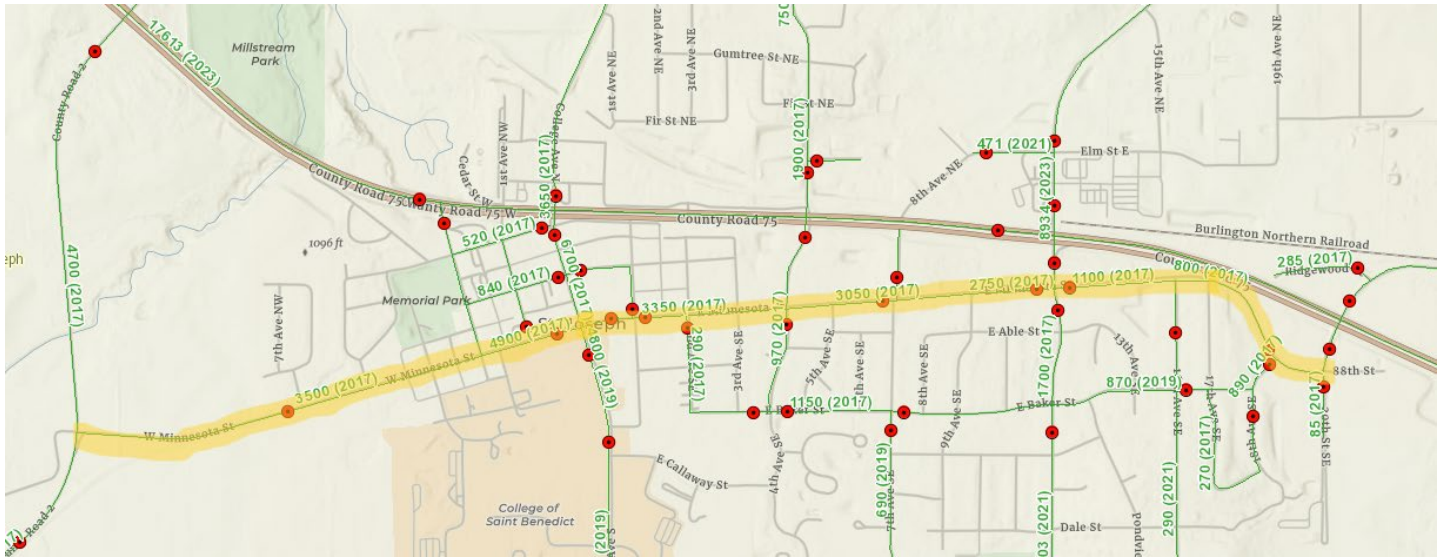
9. (Waite Park) 2nd Avenue North/South

- a. Termini: 3rd Street North to MN-23
- b. Geography: Waite Park
- c. Length: 0.65 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 3,850 – 8,700
- f. 2050 Forecasted Daily Traffic: 5,400 – 5,700
- g. Recommended FC: Minor Arterial



10. (St. Joseph/Stearns?) Minnesota Street

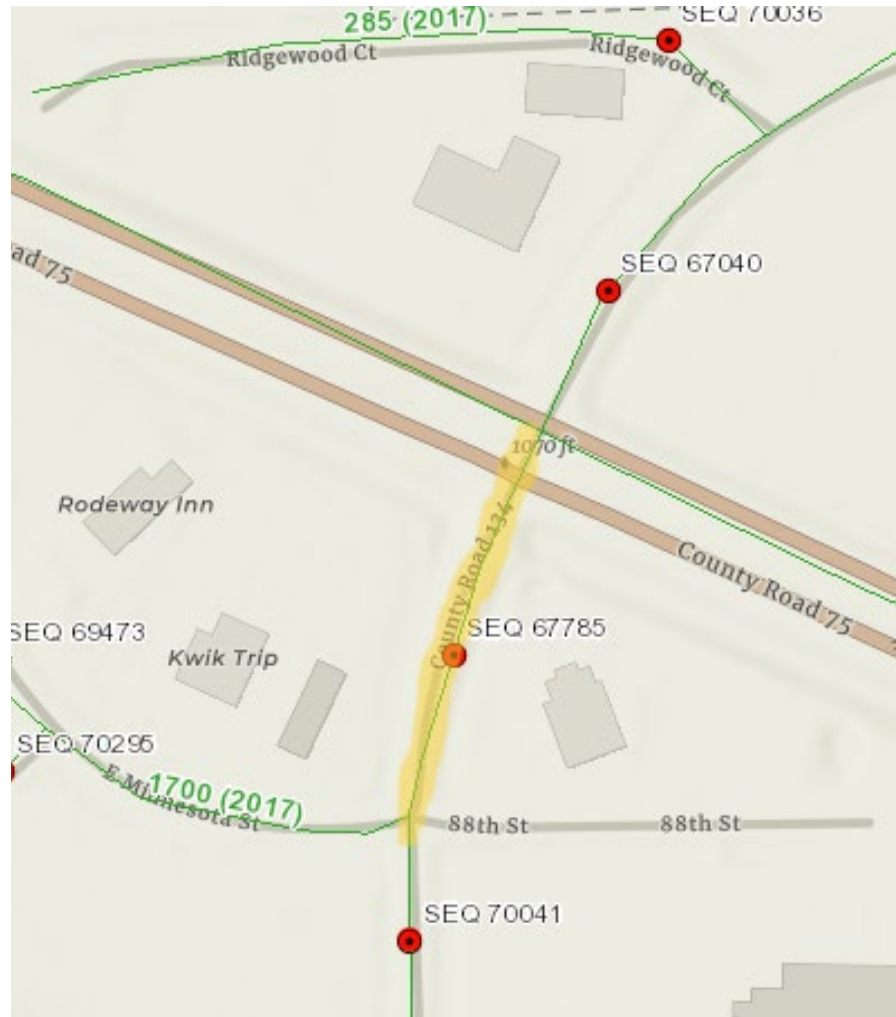
- Termini: 20th Avenue SE/CR 134 to CR 2
- Geography: St. Joseph
- Length: 2.3 miles
- Existing FC: Minor Collector
- Existing Average Daily Traffic: 1,100 – 3,500
- 2050 Forecasted Daily Traffic: 5,400 – 5,700
- Recommended FC: Major Collector



Given current and future traffic volumes, the city may want to reclassify only up to 12th Avenue SE instead of going all the way to 20th Avenue.

11. (Stearns) CR 134

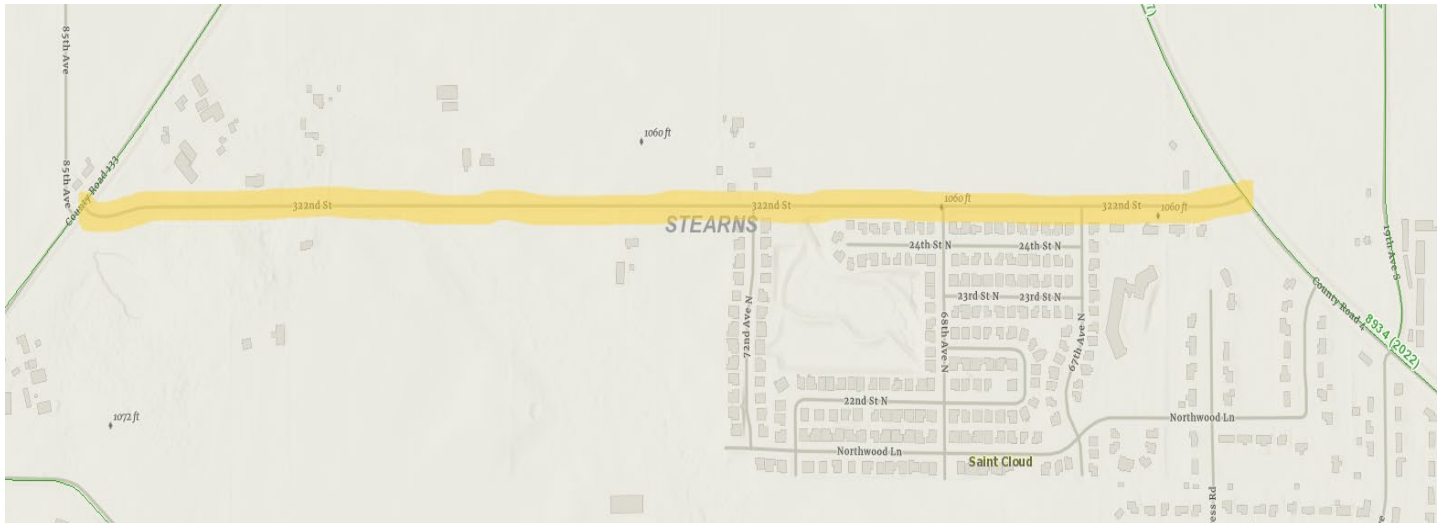
- a. Termini: CSAH 75 to Minnesota Street
- b. Geography: St. Joseph
- c. Length: 0.08 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,700
- f. 2050 Forecasted Daily Traffic: 2,500
- g. Recommended FC: Major Collector



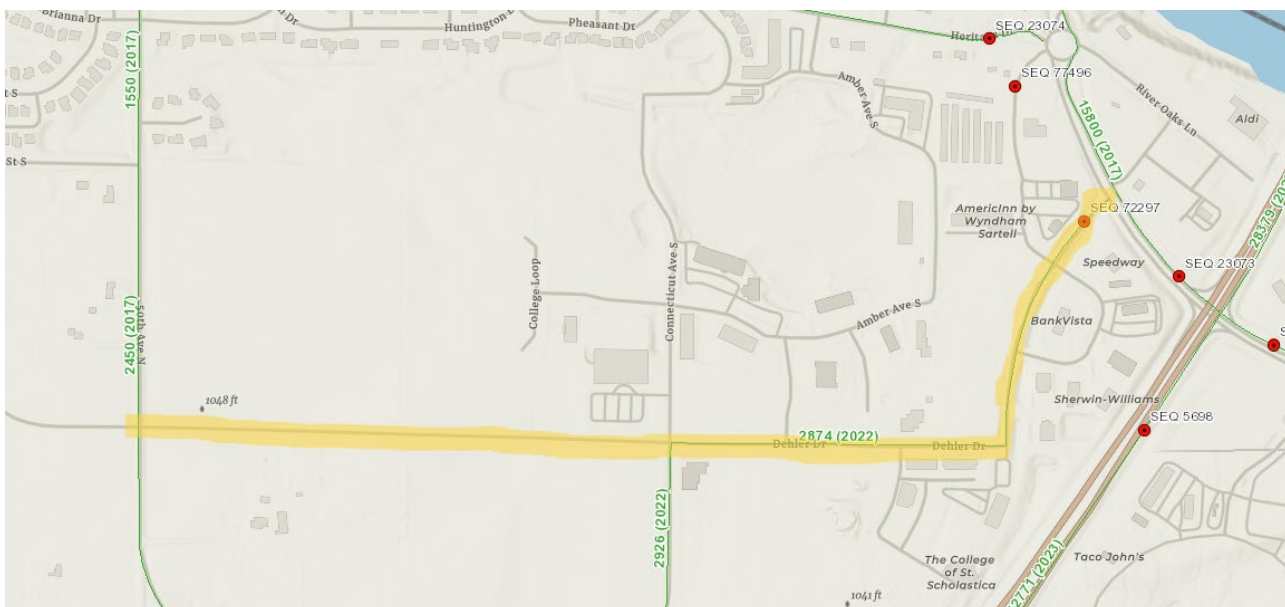
Contingent upon reclassification of Minnesota Street.

12. (St. Cloud & Townships) 322nd Street

- Termini: CR 4 to CR 133
- Geography: St. Cloud & Townships
- Length: 1.32 miles
- Existing FC: Local
- Existing Average Daily Traffic: 3,300
- 2050 Forecasted Daily Traffic: 5,700
- Recommended FC: Major Collector

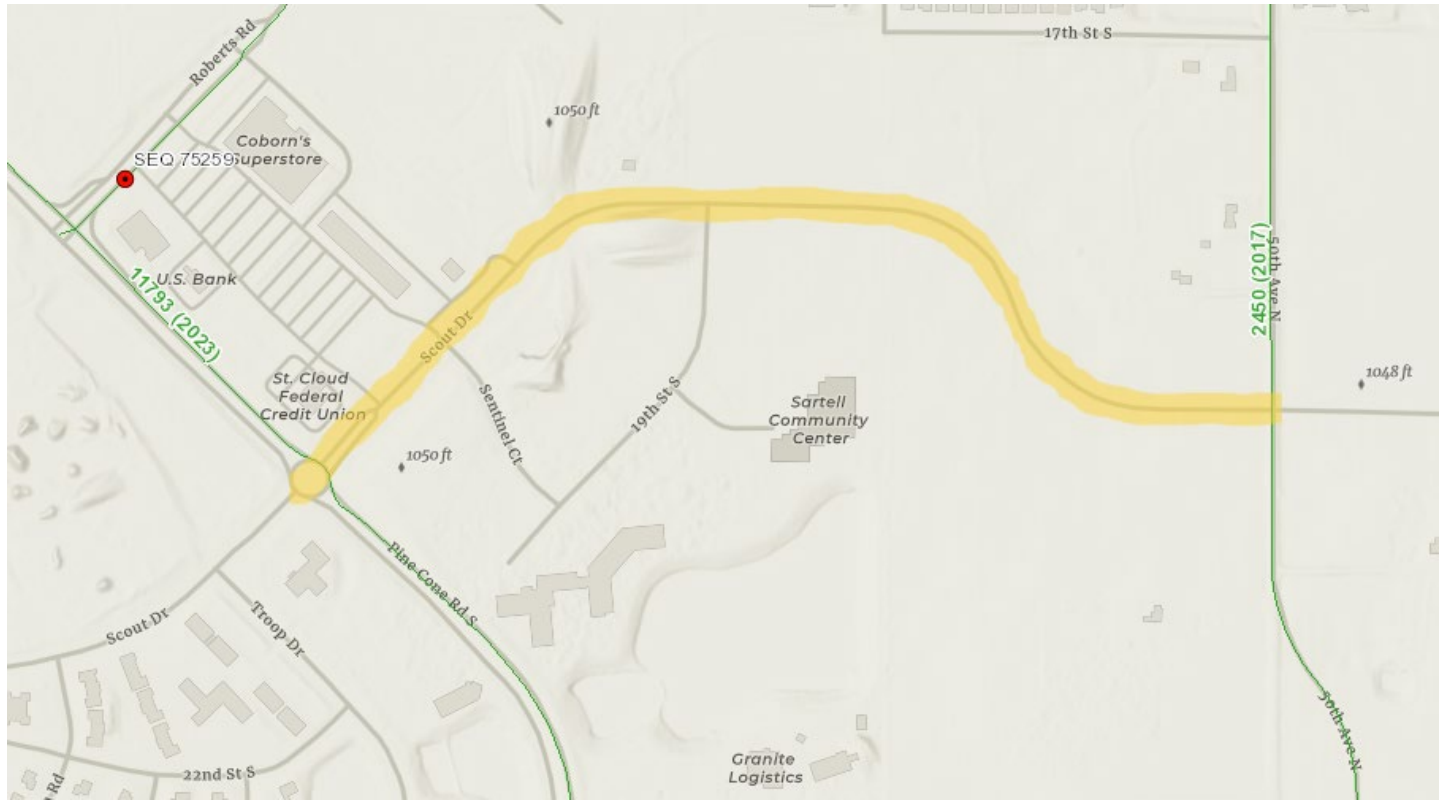
**13. (Sartell) LeSauk Drive/Dehler Drive**

- Termini: Riverside Avenue to Leander Avenue/50th Avenue
- Geography: Sartell
- Length: 1.06 miles
- Existing FC: Local
- Existing Average Daily Traffic: 2,874
- 2050 Forecasted Daily Traffic: 3,500 – 4,400
- Recommended FC: Minor Collector



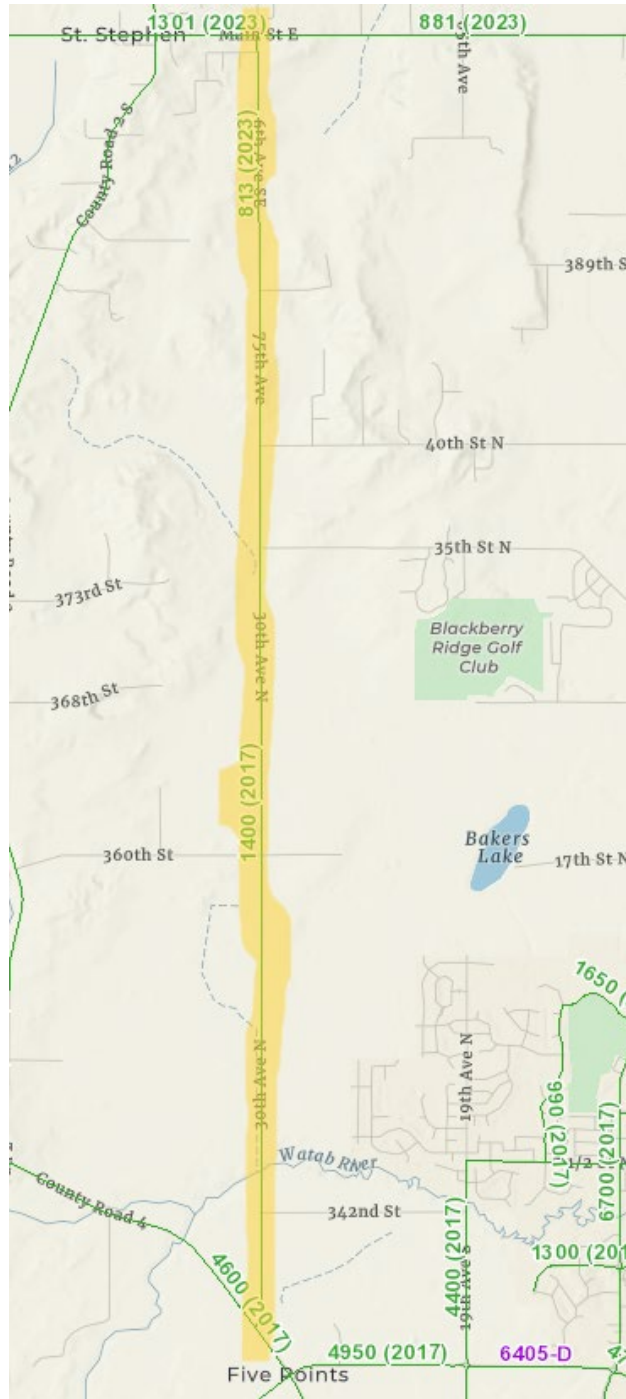
14.(Sartell) Scout Drive

- a. Termini: Leander Avenue to Pinecone Road
- b. Geography: Sartell
- c. Length: 0.75 miles
- d. Existing FC: Local
- e. Existing Average Daily Traffic: ??
- f. 2050 Forecasted Daily Traffic: Not modeled
- g. Recommended FC: Minor Collector



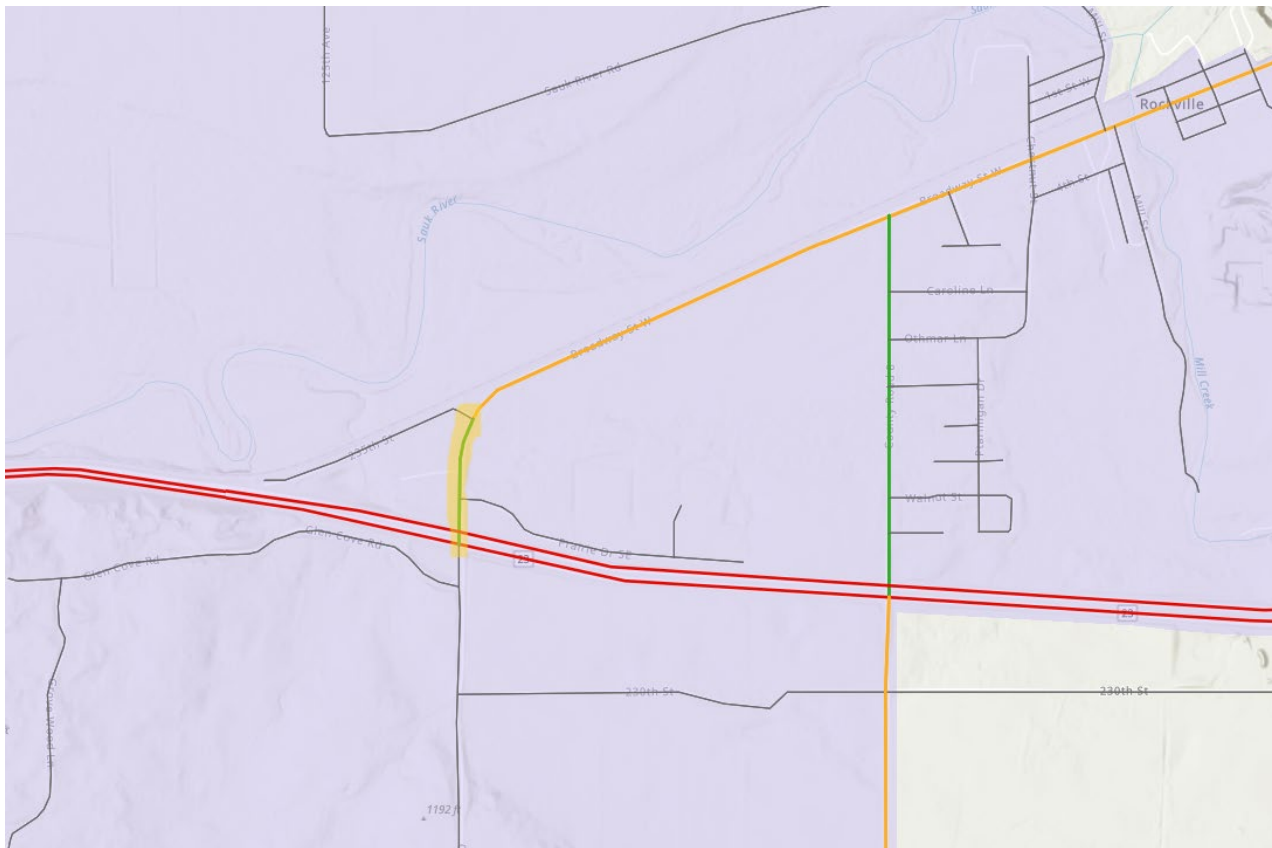
15. (Townships) Townline Road

- a. Termini: CR 5/Main Street (St. Stephen) to CR 4
- b. Geography: Stearns Co & Townships
- c. Length: 6.35 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 813 - 1,400
- f. 2050 Forecasted Daily Traffic: 4,317
- g. Recommended FC: Major Collector



16. (Stearns) Broadway Street West

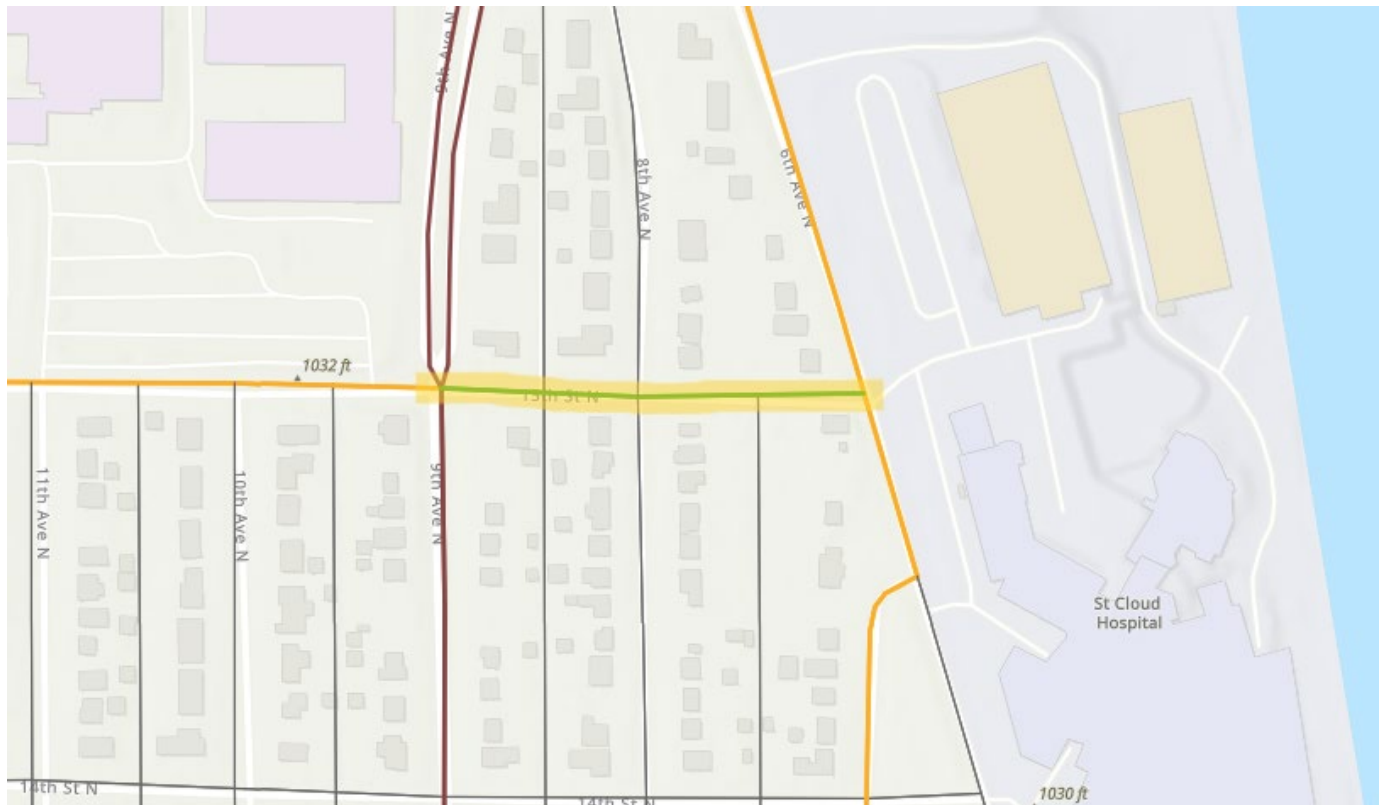
- a. Termini: 235th Street to MN-23
- b. Geography: Rockville
- c. Length: 0.2 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,600
- f. 2050 Forecasted Daily Traffic: 2,100
- g. Recommended FC: Major Collector



Suggested only for consistency with the rest of the corridor

17. (St. Cloud) 15th Street North

- a. Termini: 6th Avenue North to 9th Avenue North
- b. Geography: St. Cloud
- c. Length: 0.13 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,700
- f. 2050 Forecasted Daily Traffic: 1,700
- g. Recommended FC: Major Collector



Suggested only for consistency

18. (Sherburne) 32nd Street/27th Street SE

- a. Termini: 75th Avenue SE to US-10
- b. Geography: Sherburne Co
- c. Length: 4.24 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,027
- f. 2050 Forecasted Daily Traffic: 1,500
- g. Recommended FC: Major Collector



19.(Sartell) 2nd Street North

- a. Termini: 2nd Avenue North to Riverside
- b. Geography: Sartell
- c. Length: TBD
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 1,700
- f. 2050 Forecasted Daily Traffic: 1,500
- g. Recommended FC: Minor Collector



20.(Sartell) 35th Street North

- Termini: Pinecone Road to Townline Road
- Geography: Sartell
- Length: 2.1 miles
- Existing FC: Local
- Existing Average Daily Traffic: ??
- 2050 Forecasted Daily Traffic: Not modeled
- Recommended FC: Major Collector

**21.(Sartell) Pinecone Road North**

- Termini: 35th Street North to 27th Street North
- Geography: Sartell
- Length: 0.5 miles
- Existing FC: Local
- Existing Average Daily Traffic: ??
- 2050 Forecasted Daily Traffic: Not modeled
- Recommended FC: Major Collector



To be done in conjunction with 35th Street North reclassification

The Federal Highway Administration offers guidelines for the percentage of urban area roadways that can functionally classified above a local road.

Brian's Very Rough Guesstimate

Facility Type	Existing Mileage*	Percentage	FHWA Guidelines	Proposed Changes	Mileage After Changes	Percentage After Changes	Meets FHWA Guidelines
Local Roads	936.94	62.10%	62% - 74%	-6.06	930.88	61.70%	No - Low
Minor Collector	63.55	4.21%	3% - 16%	-17.26	46.29	3.07%	Yes
Major Collector	169.5	11.23%	3% - 16%	13.47	182.97	12.13%	Yes
Minor Arterial	139.19	9.23%	7% - 14%	9.85	149.04	9.88%	Yes
Principal Arterial - Other	152.97	10.14%	4% - 9%	0	152.97	10.14%	No - High
Principal Arterial - Interstate	46.58	3.09%	1% - 3%	0	46.58	3.09%	No - High
Total	1508.73	100.00%		0.00	1508.73	100.00%	

**includes recent change to Heatherwood Rd*

As you can see, we already exceed the guidelines for Interstate and Other Principal Arterials. This is because of I-94, US-10, and two State highways that all intersect in our urban area.

The changes proposed in this memo would result in our local roadway mileage being just a little low, but we would still meet the guidelines for Collectors and Minor Arterials. There are no changes proposed for Principal Arterials so those would not change.

Suggested Action: Recommend a set of functional classification changes to the Policy Board.