

AGENDA

APO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING

THURSDAY, APRIL 24, 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-C**)
 - a. Approve minutes of March 27, 2025, TAC meeting (**Attachment A**)
 - b. Receive staff report of April 3, 2025, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (**Attachment B**)
 - c. Receive staff report of April 10, 2025, Policy Board meeting (**Attachment C**)
4. Consideration of FY 2025-2028 Transportation Improvement Program Amendments (**Attachments D1-D2**), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action:** Recommend Policy Board approval.
5. Safe Streets and Roads for All (SS4A) Project Management Team Meeting (**Attachments E1-E4**), Angie Stenson, Senior Transportation Planner with Bolton & Menk
 - a. **Suggested Action:** None, informational.
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-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, Mar. 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, Mar. 27, 2025. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Luke Langer	City of Saint Cloud (Alternate for Zac Borgerding)
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell
Jon Norenberg	City of Waite Park
Jodi Teich	Stearns 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 Tomovic	MnDOT District 3 State Aid

Online Attendees:

Bryan McCoy	MnDOT MPO Program Coord. Central Office
Jason Gottfried	MnDOT MPO Program Coord. Central Office
David Roedel	Sherburne County
Jeff Lenz	MnDOT District 3
James Stapfer	APO, Planning Technician

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. 27, 2025, TAC meeting
- b. Receive staff report of Mar. 13, 2025, Policy Board meeting

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

4. CONSIDERATION OF 2024 STAKEHOLDER ENGAGEMENT PLAN ANNUAL REPORT (SEPAR)

Mr. McKenzie began by stating the Stakeholder Engagement Plan (SEP) serves as the community engagement roadmap, guiding APO staff, advisory committees, and decision-makers on how to reach members of the public. The APO's overarching goal is to provide community members with an equal and equitable opportunity to participate in the planning process. To ensure progress is being made toward this goal, APO staff have developed the Stakeholder Engagement Plan Annual Report (SEPAR). Mr. McKenzie stated that completing the annual report gives APO staff the opportunity to evaluate outreach efforts, assess representation in public engagement, and identify areas for improvement. He said by doing this, APO staff will be able to understand who they are reaching and who they may be missing. Doing so will allow staff to refine current strategies to create more inclusive opportunities for participation.

Mr. McKenzie spoke about the opportunities for involvement in 2024. This included an overview of 2024 activities related to:

- Public meetings.
- TAC meetings.
- Policy Board Meetings.
- ATAC meetings.
- TIP open houses.
- MTP open houses.
- Consultant-led open houses.
- The monthly newsletter (The Oxcart).
- Press releases,
- Email (interested persons and stakeholder).
- APO website.
- Social media (Facebook, Instagram, Tik Tok (paused until federal government makes decision on keeping the app active in the US), Nextdoor, and YouTube).

Also included in this overview was a discussion of how APO staff leveraged city and county websites/meetings to advertise public engagement opportunities.

Mr. McKenzie went on to discuss the demographics and information gleaned from the many opportunities given for public input. APO staff have concluded that we will be utilizing more community liaisons for hard-to-reach populations, grow our social media accounts, and utilize Nextdoor for posting announcements, amendments, etc.

Mr. Kedrowski made a motion to recommend Policy Board approval of the 2024 Stakeholder Engagement Plan Annual Report (SEPAR). Mr. Norenberg seconded the motion. Motion carried.

5. CONSIDER RECOMMENDATIONS TO THE SAINT CLOUD APO'S FUNCTIONAL CLASSIFICATION ROADWAY NETWORK`

Mr. Gibson stated the APO hired Bolton & Menk to review existing roadway

functional classifications and make recommendations for changes. He explained that 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, 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. He went on to state that based on the work completed by Bolton & Menk, APO staff are putting forward for the TAC's consideration (in no particular order) the following are potential functional classification changes:

- **Proposed changes from Major Collector to Minor Arterial.**
 - Stearns County: CSAH 7 from I-94 to CSAH 44.
 - Stearns County: CSAH 4 from CSAH 2 to CSAH 133.
 - Waite Park: 28th Avenue S from CSAH 75 to MN 23.
 - Stearns County: CSAH 134 from CSAH 4 to CSAH 75.
 - Waite Park: Second Avenue N/S from CSAH 81 to MN 23.
- **Proposed changes from Minor Collector to Major Collector.**
 - Stearns County: County Road 134 from Minnesota Street to CSAH 134.
 - Saint Joseph: Minnesota Street from County Road 134 to CSAH 2.
 - Stearns County: CSAH 138 from 28th Avenue S to County Road 121.
 - Townships: Townline Road from CSAH 4 to CSAH 5.
 - Stearns County: CSAH 82 from 235th Street to MN 23.
 - Saint Cloud: 15th Street N from Sixth Avenue N to Ninth Avenue N.
 - Sherburne County: CSAH 3 from CSAH 20 to US 10
- **Proposed changes from Local Roadway to Minor Collector.**
 - Sartell: Scout Drive from Leander Avenue to Pinecone Road S.
 - Sartell: Second Street N from Second Avenue N to Riverside Drive/CSAH 1.
 - Sartell: LeSauk Drive/Dehler Drive from CSAH 1 to Leander Avenue.
- **Proposed changes from Local Roadway to Major Collector.**
 - Saint Cloud and Townships: 322nd Street from CSAH 4 to CSAH 133.
 - Sartell: 35th Street N from Pinecone Road N to Townline Road.
 - Sartell: Pinecone Road N from 35th Street N to 27th Street N.
- **Proposed changes from Minor Collector to Minor Arterial.**
 - Waite Park: Second Avenue S/Graniteview Road from Seventh Street S/CSAH 137 to 33rd Street S/CSAH 84.

Mr. Gibson went on to state that the APO's planning area has already exceeded the guidelines for Interstate and Other Principal Arterials. This is due to I-94, US-10, and two State highways that all intersect in the urban area. The changes proposed 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.

Ms. Teich motioned to recommend Policy Board approval of changes to the APO's Functional Classification Roadway Network as presented by APO staff and amended by TAC members. Mr. Sabart seconded the motion. Motion carried.

7. OTHER BUSINESS AND ANNOUNCEMENTS

- Ms. Johnson thanked members for getting TIP information turned in. She also informed TAC representatives that the City of Sauk Rapids had notified APO staff of their intent to rescind their FY 2026 CRP award for the electric vehicle charging station. Ms. Johnson indicated the federal CRP funding has been distributed to the following projects:
 - City of Sartell: EV police vehicles project to receive an additional \$4,667 to make funding request whole.
 - City of Saint Cloud: Lincoln Avenue SE sidewalk project to receive an additional \$4,667 to make funding request whole.
 - City of Saint Cloud: 22nd Street S multimodal project (which was awarded FY 2027 and FY 2028 CRP funding but slated for FY 2026 construction) to receive the \$540,000 awarded in CRP funding as follows:
 - FY 2026: \$170,000.
 - FY 2027: \$270,000.
 - FY 2028: \$100,000.
 - The APO will carry over a balance of \$170,000 in FY 2028 CRP funding for the next solicitation.
- She also indicated there will be a TIP amendment next month for Metro Bus.
- Mr. Voss provided an update on the upcoming ATP-3 meeting. He stated topics for discussion include a possible way to address the uncertainty of formula program funded projects that have been programmed outside of the IIJA's authorization (FY 2027-2029). He said there is a recommendation to the ATP that is proposing to fund projects (provided they are eligible with other existing funding sources) in the event certain formula programs like CRP are cut. Mr. Voss also announced the state's Corridors of Commerce Readiness Advancement grant program is currently taking nominations for projects. This program will fund project planning and development to assist projects in preparation for construction funding through the CoC program. Applications received will be screened at the ATP level at the June 2025 ATP-3 meeting.
- Ms. Johnson stated that there will be discussion on the Surface Transportation Block Grant Program (STBGP) funding distribution formula at the next ATP-3 meeting. She also stated that Bolton & Menk will be with us in April to discuss Safe Streets & Roads for All (SS4A).

ADJOURNMENT

The meeting was adjourned at 10:56 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: April 14, 2025

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

1. FY 2025-2028 Local Federal Project Update.

- a. MnDOT District 3 State Aid Engineer Angie Tomovic reviewed the list of locally sponsored federal projects slated for FY 2025 construction. Within the APO's planning area, those projects include the following:
 - i. Sherburne County County Road 65/45th Avenue railroad crossing/US 10 access consolidation.
 - ii. Sherburne County intersection improvements at County Road 61 and US 10.
 - iii. City of Saint Cloud Lincoln Avenue SE sidewalk gap project.
 - iv. City of Sartell electric police vehicle purchase.
 - v. City of Waite Park shared use path.
 - vi. Benton County CSAH 29/CSAH 1 roundabout.
 - vii. Stearns County CSAH 2/Minnesota Street roundabout.

Ms. Tomovic indicated her office is working closely with all entities to ensure projects can be obligated by no later than June 30, 2025. Projects within the APO's planning area do not appear to be in jeopardy of slipping.

2. Greater Minnesota Highway Safety Improvement Program (HSIP) Fall 2024 Solicitation Announcements.

- a. MnDOT District 3 Planning Director Steve Voss provided an update on the results of the fall 2024 Greater Minnesota Highway Safety Improvement Program (HSIP) solicitation. Per the MnDOT Office of Traffic Engineering (OTE), 41 projects were awarded statewide, resulting in approximately \$18.8 million in federal funding to be provided for various safety projects statewide. ATP-3 was awarded 15 safety projects totaling \$7,349,219 in federal funding distributed.
- b. Within the APO's planning area, Mr. Voss indicated that Stearns County was awarded funding for a rural intersection lighting project (\$234,000 in federal funding) and for edge line striping (\$750,000 in federal funding).

- 3.** Mr. Voss also provided an update on the HSIP funds awarded to MnDOT District 3. Mr. Voss stated the District received a cut in Section 164 funding (federal funding that is also used to support safety projects). He said those projects slated to be funded with Section 164 dollars are now being "flexed" – meaning if

additional funding were to be awarded, those projects can be incorporated right back into the MnDOT District 3 program. Additionally, Mr. Voss indicated two MnDOT funded projects – both for roundabouts within Isanti County – had been successful in receiving HSIP funding.

4. Update FY 2026-2029 State Transportation Improvement Program Funding Guidance.

- a. Mr. Voss updated the ATP-3 membership on both the local and state funding targets. He stressed that FY 2026 would be considered the only “stable” year in the upcoming program because that is the last year under the federal transportation authorization – the Infrastructure Investment and Jobs Act (IIJA). The other three years in the program are based on assumptions that the existing funding levels would at least remain constant.

5. ATIP Development Committee Policy Recommendations.

- a. *Commitment to Local Projects Awarded Federal Transportation Funding*
 - i. Mr. Voss presented a recommendation from the ATIP Development Committee to provide some sort of assurance for projects receiving federal funding. The discussion at the ATIP Development Committee was a result of the uncertainty surrounding the changing priorities of the new administration. Given the suspension of the National Electric Vehicle Infrastructure (NEVI) formula program, concern over the allocation of Carbon Reduction Program (CRP) dollars to projects that could see certain formula programs abruptly stop prompted a discussion on how to:
 1. Program the funding available today through those existing funding programs like CRP.
 2. What to do for projects that potentially could be impacted by an abrupt stop to a specific formula program.

Top of mind for this discussion centered around two projects – City of Saint Cloud’s 22nd Street S multimodal improvements and the Mille Lacs Band of Ojibwe’s US 169 shared use path that applied for both CRP and TA and scored well enough under both programs to receive funding. These applicants expressed concerns regarding the uncertainty of the CRP and requested some sort of assurance if they were to withdraw from consideration for (Transportation Alternatives) TA funding and accept CRP funds for their projects.

ATP-3 members ultimately decided to assume projects being awarded CRP; Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT); TA, and other federal funding sources will receive funds; and if for reasons outside of the state’s or ATP’s control, these projects no longer receive funding because of IIJA reauthorization, special federal executive directives, etc., ATP-3 would commit to funding these projects insofar as they are still eligible to receive federal funds administered through the Partnership, even if such action results in the delay of projects because of reduced funding and would have an impact on the availability of federal funding for the programming of new local projects in the future.

- b. *Re-applying to ATP-led Programs After Receiving Prior Award*

- i. Mr. Voss stated the ATIP Development Committee had expressed concerns regarding applicants who had received funding through one funding program reapplying to the same program with the

exact same project for additional funds. A process is in place for the STBGP funding category that once an applicant is awarded and accepts funding they are prohibited from returning to STBGP for additional funding should the project warrant additional dollars to complete. Mr. Voss said no such policy has been in place for the TA, CRP, and PROTECT.

ATP-3 members ultimately decided jurisdictions would be prohibited from re-applying for funding under the same ATP-led program (i.e., TA, CRP, and PROTECT) after previously being awarded funding under the program. This means that the jurisdiction accepting the original award acknowledges that funds are capped for the awarded program and that they are responsible for covering the required local match and any additional costs that may be necessary to complete the project as proposed in the application. The approving action, however, does allow for jurisdictions to apply for another federal program so long as the activities are kept separate from those already funded and do not exceed the maximum federal participation level authorized or the available funding awarded by ATP-3, whichever is less.

c. Local Application to Multiple ATP-led Federal Funding Programs

- i. In conjunction with the previous item, Mr. Voss discussed the recommendations from the ATIP Development Committee regarding the ability of jurisdictions to apply for and receive multiple sources of funding to complete a project.

ATP-3 members decided to allow jurisdictions to apply for multiple ATP-led federal programs during the same programming solicitation cycle for the same project as a way to increase their changes for funding and/or ability to leverage additional resources for their project; and if successful in their efforts to score and be ranked high enough to qualify for funding in more than one program for the full amount of their request, the jurisdiction would be required to select the program they wish to receive the award in advance of the ATP's approval of the funds. This decision also allows ATP-3 to reserve the option of considering funding the project using each program source that the jurisdiction ranked high enough to receive federal funds so long as the amount awarded does not exceed the maximum federal participation rate based on the amount shown in the application.

6. ATIP Development Committee Draft FY 2026-2029 Area Transportation Improvement Program (ATIP) Recommendations.

- a. MnDOT District 3 Program Coordinator Jeff Lenz discussed the ATP-3 locally managed program projects selected for FY 2029 funding. Among these projects includes the APO's STBGP funded projects – Stearns County's CSAH 133/Fourth Avenue S roundabout and Saint Cloud's Heatherwood Road extension. ATP-3 representatives voted to approve the slate of locally-sponsored transportation projects as presented.
- b. Mr. Lenz continued with a discussion of the FY 2029 TA candidate projects. A total of 12 applications were reviewed by the TA subcommittee. Of these, three projects were ineligible to receive TA funding due to technical scores not being above the minimum threshold. As part of this discussion, Mr. Lenz brought up the fact that two projects that scored high enough for TA funding – City of Saint Cloud's 22nd Street S multimodal improvements and the Mille Lacs Band of Ojibwe's US 169 shared use path – had also been selected to receive Carbon Reduction

Program funding. Due to the previous action on the agenda providing assurances to these CRP applicants, the two jurisdictions have rescinded their TA application. As a result the following projects were approved by the ATP-3 members to receive FY 2029 TA funding:

- i. City of Buffalo's MN 25 trail extension (\$733,991).
 - ii. City of Sauk Rapids's Mayhew Lake Road NE trail extension (\$346,223).
 - iii. City of Walker's MN 371 and Highway 34 bike/ped improvements (\$480,088).
 - iv. Benton County's Bend in the River trail extension (\$258,060).
 - v. City of Pequot Lakes's safe routes to school project (448,000).
 - vi. Mille Lacs Band's Chiminising sidewalk project (\$233,638).
- c. Next, Mr. Lenz transitioned to discuss the ATIP Development Committee's recommendations for the FY 2027-2028 CRP. Mr. Lenz stated nine applications were received for this solicitation. Based on the technical scoring committee's recommendation, Mr. Lenz noted Sherburne County had applied for three projects through CRP and those projects were ranked third, fourth, and fifth. However, based on the uncertainty of the electric vehicle infrastructure components of the CRP (the numbers three and four projects), Sherburne County had opted to have the ATP fund its lower scoring project (roundabout) through this program. The following projects were approved by the ATP-3 members to receive the ATP-3 CRP funding:
- i. City of Little Falls MN 27 and 18th Street roundabout (\$1,380,000 in FY 2027 – all available 2027 funding).
 - ii. Mille Lacs Band of Ojibwe's US 169 shared use path (\$800,000).
 - iii. Sherburne County's CSAH 11 and CSAH 16 roundabout (\$500,000).

All CRP funding for FY 2027 and FY 2028 was expended.

- d. Mr. Lenz moved on to applications received during the PROTECT solicitation. Only two applications were received for the FY 2027-2028 solicitation process. The following distribution of PROTECT dollars from the ATP-3 was as follows:
- i. City of Cambridge's MN 95 storm sewer pipes upsizing (\$200,000 in FY 2027).
 - ii. Stearns County's CSAH 2 culvert upsizing (\$500,000 in FY 2028).

Note, ATP-3 will be carrying over a balance of \$500,000 in PROTECT funding in FY 2027 and \$140,000 in PROTECT funding for FY 2028.

- e. Mr. Voss concluded this agenda item with a review of the ATP-3 MnDOT construction program for FY 2026-2029. Within the APO's planning area, Mr. Voss indicted the following projects were being programmed:
- i. 2026:
 - 1. MN 15 bridge 05003 replacement.
 - ii. 2027:
 - 1. MN 23 J-turn at Stearns CSAH 8.
 - 2. MN 23 J-turn at Bel Clare Drive.

iii. 2028:

1. I-94/MN 15 interchange lighting.
2. MN 23 resurfacing from 93rd Avenue to MN 15.
3. I-94 fiber optic lines from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2.
4. I-94 bridges 73877 and 73878 overlay.

iv. 2029:

1. I-94 bridges 73869 and 73870 overlay.
2. MN 95 resurfacing between MN 23 and Benton/Mille Lacs county line.
3. MN 23 resurfacing between MN 15 and railroad bridge near US 10.

7. Corridors of Commerce Readiness Advancement Activities Solicitation.

- a. Mr. Voss stated MnDOT has opened solicitations for the Corridors of Commerce Readiness Advancement fund. These dollars can be used to complete the following activities: Planning, Scoping, Predesign, Preliminary Engineering, and Environmental Analysis. The idea is to work to prepare projects for construction fundings as part of the larger CoC program. Mr. Voss said all projects nominated for the Readiness Advancement solicitation will be screened prior to be submitted for project scoring, ranking, and selection. Projects submitted within the ATP-3 area with the exception of Sherburne and Wright counties will be screened by the ATP at the June meeting. Sherburne and Wright counties are able to self-nominate/self-screen projects. Deadline for nominations is April 25, 2025.

8. ATP-3 ATP Managed Program Regional Target Formula Distribution.

- a. ATP-3 Vice Chair Vicki Johnson and Mr. Voss provided a recap of discussions surrounding the development of the ATP-3 ATP Managed Program regional target distribution formula. Ms. Johnson provided an overview of where the discussions left off from the October 2024 meeting. Mr. Voss also provided a historical recap of how the formula came to be and previous attempts to alter the formula since its existence. Ms. Johnson has requested the ATP begin to look at ways to update the existing formula with valid and current data. In doing so, this would allow the formula to be more adaptable to changes versus the existing static formula.

ATP-3 members expressed concerns regarding opening up the formula. Concerns were raised about the likelihood that by doing so, rural counties in Region 5 that already struggle to meet existing transportation needs would see that increase due to the likelihood of funding being redistributed to Region 7W/APO. Ms. Johnson indicated that while she is sensitive to the fact that changes would happen, she indicated that the intent behind looking at the formula and identifying key factors to use in its development would need to be sensitive to system size, system use, and population differences among the regions.

A conversation was had about opening up the Region 7W/APO formula split in addition to the split among Region 5, Region 7W/APO, and Region 7E.

In a roll call vote, the motion to form a committee to look into compiling data related to the regional distribution target formula passed. However,

who would serve on that committee and the tasks entrusted to the committee was tabled until the June meeting.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: April 11, 2025

A Policy Board meeting was held on Thursday, April 10, 2025. The following occurred:

- 1.** The Board approved publishing the 2024 Stakeholder Engagement Plan Annual Report
- 2.** The Board heard a presentation from Sherburne County Planning & Zoning Administrator Lynn Waytashek on a proposed gravel mine in Haven Township that could interfere with APO plans for a minor arterial roadway connection between CSAH 75 and US10.
- 3.** The Board heard a report on the results of the APO's 2024 financial audit.
- 4.** The Board heard a presentation from MnDOT Corridor Planning Director Fay Simer about the MnDOT corridor planning process that they are establishing.
- 5.** The Board approved a slate of proposed roadway functional classification changes, as recommended by the TAC.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2025-2028 Transportation Improvement Program Amendments
DATE: April 14, 2025

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

Two changes have been proposed to the APO's FY 2025-2028 TIP from Saint Cloud Metro Bus.

- 2025
 - **TRF-0048-25I.** ST CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES. FUNDS PREVIOUSLY TRANSFERRED FROM FHWA (STBGP) TO FTA. This project was originally programmed in FY 2024 (under TRS-0048-24F). However, the grant agreement was not executed prior to the end of the federal fiscal year (Sept. 30, 2024). In order to expend the funds to purchase these buses, this project needs to be added to the FY 2025-2028 TIP. Funding breakdown is as follows: STIP Total: \$3,080,000; FTA: \$2,464,000; Other/Local: \$616,000; Project Total: \$3,080,000.
 - **TRF-0048-25E.** SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES. Per Metro Bus's Chief Operations Officer, only two vehicles will be purchased in FY 2025. As a result, this will drop the cost from \$120,000 to \$80,000. Updated project description: SECT5307: ST CLOUD MTC; TWO (2) REPLACEMENT OPERATIONS VEHICLES. Funding breakdown is as follows: STIP Total: \$80,000; FTA: \$64,000; Other/Local: \$16,000; Project Total: \$80,000.

With all the proposed changes, fiscal constraint has been maintained.

The 30-day public comment period on these changes will conclude on Friday, April 25, 2025.

As of noon on April 14, 2025, APO staff have received six complete online surveys. One person also attended the in-person open house at the Great River Regional Library on Tuesday, April 1, 2025. All comments can be found in Attachment D2.

Additional online survey responses received between TAC agenda mail out and the TAC meeting on April 24 will be provided in a handout at the meeting if applicable.

Suggested Action: Recommend Policy Board approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2025-2028 Transportation Improvement Program Amendments

Public Comments March – April 2025

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2025-2028 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. The public comment period for these amendments began on Wednesday, March 26 and is set to conclude on Friday, April 25. As of noon on Monday, April 14, 2025, APO staff have received the following comments.

In-Person Open House

Agency/Jurisdiction	Proposed Project Number	Comments	Date
N/A	N/A	<p>Conversation with one participant at the in-person open house regarding a wide variety of topics including:</p> <ul style="list-style-type: none"> Urban arterial beltline in proximity to County Road 136. Development of 40th Street S by the City of Saint Cloud Consideration of an interchange at I-94 and County Road 136. Responsible regional transportation planning efforts. 	04/01/2025

Online Survey

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Saint Cloud Metro Bus	TRF-0048-25I	Strongly agree: 4 Agree: 2	04/14/2025
Saint Cloud Metro Bus	TRF-0048-25E	Strongly agree: 5 Agree: 1	04/14/2025



Safe Streets and Roads for All Comprehensive Safety Action Plan

St. Cloud Area Planning Organization

Technical Advisory Committee Meeting

April 24, 2025

Agenda

1. Project Update
 - a. Requested Action: Information
2. Corridor Safety Countermeasure Profiles (Attachment A)
 - a. Requested Action: Information and Review
3. Safety Countermeasure Strategy Matrix (Attachment B)
 - a. Requested Action: Information and Review
4. Locations for Concept and Cost Development
 - a. Requested Action: Discussion and Direction
5. Next Steps
 - a. Requested Action: Information

St. Cloud APO SS4A Comprehensive Safety Action Plan

Corridor List for Development of Safety Countermeasure Technical Profiles

Updated March 14, 2025

ID No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Cities	Notes
1	Division St	8th Ave North	21st Ave North	Angle, rear end, intersection	Stearns County/MnDOT	72				St. Cloud, Waite Park	#4 in Region, Multijurisdictional Corridor, Highest Scoring Bicycle Corridor
	Division St	Waite Avenue	21st Avenue	Rear End, intersection related			2	9*	3	St. Cloud	
2	2nd St South	2nd Ave South	25th Ave North	Bike and ped, rear end, angle, intersection	Stearns County/MnDOT	59	-	-	-	St. Cloud, Waite Park	#9 in Region, Multijurisdictional Corridor 5/5 Equity Indicators
3	33rd Ave	Division St	W St. Germain St	Angle , intersection related	City of St. Cloud	82*	-	7	-	St. Cloud	#1 in Region, Top Scoring Corridor for St. Cloud, 2nd Highest Scoring Bicycle Corridor
4	9th Ave	Division St	15th St South	Angle , Front to Front, Intersection related	City of St. Cloud	79	12	-	4	St. Cloud	#2 Highest Scoring Corridor in the Region, 2nd Highest Pedestrian Score
5	10th Ave South	Division St	Sundial Dr	Read End, intersection	City of Waite Park	56	3	2	-	Waite Park	#10 in Region, Top Scoring Corridor for Waite Park , 4/5 Equity Indicators
6	Benton Dr	4th St North	6th St South	Run off road, angle, intersection	Benton County/City of Sauk Rapids	42	5	2	8*	Sauk Rapids	Top Scoring Corridor for Sauk Rapids, Highest Scoring Motorcycle Corridor in Region
7	2nd St South/CR 133	Pine Cone Rd	Riverside Avenue South	Pedestrian, intersection related	Stearns County	-	5	3	-	Sartell	Top Scoring Corridor for Sartell
8	College Ave North	Lake Wobegon Trail	W Minnesota St	Pedestrian	Stearns County/City of St. Joseph	-	3	2	-	St. Joseph	Top Scoring Corridor for St. Joseph - <i>scoring tie, feedback requested</i>
9	Pine Cone Rd	2 1/2 St North	12th St North	Pedestrian and Bicycle, intersection related	City of Sartell	-	2	2	-	Sartell	Top Scoring Corridor for Sartell with City Roadway Jurisdiction
10	Benton Dr	6th St South	US - 10	Single vehicle, intersection	City of Sauk Rapids	-	-	2	7	Sauk Rapids	Tied 2nd Highest Motorcycle Corridor in Region

* Top scoring modal corridor

DIVISION STREET

FROM 8TH AVE TO 21ST AVE N (2.13 MI)

CONTEXT

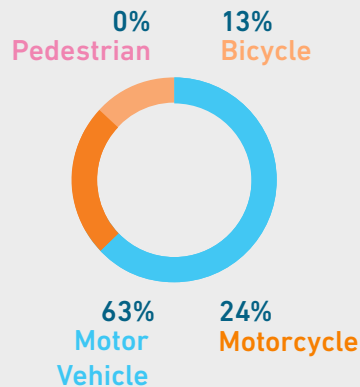
Division Street is a major east-west corridor, serving primarily commercial and mixed-use uses. For the majority of this corridor, Division Street contains two travel lanes per direction with a right-turn lane, and a center left-turning lane.

CRASH SUMMARY

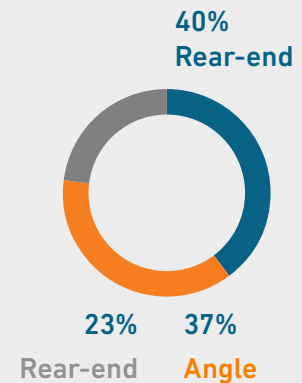
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	1	4	66	71
PEDESTRIAN	0	0	6	6
BICYCLIST	0	1	3	4
MOTORCYCLIST	1	1	0	2
TOTAL	2	6	75	83

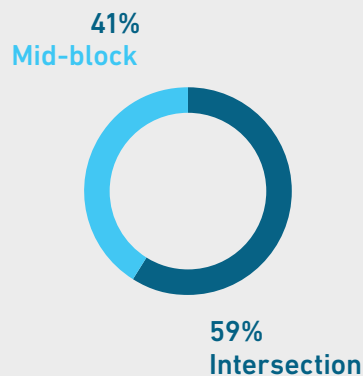
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

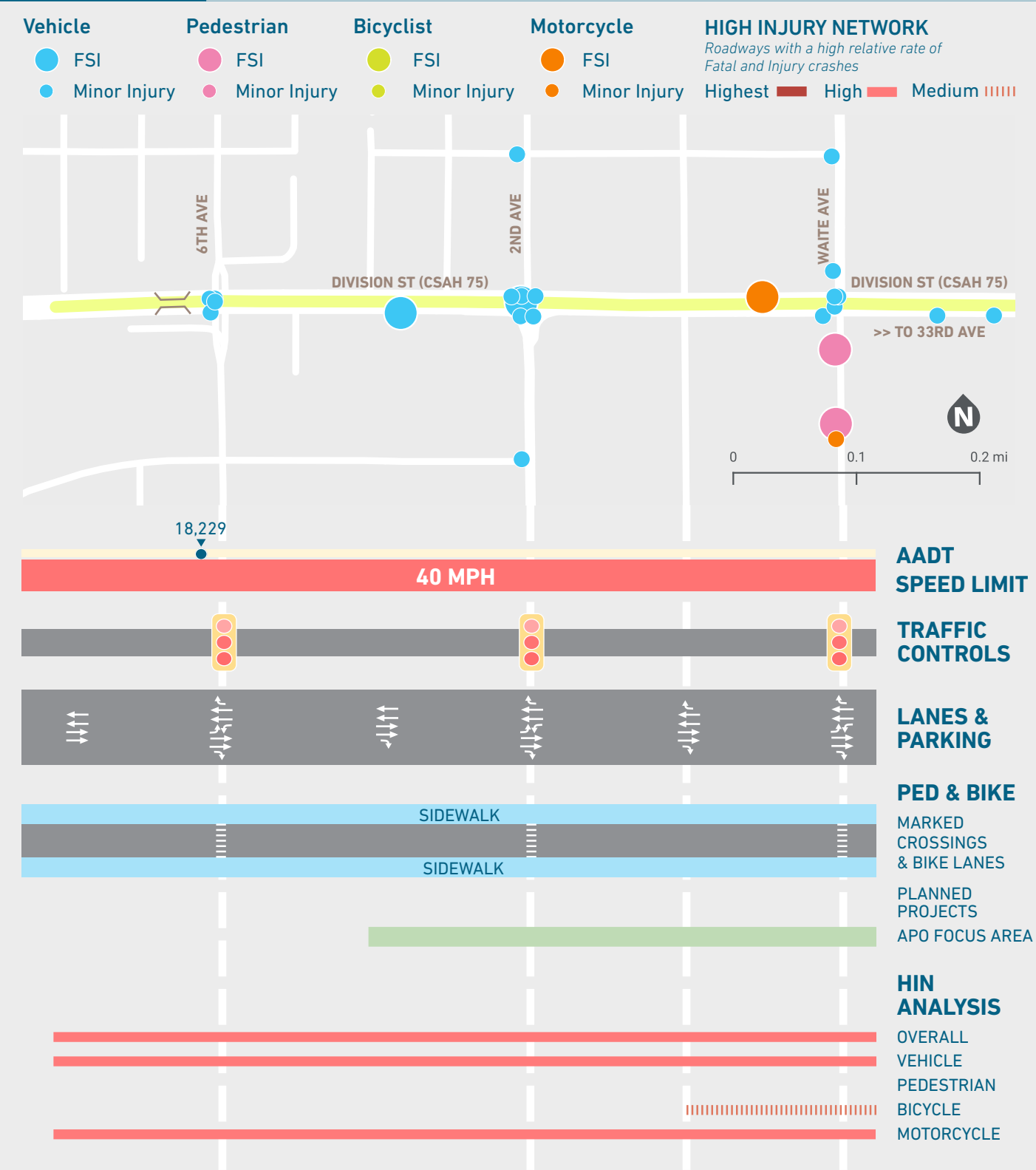
- Failure to Yield Right-of-Way
- Distracted Driver
- Ran Red Light

DIVISION STREET

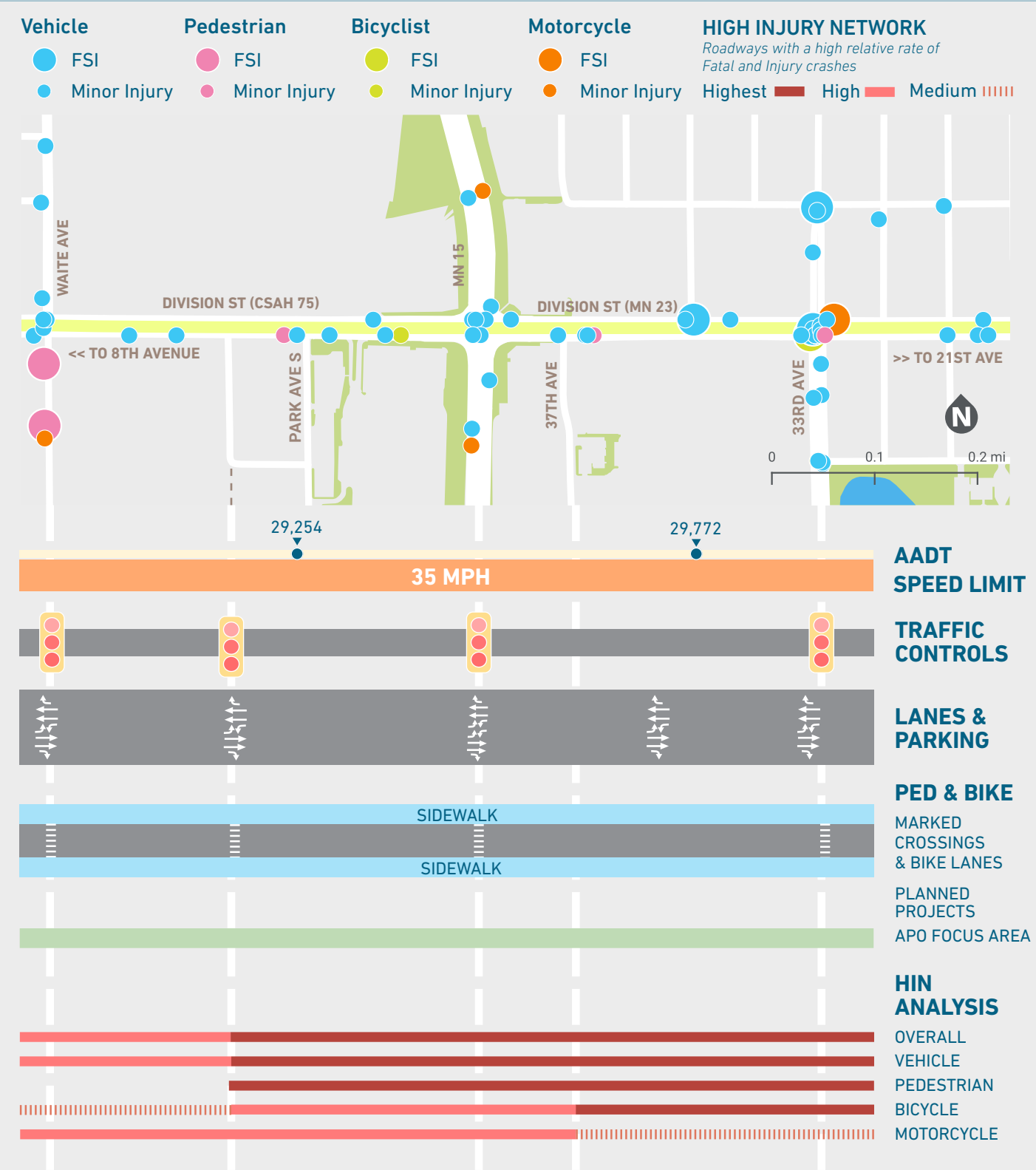
FROM 8TH AVE TO 21ST AVE N (2.13 MI) - CITY OF ST. CLOUD & WAITE PARK

CRASHES

FROM 8TH AVE TO WAITE AVE

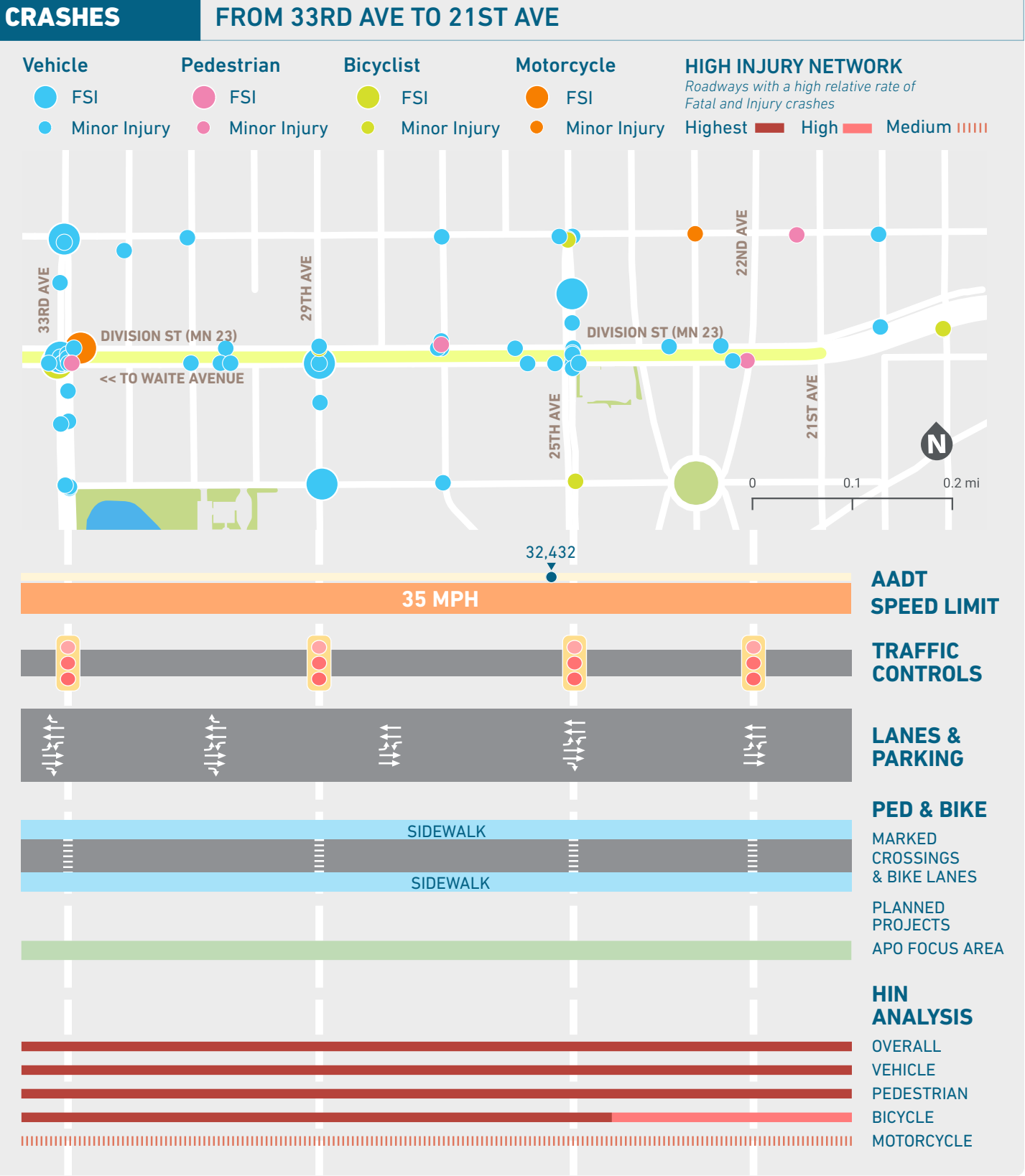


FROM WAITE AVE TO 33RD AVE



DIVISION STREET

FROM 8TH AVE TO 21ST AVE N (2.13 MI) - CITY OF ST. CLOUD & WAITE PARK



TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

LONG-TERM

SEGMENT

INTERSECTION

TOTAL

CORRIDOR-WIDE RECCOMENDATIONS

SPEED LIMIT REDUCTION

Improve safety for all users

ROUNDABOUTS

Install as part of corridor-wide conversion

CORRIDOR ACCESS MANAGEMENT

Control and consider access points along the corridor

LANE WIDTH REDUCTION

Increase available space for other roadway features

ENHANCED LIGHTING

Install pedestrian-scale lighting for safety and comfort

DIVISION STREET

FROM 8TH AVE TO 21ST AVE N (2.13 MI) - CITY OF ST. CLOUD & WAITE PARK

SITE-SPECIFIC RECOMMENDATIONS

LEGEND

- ① Roundabouts**
Install to reduce vehicle speeds, reduce high speed collisions, and eliminate all left turns

② No Turn on Red
Reduces conflict between turning vehicles and pedestrians or bicyclists

③ Retroreflective Backplates
For signals to enhance visibility for drivers

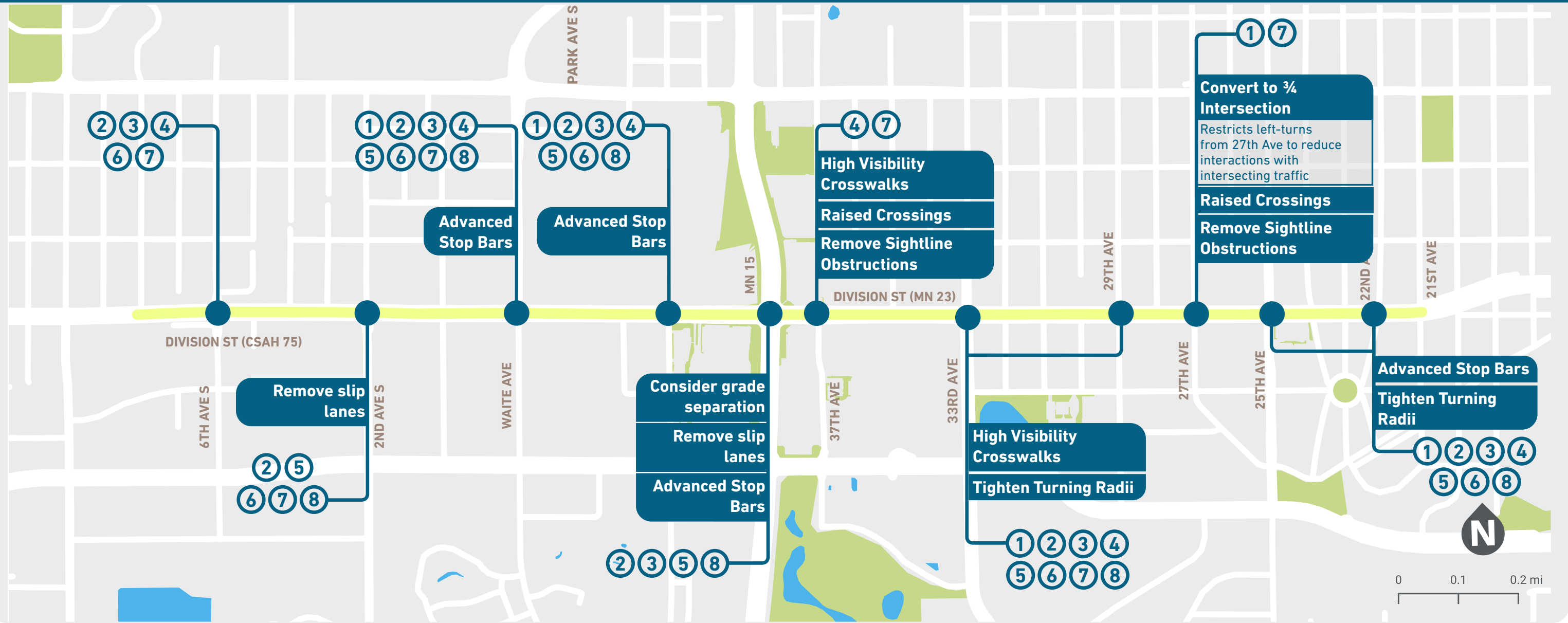
④ Remove Excess Travel/ Turn Lanes

⑤ Leading Pedestrian Intervals
Extend crossing time for pedestrians and bicyclists by giving them a headstart

⑥ Protected Left-Turns
Separate left-turn phasing from opposing through movements

⑦ Curb Extension/ Radii Reduction
Reduces vehicle turning speed and improves crossing safety

⑧ Pedestrian Refuge Island
Shortens crossing distance and improves crossing safety



DIVISION STREET

FROM WAITE AVENUE TO 21ST STREET NORTH (1.5 MI)

CONTEXT

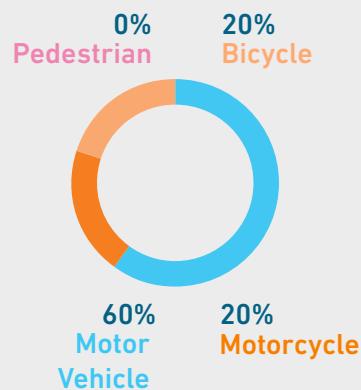
Division Street is a major east-west corridor, serving primarily commercial and mixed-use uses. For the majority of this corridor, Division Street contains two travel lanes per direction with a right-turn lane, and a center left-turning lane.

CRASH SUMMARY

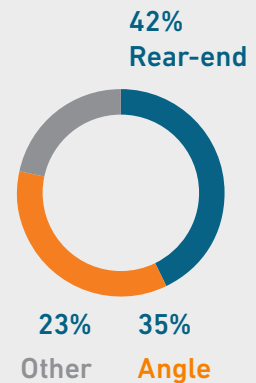
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	3	57	60
PEDESTRIAN	0	0	6	6
BICYCLIST	0	1	0	1
MOTORCYCLIST	0	1	3	4
TOTAL	0	5	66	71

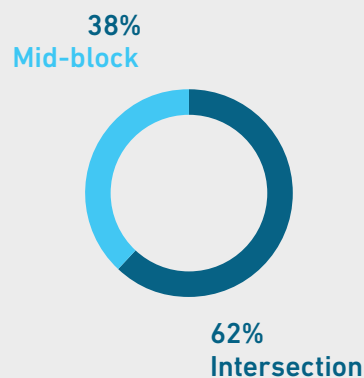
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

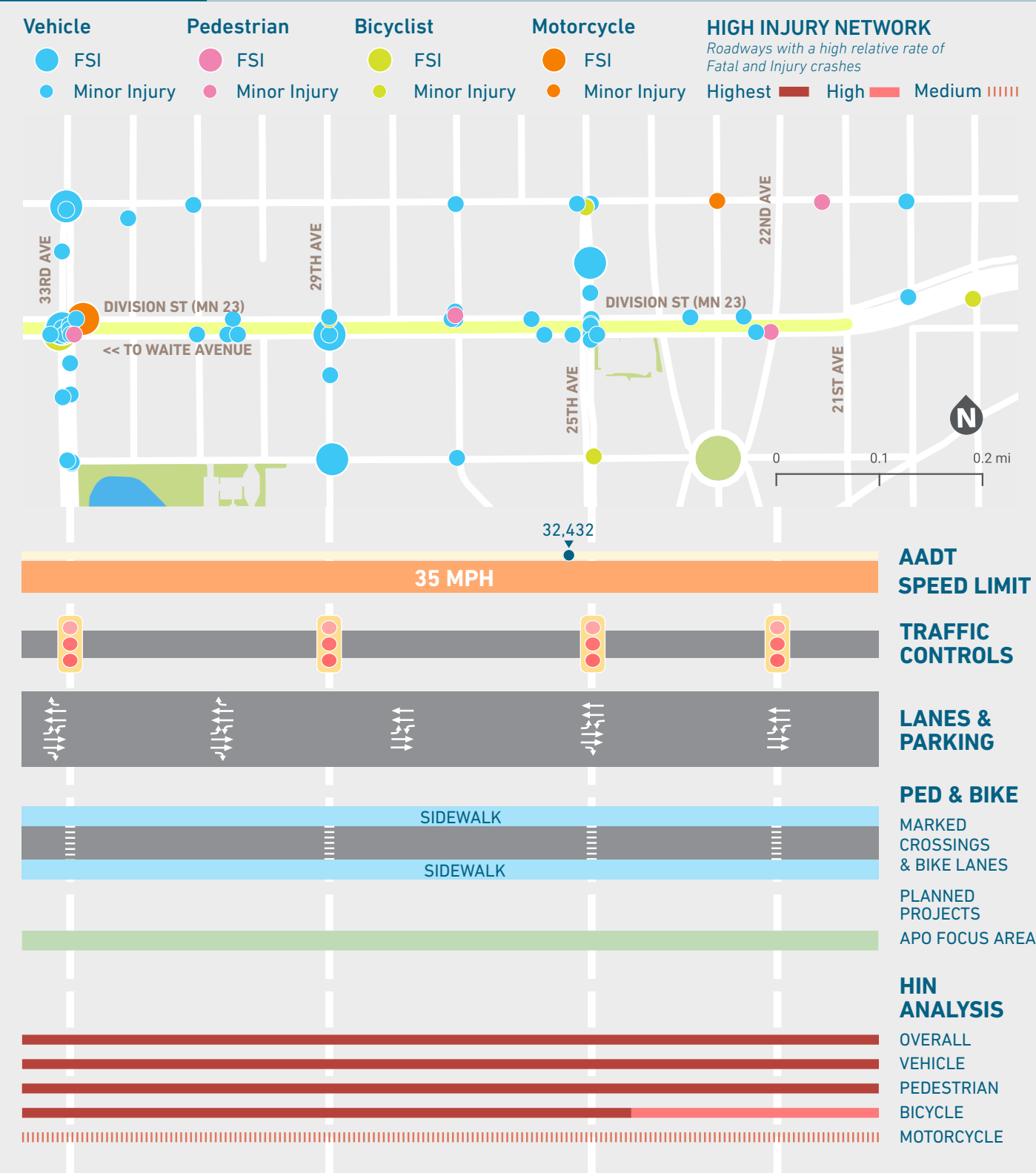
- Failure to Yield Right-of-Way
- Following Too Closely
- Driver Distracted

DIVISION STREET

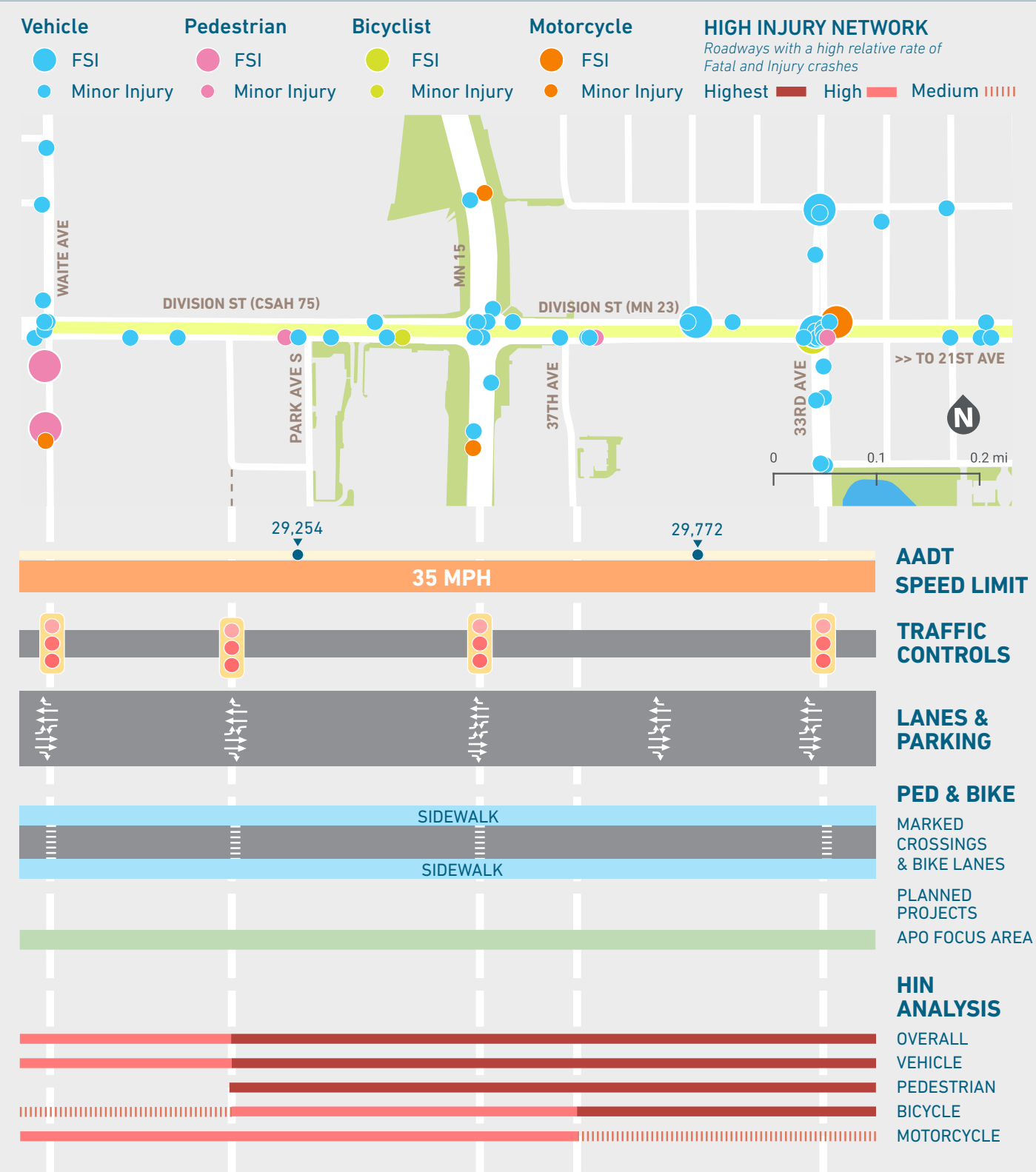
FROM WAITE AVENUE TO 21ST STREET NORTH (1.5 MI) - CITY OF ST. CLOUD

CRASHES

FROM WAITE AVENUE TO 33RD AVENUE



FROM 33RD AVENUE TO 21ST AVENUE



DIVISION STREET

FROM WAITE AVENUE TO 21ST STREET NORTH (1.5 MI) - CITY OF ST. CLOUD

CORRIDOR-WIDE RECCOMENDATIONS

SPEED LIMIT REDUCTION

Improve safety for all users

ROUNDAOBOUTS

Install as part of corridor-wide conversion

CORRIDOR ACCESS MANAGEMENT

Control and consider access points along the corridor

LANE WIDTH REDUCTION

Increase available space for other roadway features

ENHANCED LIGHTING

Install pedestrian-scale lighting for safety and comfort

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Roundabouts**
Install to reduce vehicle speeds and eliminate all left turns
- ② No Turn on Red**
Reduces conflict between turning vehicles and pedestrians or bicyclists
- ③ Retroreflective Backplates**
For signals to enhance visibility for drivers
- ④ Remove Excess Travel/ Turn Lanes**
- ⑤ Leading Pedestrian Intervals**
Extend crossing time for pedestrians and bicyclists by giving them a headstart
- ⑥ Protected Left-Turns**
Separate left-turn phasing from opposing through movements
- ⑦ Curb Extension/ Radii Reduction**
Reduces vehicle turning speed and improves crossing safety
- ⑧ Pedestrian Refuge Island**
Shortens crossing distance and improves crossing safety

2ND STREET SOUTH

FROM 2ND AVE S TO 25TH AVE S (1.52 MI)

CONTEXT

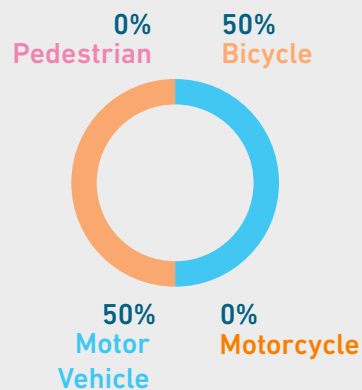
2nd Street South is a primary east-west corridor serving commercial and mixed uses. This corridor typically contains two travel lanes and one right-turn lane per direction, with a center turning lane.

CRASH SUMMARY

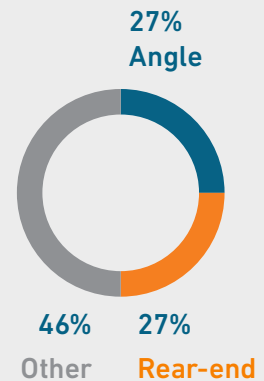
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	1	43	44
PEDESTRIAN	0	0	5	5
BICYCLIST	0	1	3	4
MOTORCYCLIST	0	0	3	3
TOTAL	0	2	54	56

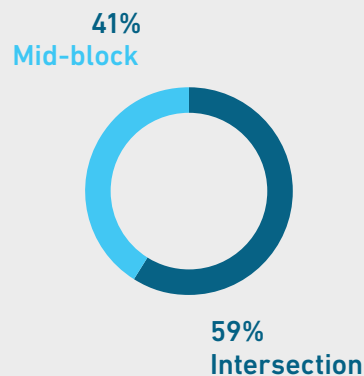
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- Failure to Obey Traffic Signs & Signals
- Driver Distracted

2ND STREET SOUTH

FROM 2ND AVE S TO 25TH AVE S (1.52 MI) - CITY OF WAITE PARK & ST. CLOUD

CRASHES

FROM 2ND AVE S TO 37TH AVE S



FROM 37TH AVE S TO 25TH AVE S



2ND STREET SOUTH

FROM 2ND AVE S TO 25TH AVE S (1.52 MI) - CITY OF WAITE PARK & ST. CLOUD

CORRIDOR-WIDE RECCOMENDATIONS

PEDESTRIAN REFUGE ISLAND

Install along corridor at intersections to improve crossing safety

SPEED LIMIT REDUCTION

Reduce speed limit to 30mph to improve safety for all users

CURB EXTENSIONS

At intersections where a turn lane is not needed

CENTERLINE HARDENING

Check for potential and opportunities for installation

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① **Curb Extension**
Decrease turning radius at intersections to lower vehicle speeds and improve pedestrian safety
- ② **Raised Crosswalk**
At slip lanes - encourages motorists to yield to pedestrians and improves visibility
- ③ **Leading Pedestrian Intervals**
Extend crossing time for pedestrians and bicyclists by giving them a headstart
- ④ **Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ⑤ **High Visibility Crosswalks**
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians
- ⑥ **Corridor Access Management**
Managing entry and exit points along a roadway to improve safety for all users

33RD AVENUE NORTH

FROM DIVISION ST W TO ST GERMAIN ST W (0.63 MI) - CITY OF ST. CLOUD

CONTEXT

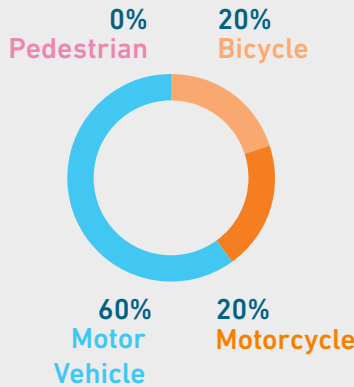
33rd Avenue North is a north-south corridor, primarily serving commercial and industrial uses, such as strip malls, grocery stores, and specialized services. From Division St W to St Germain St W, 33rd Avenue N is primarily 2 travel lanes per direction, with a center turning lane.

CRASH SUMMARY

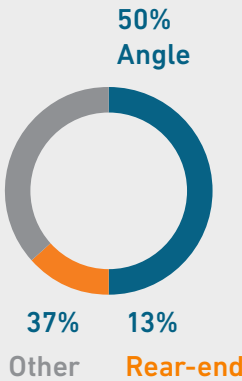
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	3	19	22
PEDESTRIAN	0	0	2	2
BICYCLIST	0	1	2	3
MOTORCYCLIST	0	1	2	3
TOTAL	0	5	25	30

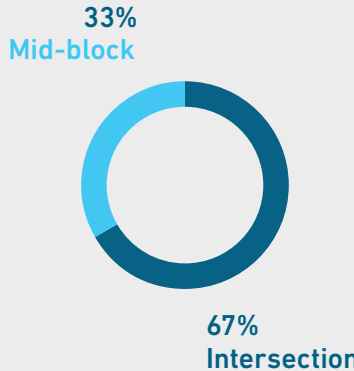
FSI CRASHES



CRASH TYPES



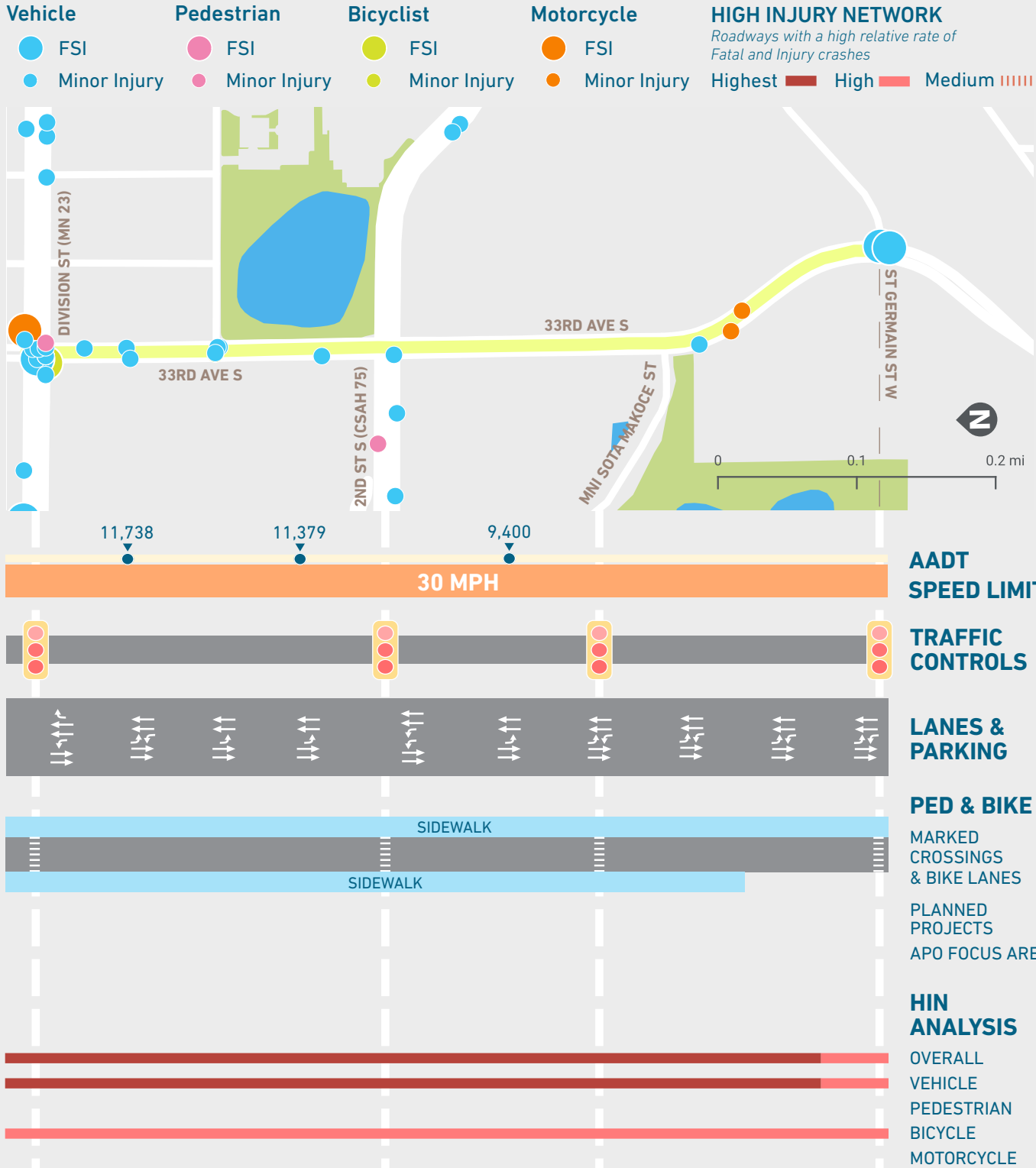
CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- No Clear Contributing Action
- Ran Red Light

CRASHES



33RD AVENUE NORTH

FROM DIVISION ST W TO ST GERMAIN ST W (0.63 MI) - CITY OF ST. CLOUD

CORRIDOR-WIDE RECCOMENDATIONS

ROADWAY RECONFIGURATION Potential for future roadway reconfiguration	SPEED LIMIT REDUCTION Reducing speed limit to 25-30mph to improve safety for all users
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TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION	SHORT-TERM	MEDIUM-TERM	LONG-TERM
SEGMENT			
INTERSECTION			
TOTAL			

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Curb Extensions**
With Truck Aprons - decrease turning radius at intersections to lower vehicle speeds and improve pedestrian safety while still accomodating wider turning radius of larger vehicles
- ② Protected Left-Turns**
Separate left-turn phasing from opposing through movements
- ③ Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ④ High Visibility Crosswalks**
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians
- ⑤ Advanced Stop Bars**
Improves motorists yielding to pedestrians and pedestrian crossing safety
- ⑥ Tighten Turning Radius**
At NE & SE corners - lower vehicle turning speeds

9TH AVENUE SOUTH

FROM 1ST ST S TO 14TH ST S (1.03 MI) - CITY OF ST. CLOUD

CONTEXT

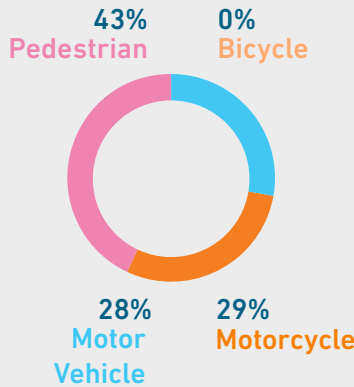
9th Street South is a north-south corridor serving commercial, residential and mixed-use uses. From 1st St S to University Ave, the corridor has 2 travel lanes per direction, with a center turning lane. Beyond this, 9th Ave S has 1 travel lane per direction with a center turning lane, and marked bike lanes.

CRASH SUMMARY

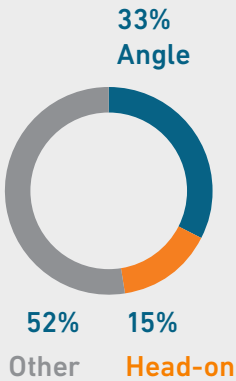
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	2	27	29
PEDESTRIAN	1	2	2	5
BICYCLIST	0	0	3	3
MOTORCYCLIST	0	2	1	3
TOTAL	1	6	33	40

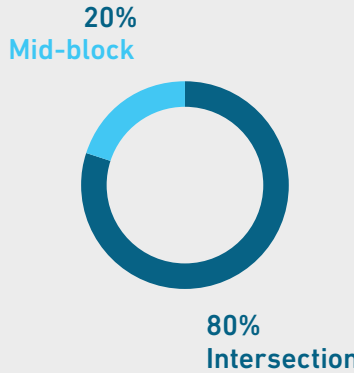
FSI CRASHES



CRASH TYPES



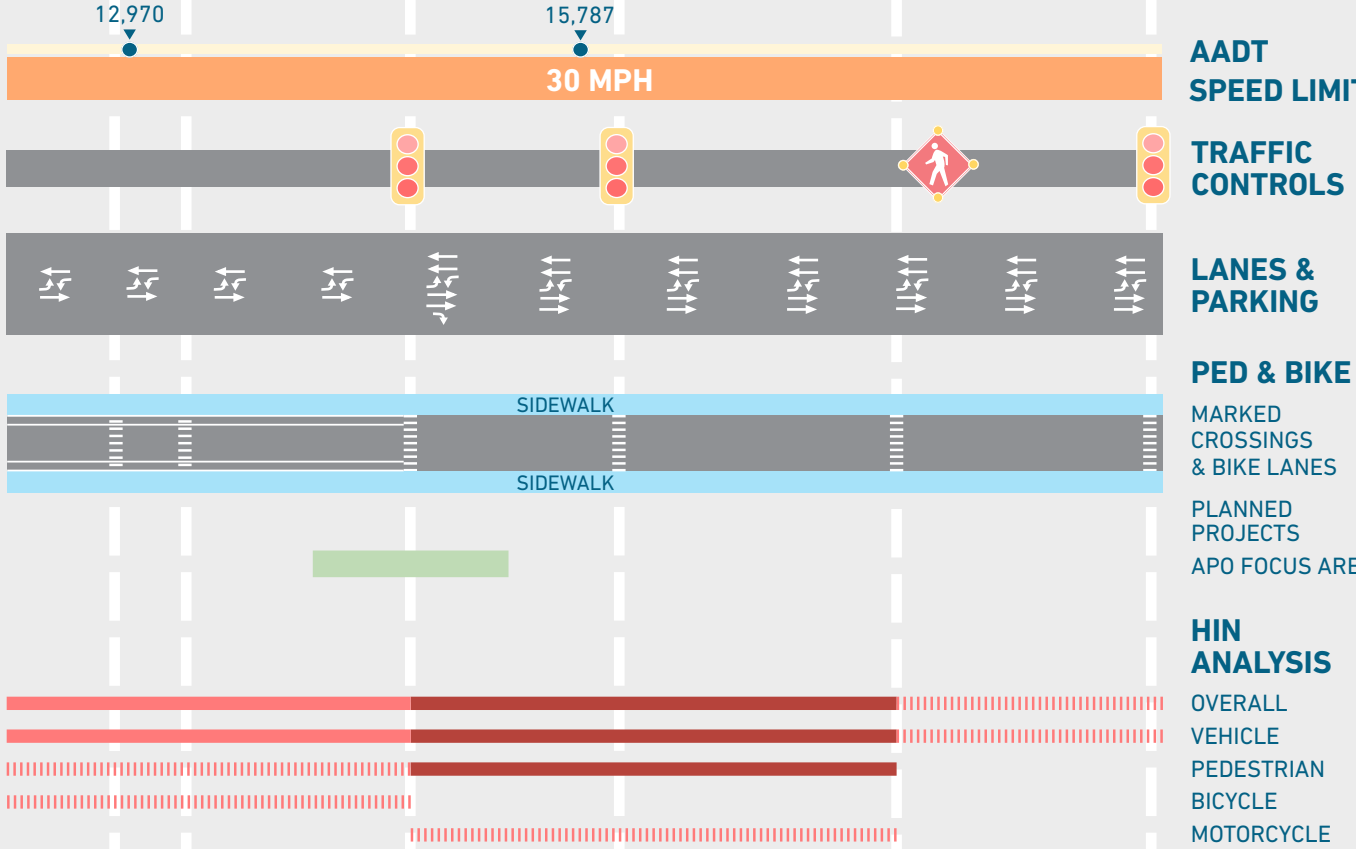
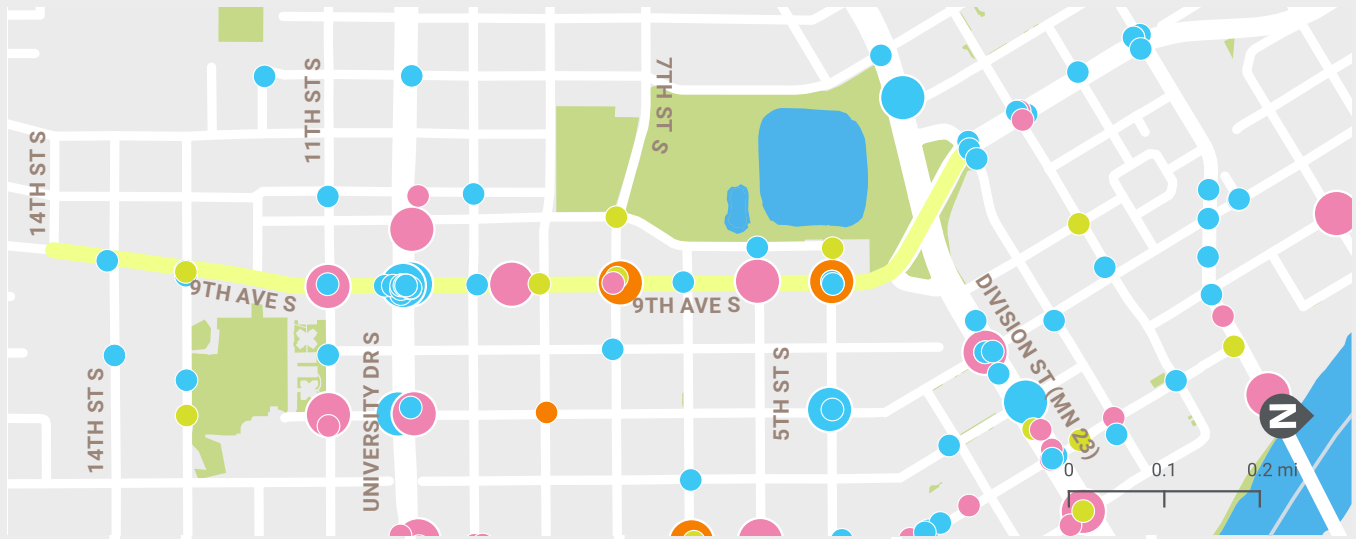
CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- Driver Distracted
- No Clear Contributing Action

CRASHES



9TH AVENUE SOUTH

FROM 1ST ST S TO 14TH ST S (1.03 MI) - CITY OF ST. CLOUD

CORRIDOR-WIDE RECCOMENDATIONS

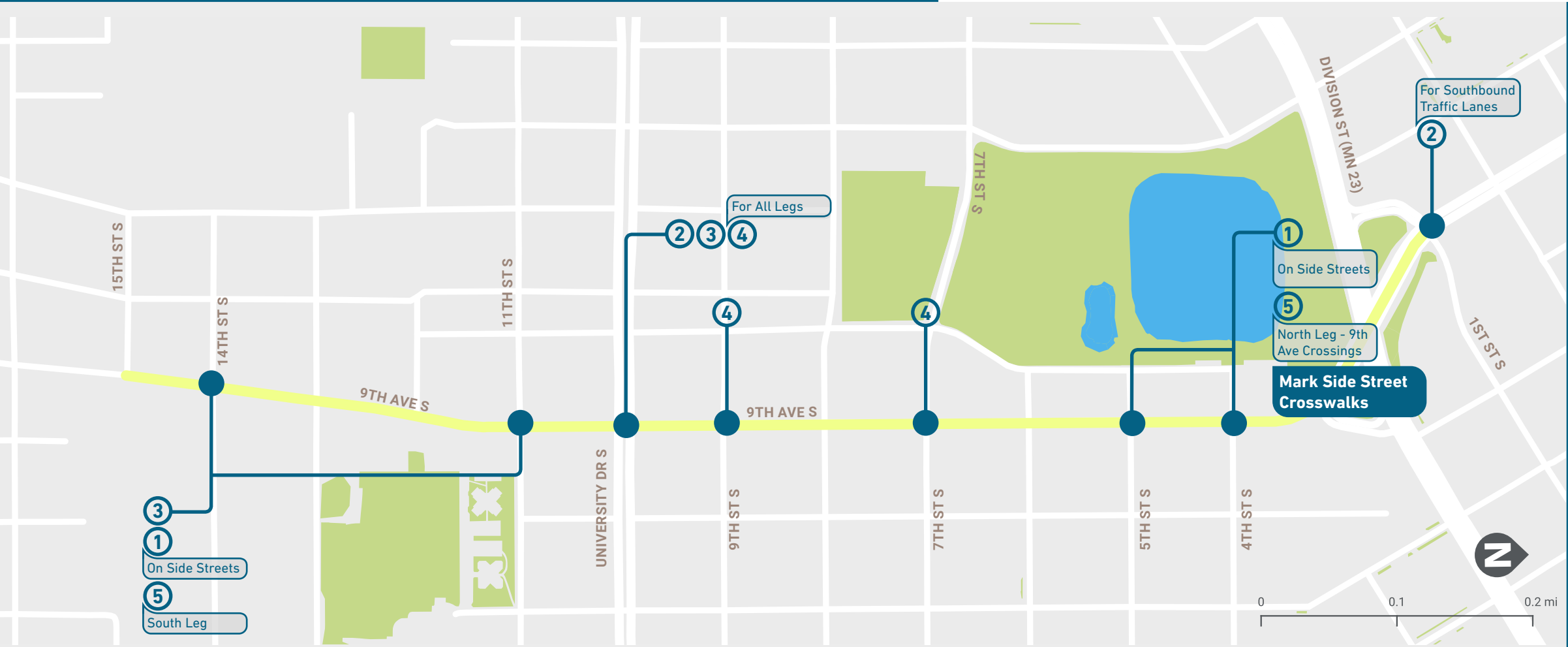
ROAD DIET Evaluate potential for conversion to 3 lanes north of University Ave	CORRIDOR ACCESS MANAGEMENT Including a close median at 4th or 5th St	LANE WIDTH REDUCTION Opportunity to add buffer or bike protection to bike lanes south of University Ave
RAISED MEDIAN Between intersections to delineate travel direction	REDUCE SPEED LIMIT To 25mph to improve safety for all users	

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION	SHORT-TERM	MEDIUM-TERM	LONG-TERM
SEGMENT			
INTERSECTION			
TOTAL			

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Curb Extensions**
Decrease turning radius at intersections to lower vehicle speeds and improve pedestrian safety
- ② Protected Left-Turns**
Separate left-turn phasing from opposing through movements
- ③ Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ④ High Visibility Crosswalks**
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians
- ⑤ Rectangular Rapid Flashing Beacons**
Flashing LEDs - mounted with pedestrian crossing signs - that increase pedestrian visibility and motorist yielding

10TH AVE SOUTH

FROM DIVISION ST W TO SUNDIAL DR (0.72 MI) - CITY OF WAITE PARK

CONTEXT

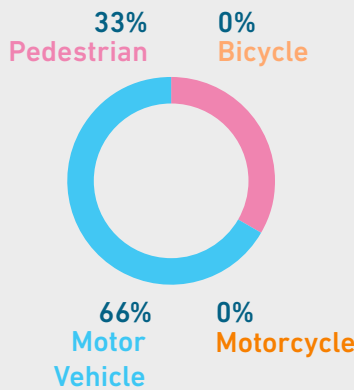
10th Avenue South is a north-south corridor serving commercial, residential, and specialized services uses. For the majority of the corridor, it contains 2 travel lanes per direction.

CRASH SUMMARY

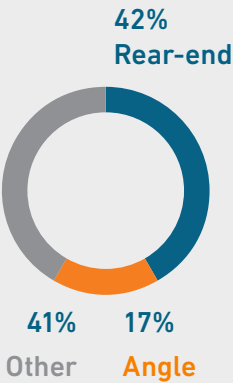
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	2	18	20
PEDESTRIAN	0	1	1	2
BICYCLIST	0	0	0	0
MOTORCYCLIST	0	0	2	2
TOTAL	0	3	21	24

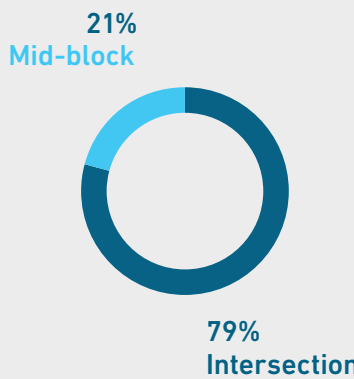
FSI CRASHES



CRASH TYPES



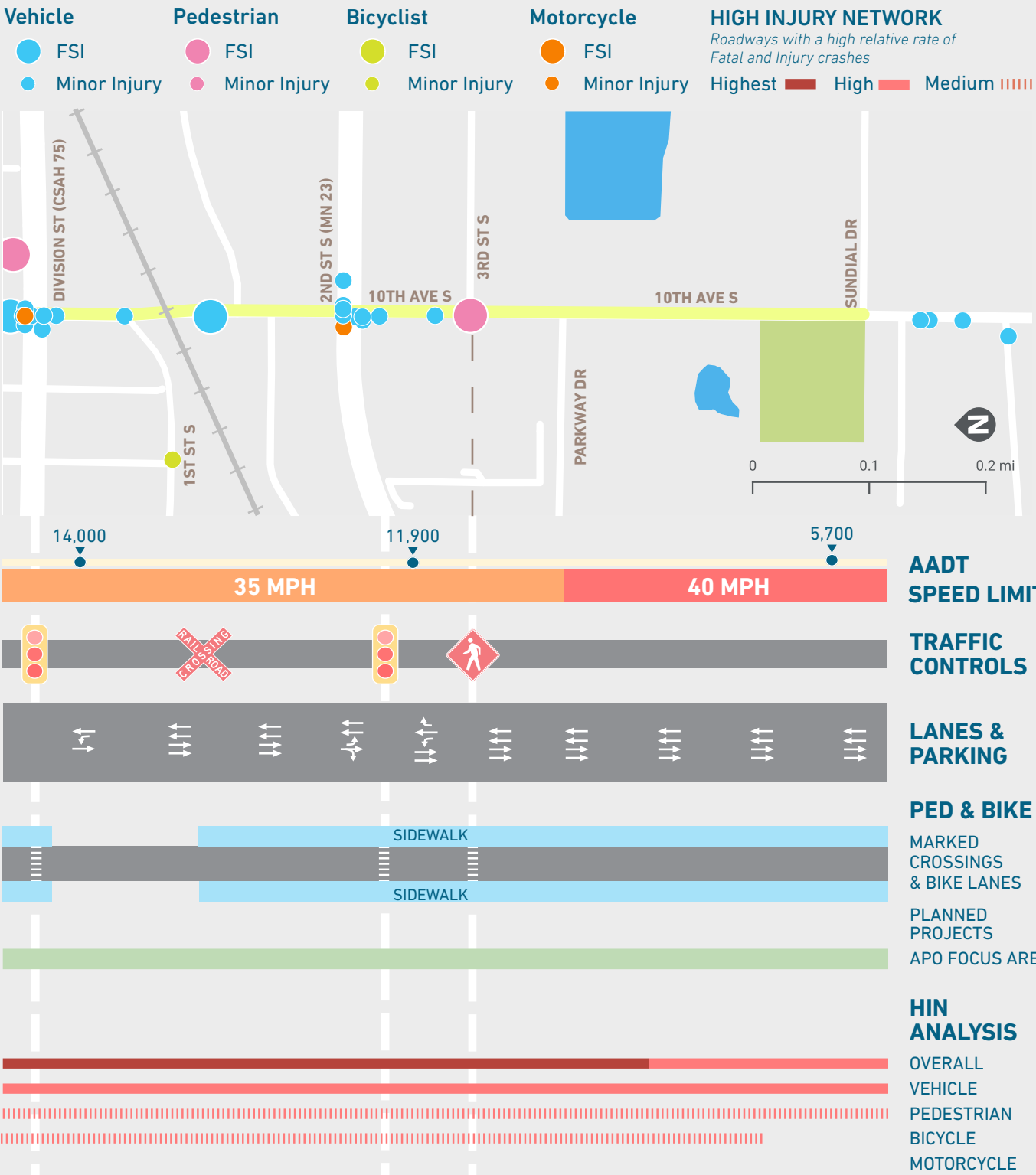
CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- Driver Disregarding Traffic Signs
- Driver Distracted

CRASHES



10TH AVE SOUTH

FROM DIVISION ST W TO SUNDIAL DR (0.72 MI) - CITY OF WAITE PARK

CORRIDOR-WIDE RECCOMENDATIONS

ROAD DIET

Evaluate potential for 4-to-3 lane conversion between Division St & 2nd St S

REDUCE SPEED LIMIT

To 30mph, currently 35-40mph

EXTEND SIDEWALK

Fill in sidewalk gap adjacent to railroad crossing on at least one side of 10th Ave

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

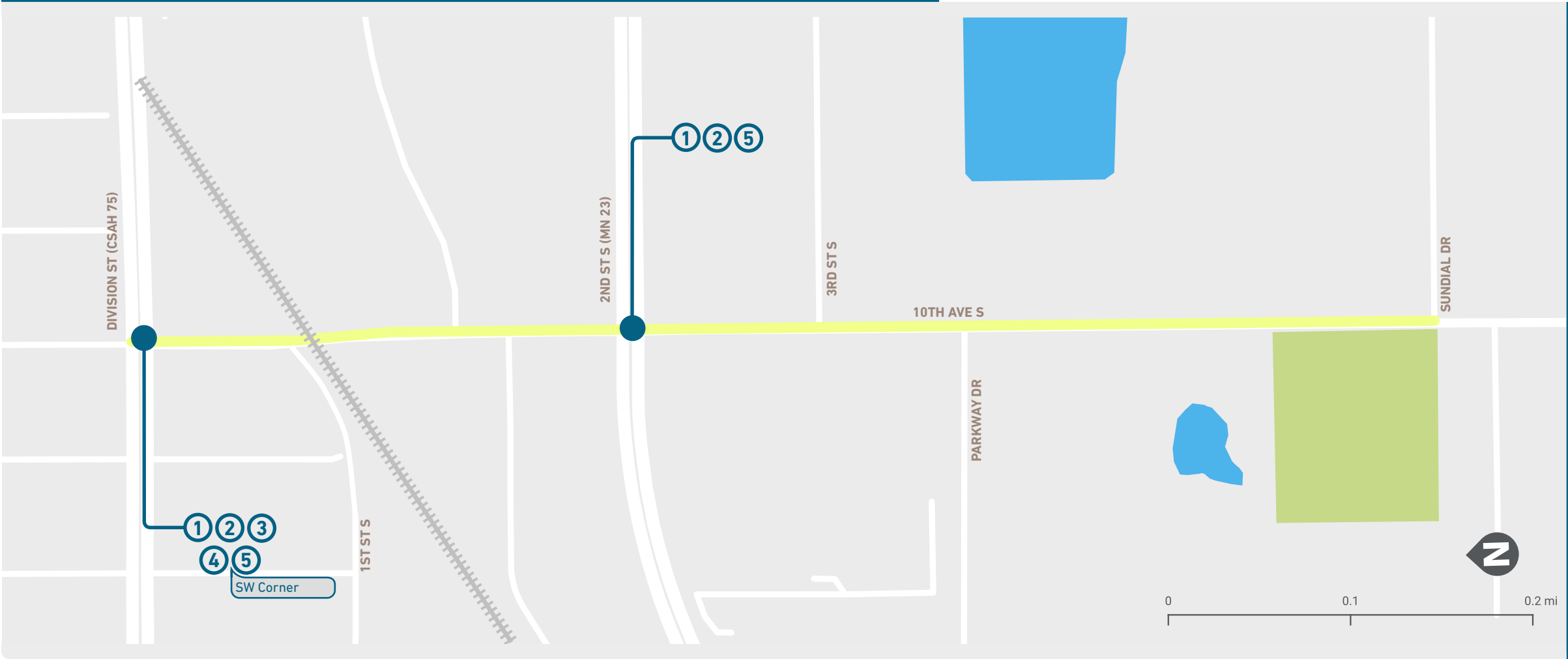
LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Curb Extensions**
With Truck Aprons - decrease turning radius at intersections to lower vehicle speeds and improve pedestrian safety while still accomodating wider turning radius of larger vehicles
- ② Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ③ Protected Left-Turns**
Separate left-turn phasing from opposing through movements
- ④ Advanced Stop Bars**
Improves motorists yielding to pedestrians and pedestrian crossing safety
- ⑤ Tighten Turning Radius**
Lower vehicle turning speed at intersections

BENTON DRIVE

FROM 4TH ST N TO 6TH ST S (0.73 MI) - CITY OF SAUK RAPIDS

CONTEXT

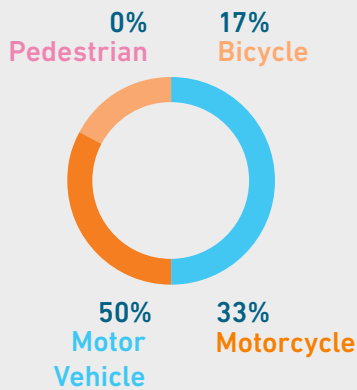
Benton Drive is a primary corridor serving downtown Sauk Rapids, running north-west to south-east of the city. For the majority of the corridor, Benton Drive contains 2 travel lanes per direction, along with a center turning lane.

CRASH SUMMARY

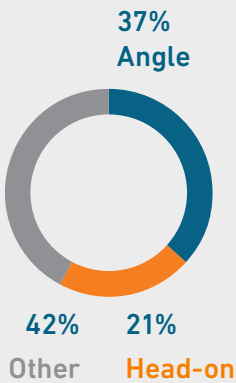
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	1	2	12	15
PEDESTRIAN	0	0	0	0
BICYCLIST	0	1	1	2
MOTORCYCLIST	1	1	0	2
TOTAL	2	4	13	19

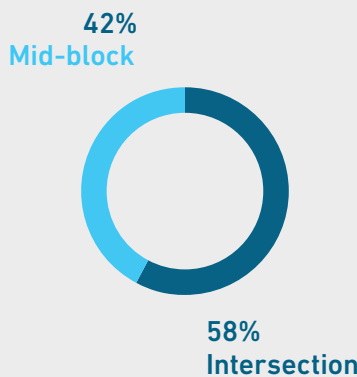
FSI CRASHES



CRASH TYPES



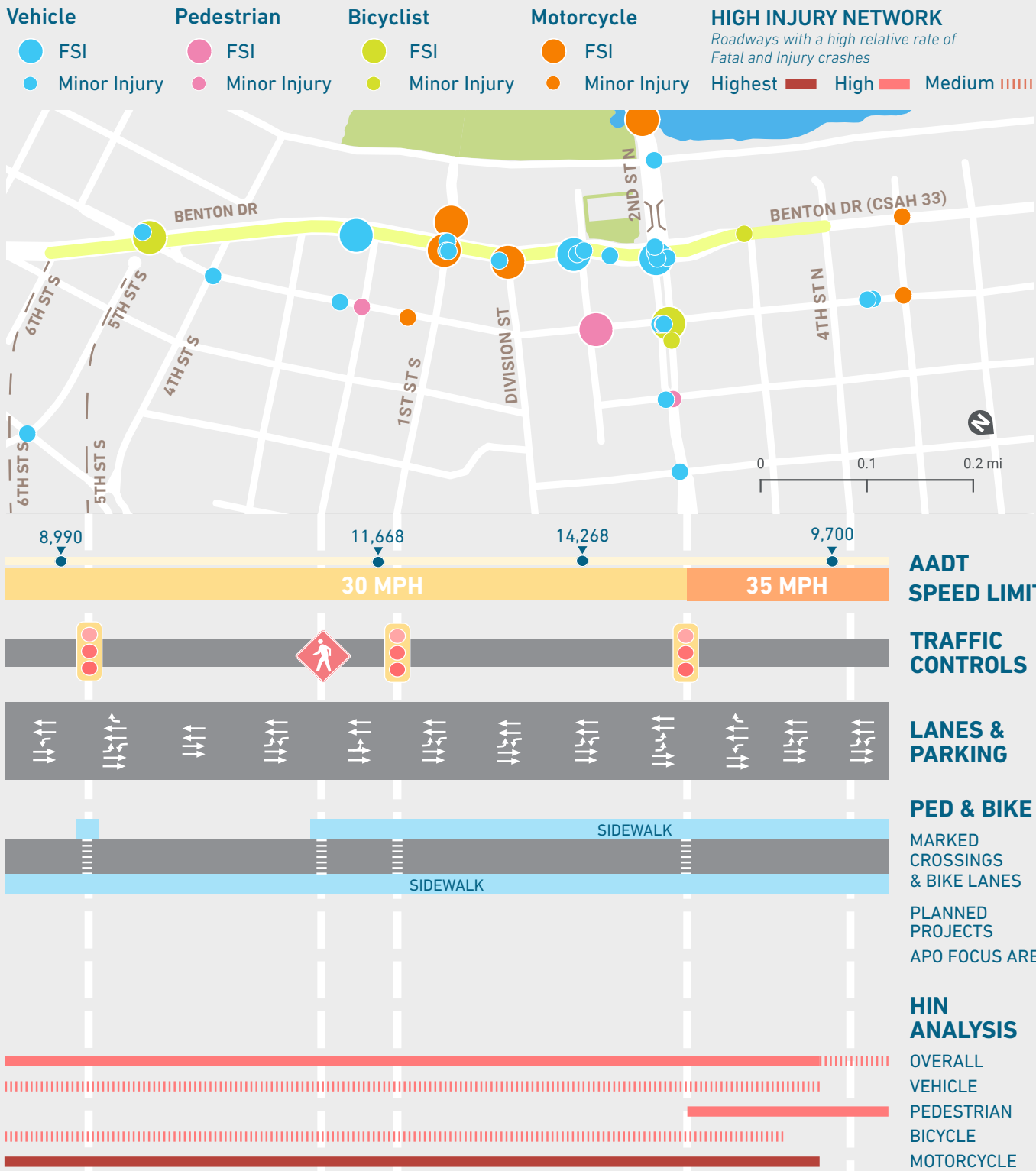
CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- Careless, Negligent, or Erratic Vehicle Operation
- Driver Speeding

CRASHES



BENTON DRIVE

FROM 4TH ST N TO 6TH ST S (0.73 MI) - CITY OF SAUK RAPIDS

CORRIDOR-WIDE RECCOMENDATIONS

ROADWAY RECONFIGURATION

Potential for future roadway reconfiguration

SPEED LIMIT REDUCTION

To 25-30mph to improve safety for all users

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

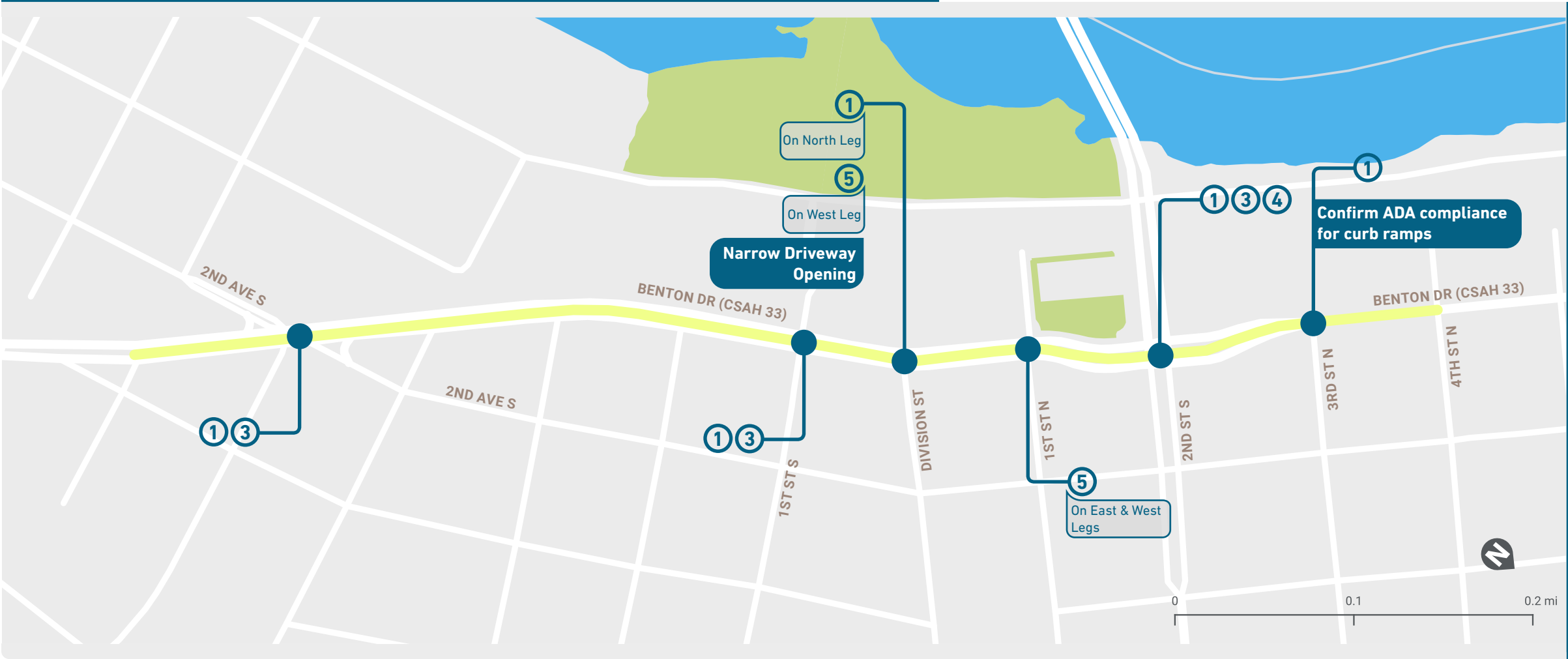
LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Leading Pedestrian Intervals**
Extend crossing time for pedestrians and bicyclists by giving them a headstart
- ② Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ③ No Turn on Red**
Reduces conflict between turning vehicles and pedestrians or bicyclists
- ④ Advanced Stop Bars**
Improves motorists yielding to pedestrians and pedestrian crossing safety
- ⑤ High Visibility Crosswalks**
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians

2ND STREET SOUTH

FROM PINE CONE RD TO RIVERSIDE AVE S (1.18 MI) - CITY OF SARTELL

CONTEXT

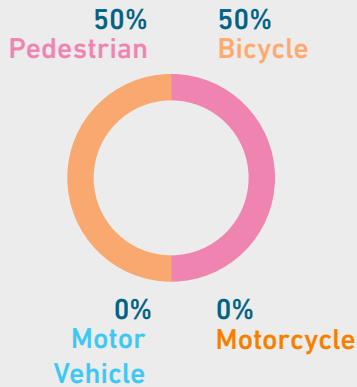
2nd Street South is a east-west corridor primarily serving commercial and residential. Along this corridor, 2nd St South contains 1 travel lane per direction, with a center turning lane, and a roundabout at Riverside Ave S.

CRASH SUMMARY

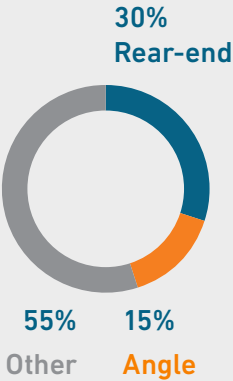
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	0	13	13
PEDESTRIAN	1	0	1	2
BICYCLIST	0	1	3	4
MOTORCYCLIST	0	0	1	1
TOTAL	1	1	18	20

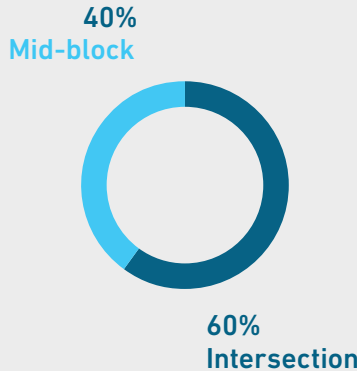
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
- Driver Distracted
- Careless, Negligent, or Erratic Vehicle Operation

CRASHES



2ND STREET SOUTH

FROM PINE CONE RD TO RIVERSIDE AVE S (1.18 MI) - CITY OF SARTELL

CORRIDOR-WIDE RECCOMENDATIONS

RAISED MEDIAN With vertical traffic calming elements to improve vehicle driver safety	INCREASE BOULEVARD WIDTH Along with installing trees and vertical traffic calming elements	MULTIMODAL CONNECTIONS Connect sidewalk and shared-use paths to neighborhood roadways
REDUCE LANE WIDTHS To make space for other roadway features & improve safety for all users	ENHANCED LIGHTING Add pedestrian-scale lighting along corridor to improve safety and visibility	

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

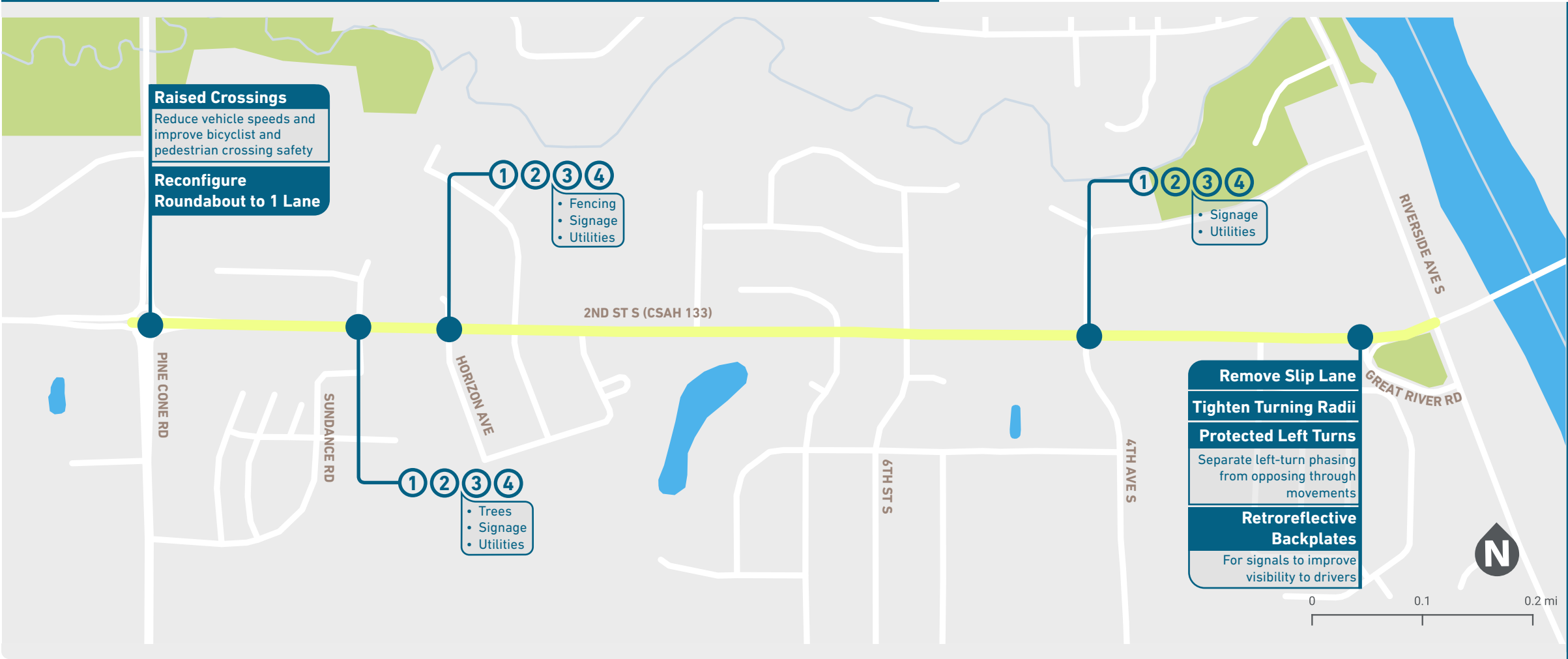
LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Rectangular Rapid Flashing Beacons**
Flashing LEDs - mounted with pedestrian crossing signs - that increase pedestrian visibility and motorist yielding
- ② Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ③ Remove Sightline Obstructions**
Removing features (i.e. fencing, signage, utilities, trees, etc...) that are blocking sightlines to improve roadway visibility for drivers
- ④ Pedestrian Crossing Improvements**
Add general features to improve pedestrian crossing comfort such as crosswalk signing/markings and curb ramps

COLLEGE AVENUE NORTH

FROM LAKE WOBEGON TRAIL TO MINNESOTA STREET (0.41 MI) - CITY OF ST. JOSEPH

CONTEXT

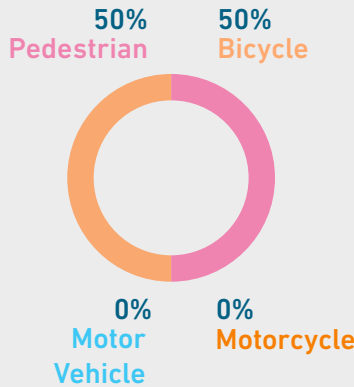
College Avenue North is a primary north-south street serving downtown St. Joseph along commercial and residential uses. From Lake Wobegon Trail to Minnesota St primarily 2 lane street with one travel lane per direction, along with on-street parking east of Clark St.

CRASH SUMMARY

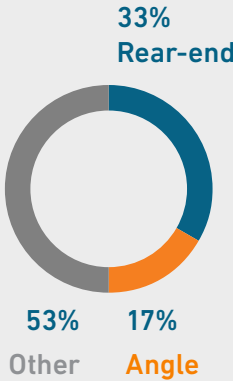
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	0	4	4
PEDESTRIAN	0	1	0	1
BICYCLIST	0	1	0	1
MOTORCYCLIST	0	0	0	0
TOTAL	0	2	4	6

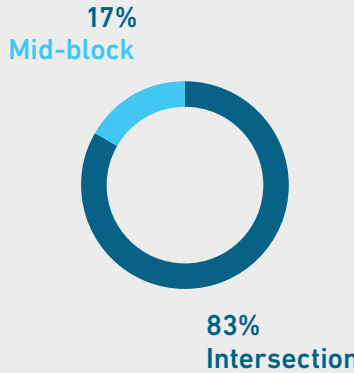
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS

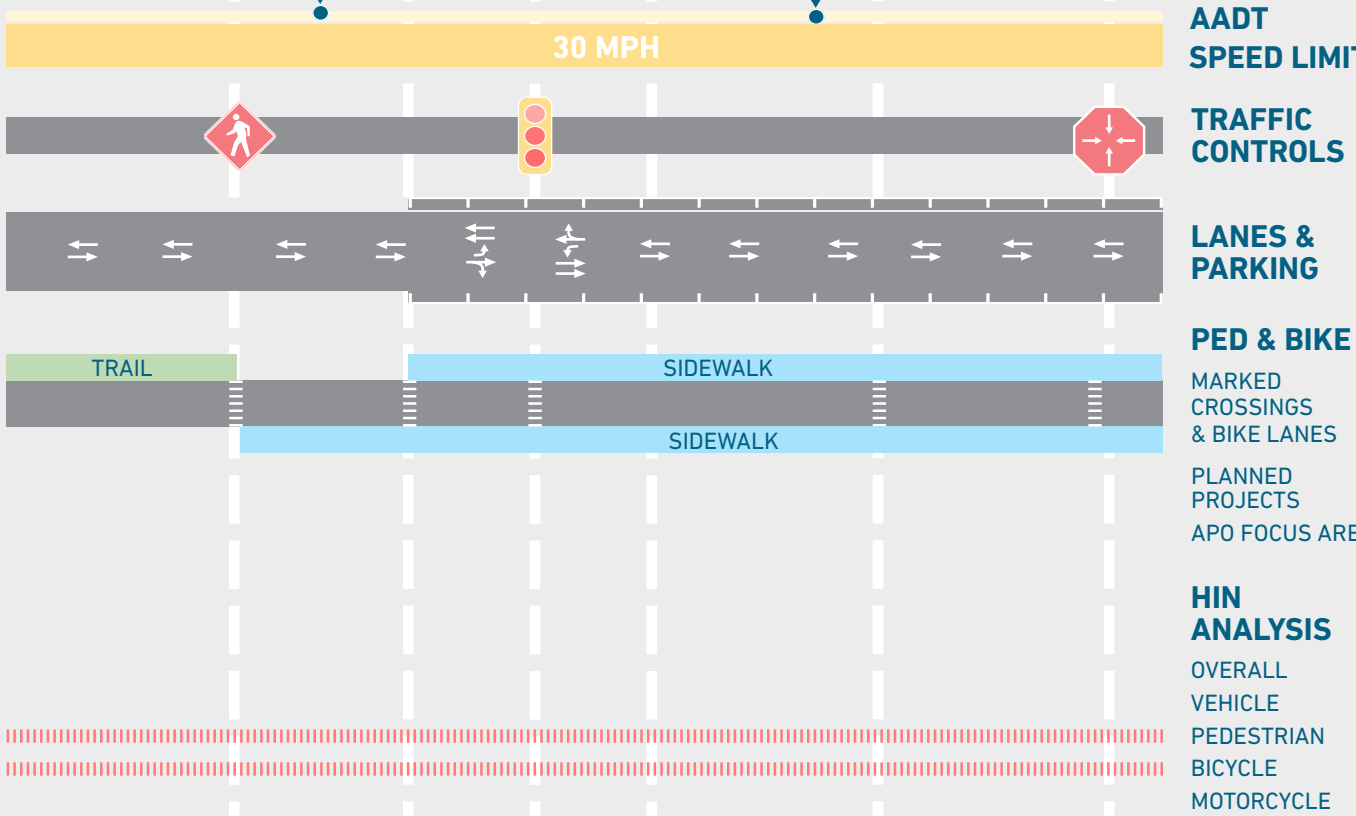
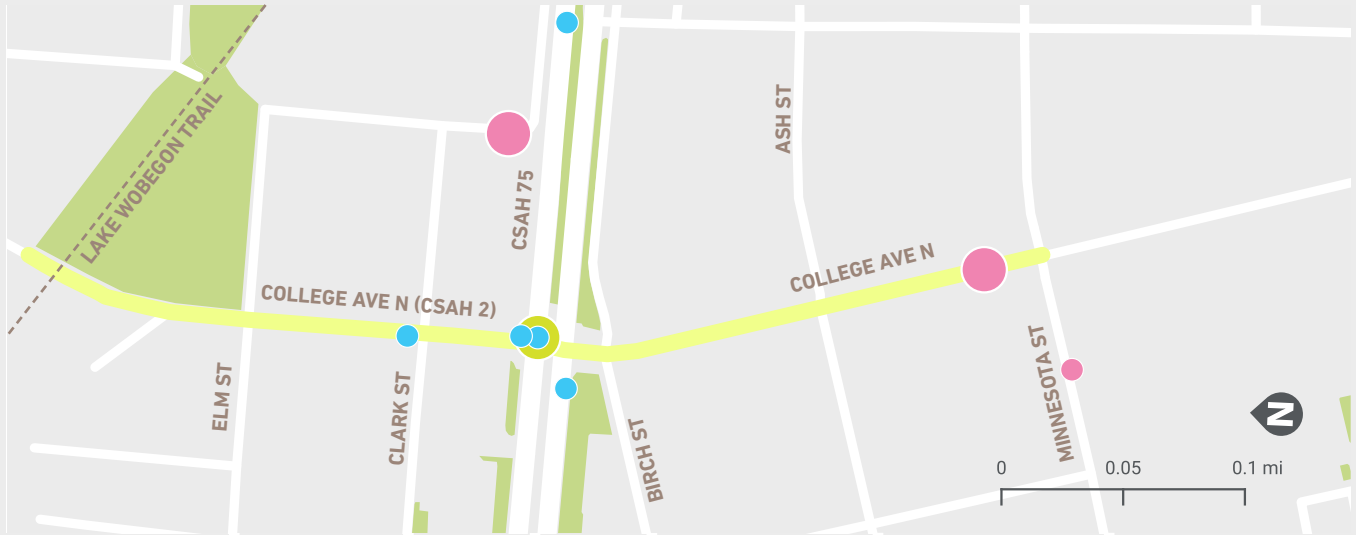


DRIVER CONTRIBUTING CIRCUMSTANCES

- Failure to Yield Right-of-Way
-
-

CRASHES

- Vehicle**
● FSI
● Minor Injury
- Pedestrian**
● FSI
● Minor Injury
- Bicyclist**
● FSI
● Minor Injury
- Motorcycle**
● FSI
● Minor Injury
- HIGH INJURY NETWORK**
Roadways with a high relative rate of Fatal and Injury crashes
Highest High Medium



COLLEGE AVENUE NORTH

FROM LAKE WOBEGON TRAIL TO MINNESOTA STREET (0.41 MI) - CITY OF ST. JOSEPH

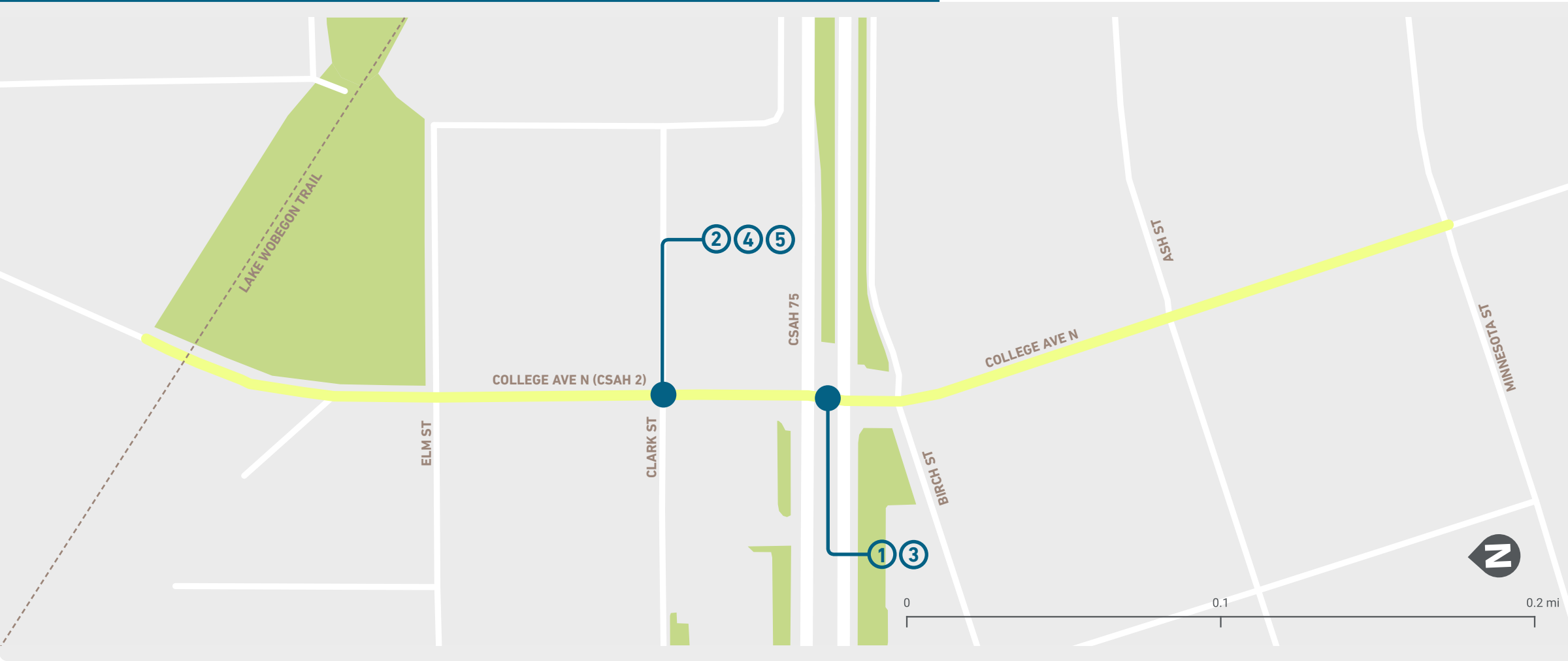
CORRIDOR-WIDE RECCOMENDATIONS

ROADWAY RECONFIGURATION Potential for future roadway reconfiguration	SPEED LIMIT REDUCTION To 25mph to improve safety for all users	CURB EXTENSIONS At all intersections to improve pedestrian and bicyclist crossing safety
PEDESTRIAN REFUGE ISLAND At intersections to reduce lane widths and improve crossing safety		

TOTAL COST FOR RECOMMENED PROJECTS:

	TOTAL		
LOCATION	SHORT-TERM	MEDIUM-TERM	LONG-TERM
SEGMENT			
INTERSECTION			
TOTAL			

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

1

Leading Pedestrian Intervals
Extend crossing time for pedestrians and bicyclists by giving them a headstart

2

Pedestrian Refuge Island
Allows two-stage crossing for pedestrians and improves pedestrian visibility

3

No Turn on Red
Reduces conflict between turning vehicles and pedestrians or bicyclists

4

Advanced Stop Bars
Improves motorists yielding to pedestrians and pedestrian crossing safety

5

High Visibility Crosswalks
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians

PINE CONE ROAD

FROM 2 1/2 ST N TO 12TH ST N (1.05 MI) - CITY OF SARTELL

CONTEXT

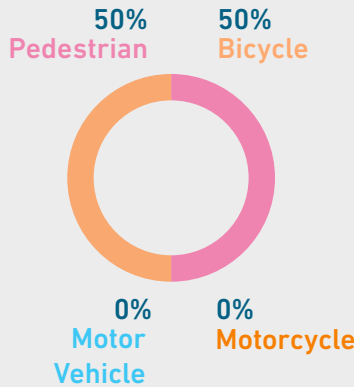
Pine Cone Rd is a minor roadway connecting primarily residential uses. Along this corridor, Pine Cone Road is a two way road, with 1 travel lane per direction.

CRASH SUMMARY

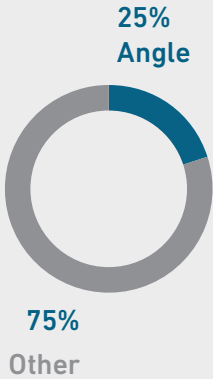
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	0	1	1
PEDESTRIAN	0	1	1	2
BICYCLIST	0	1	1	2
MOTORCYCLIST	0	0	0	0
TOTAL	0	2	3	5

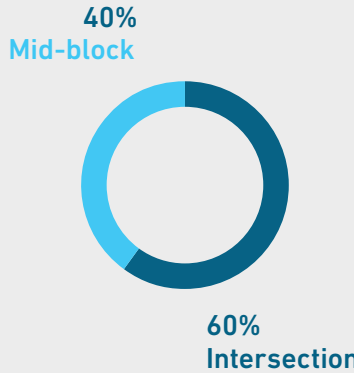
FSI CRASHES



CRASH TYPES



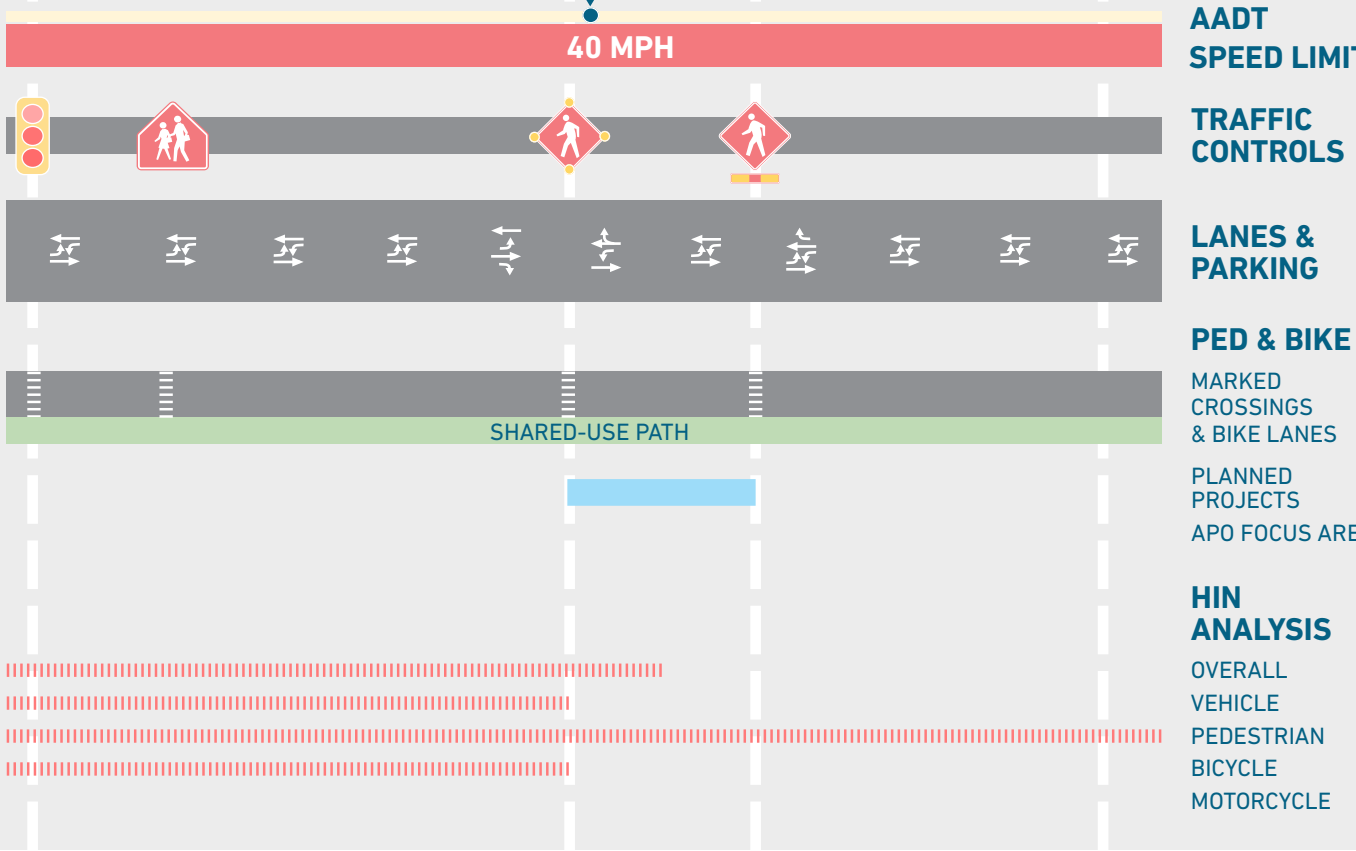
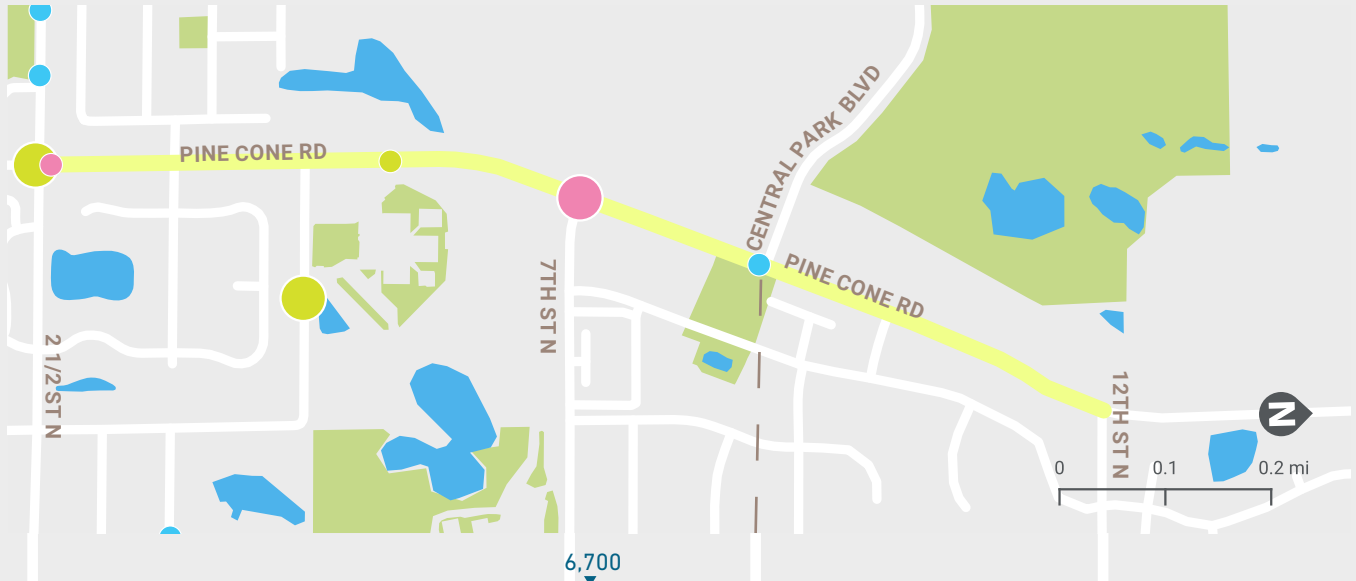
CRASH LOCATIONS



DRIVER CONTRIBUTING CIRCUMSTANCES

- Disregarding Traffic Signs
- Careless, Negligent, or Erratic Vehicle Operation
-

CRASHES



PINE CONE ROAD

FROM 2 1/2 ST N TO 12TH ST N (1.05 MI) - CITY OF SARTELL

CORRIDOR-WIDE RECCOMENDATIONS

LANE WIDTH AND SPEED REDUCTION Potential for lower vehicle speeds and improved safety for all users	MULTIMODAL CONNECTIONS Install sidewalk on both sides of the street, and connect to neighborhood roadways	RAISED MEDIAN With traffic calming elements
INCREASE BOULEVARD WIDTH Along with installing trees and other vertical traffic calming elements	HORIZONTAL CURVE DELINEATION To better alert drivers of incoming curves	ENHANCED LIGHTING Install pedestrian-scale lighting to improve comfort and safety

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

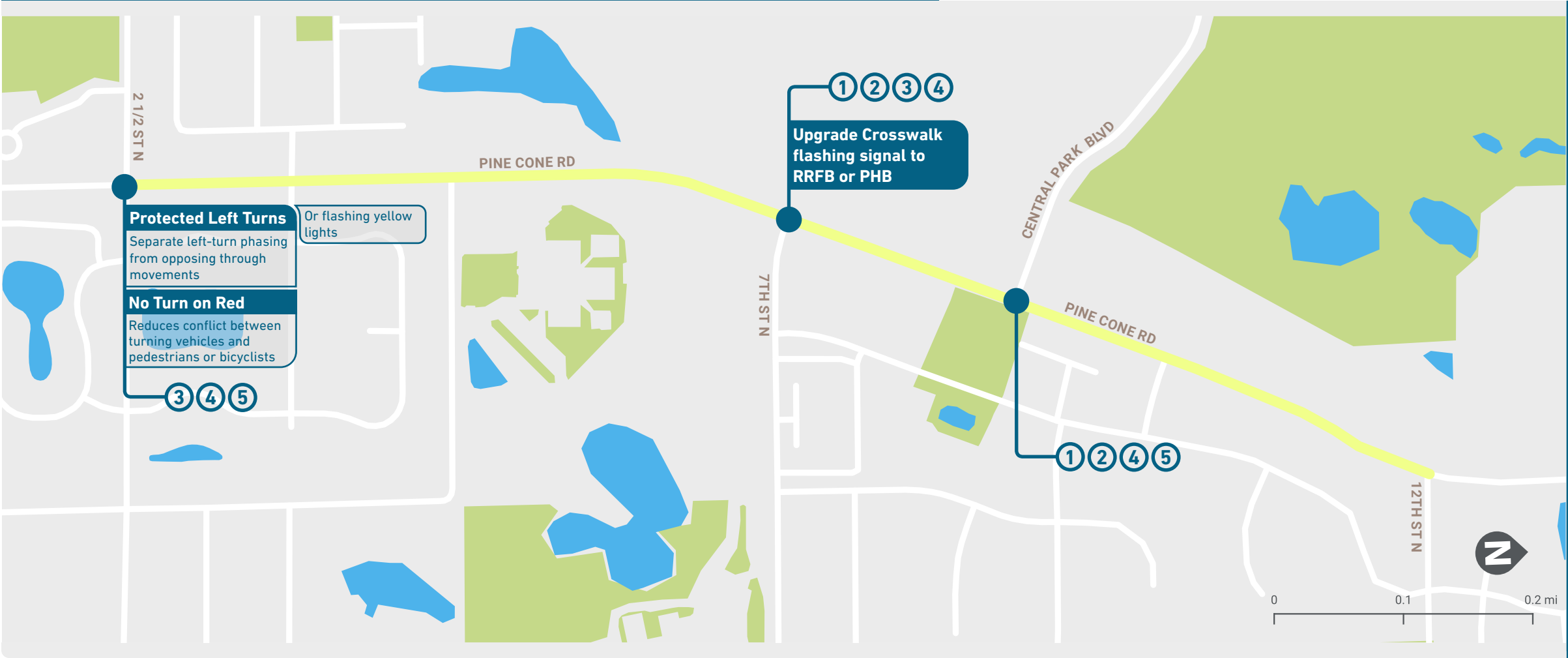
LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ② Raised Crosswalk**
At slip lanes - encourages motorists to yield to pedestrians and improves visibility
- ③ Refresh Crosswalk Striping**
Re-do striping to improve crosswalk visibility to incoming vehicles
- ④ Tighten Turning Radius**
At NE & SE corners - lower vehicle turning speeds
- ⑤ Single Lane Roundabout**
Reduce roundabouts to single lane to improve safety for all users

BENTON DRIVE

FROM 6TH ST S TO US-10 (0.79 MI) - CITY OF SAUK RAPIDS

CONTEXT

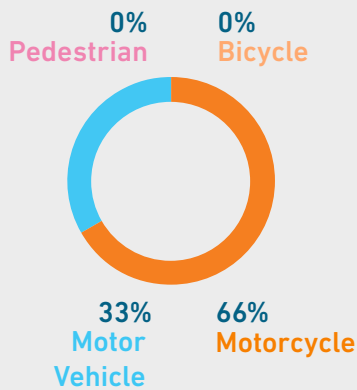
Benton Drive - from 6th St S to US-10 - is a primary corridor serving industrial, commercial, and residential uses. For the majority of the corridor, Benton Drive contains 2 traveling lanes per direction, with left- and right-turning lanes at intersections.

CRASH SUMMARY

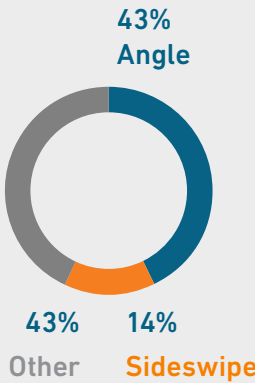
- FSI Crashes - Fatal and Serious Injury
- Minor Crashes - Minor Injury

	FATAL	SERIOUS INJURY	MINOR INJURY	TOTAL
VEHICLE	0	1	4	5
PEDESTRIAN	0	0	0	0
BICYCLIST	0	0	0	0
MOTORCYCLIST	1	1	0	2
TOTAL	1	2	4	7

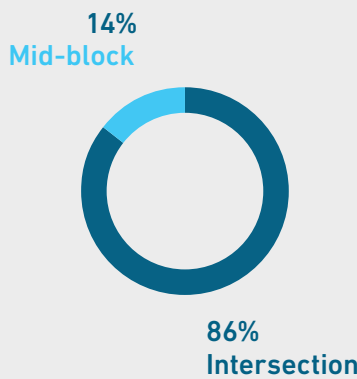
FSI CRASHES



CRASH TYPES



CRASH LOCATIONS

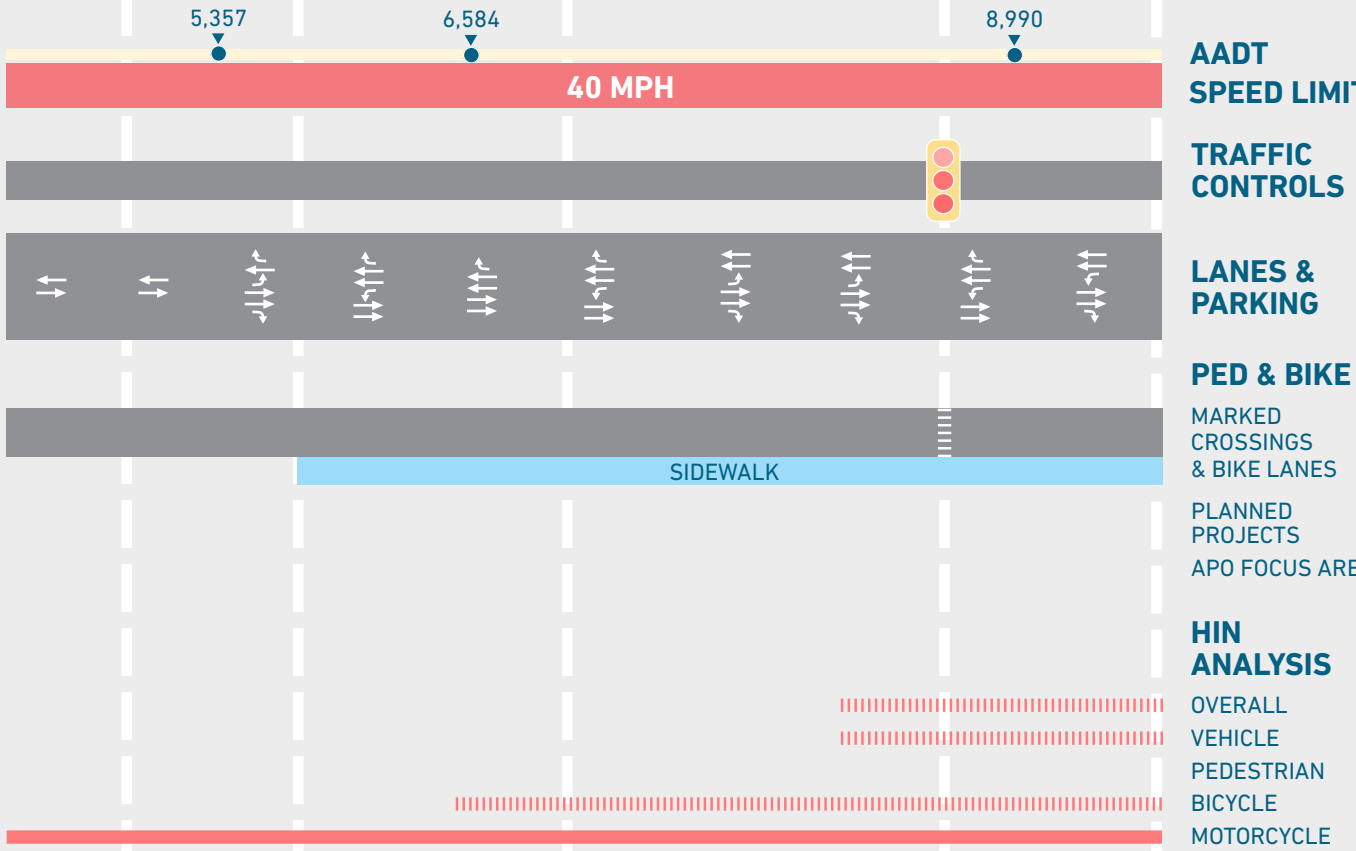
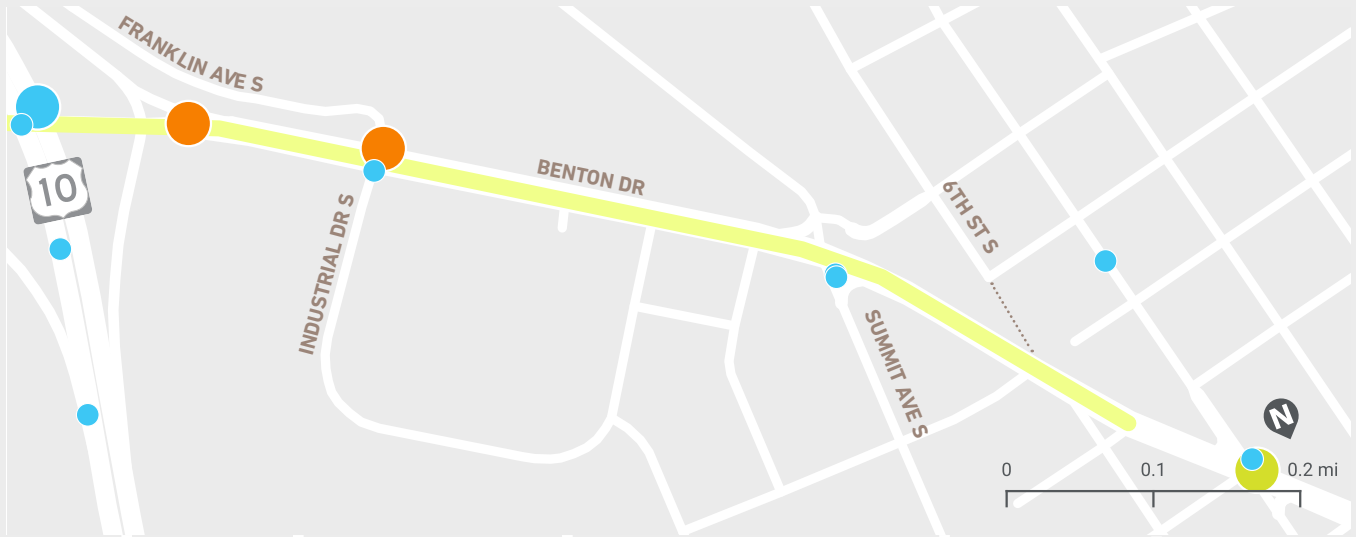


DRIVER CONTRIBUTING CIRCUMSTANCES

- Driver Distracted
- Failure to Yield Right-of-Way
-

CRASHES

- Vehicle**
● FSI
● Minor Injury
- Pedestrian**
● FSI
● Minor Injury
- Bicyclist**
● FSI
● Minor Injury
- Motorcycle**
● FSI
● Minor Injury
- HIGH INJURY NETWORK**
Roadways with a high relative rate of Fatal and Injury crashes
Highest High Medium



BENTON DRIVE

FROM 6TH ST S TO US-10 (0.79 MI) - CITY OF SAUK RAPIDS

CORRIDOR-WIDE RECCOMENDATIONS

ROADWAY RECONFIGURATION

Potential for future roadway reconfiguration

SPEED LIMIT REDUCTION

North of US-10 - reduce speed limit to 30mph to improve safety for all users

TOTAL COST FOR RECOMMENED PROJECTS:

TOTAL

LOCATION

SHORT-TERM

MEDIUM-TERM

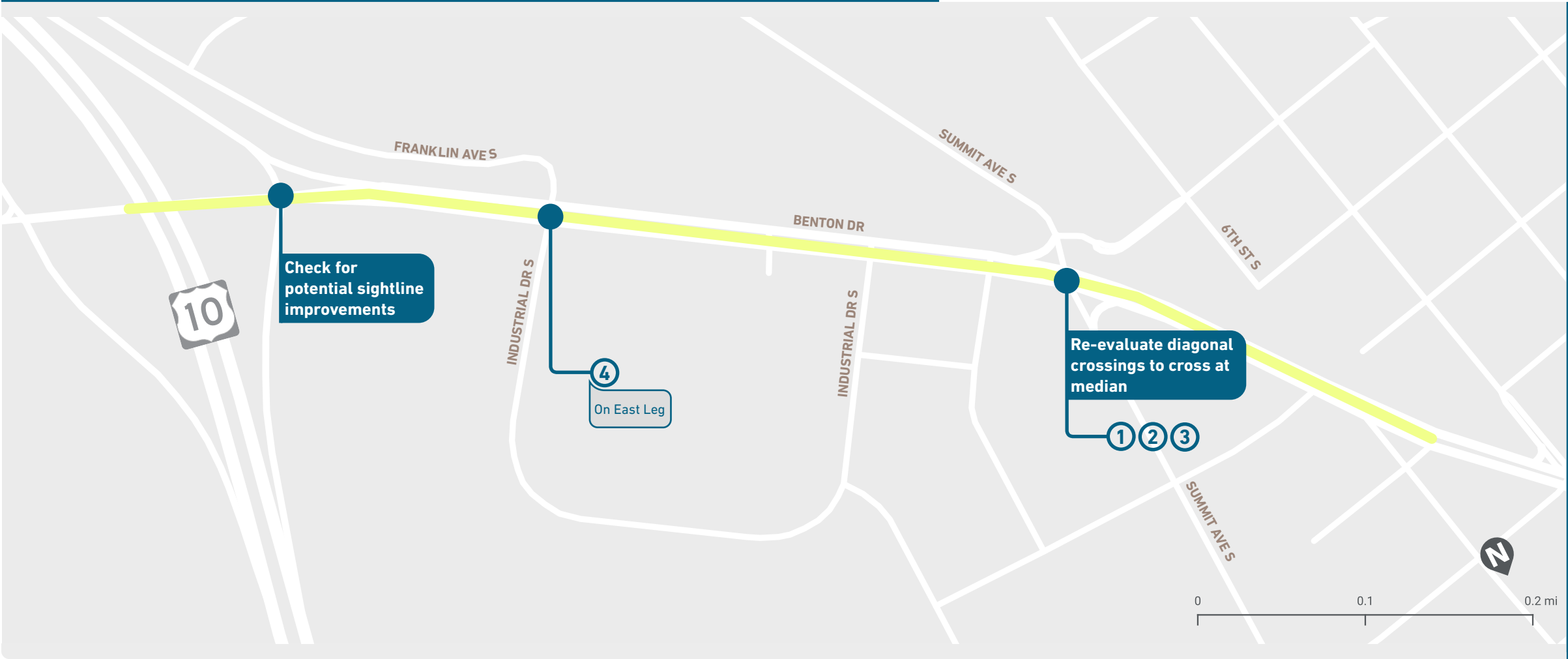
LONG-TERM

SEGMENT

INTERSECTION

TOTAL

SITE-SPECIFIC RECCOMENDATIONS



LEGEND

- ① **Leading Pedestrian Intervals**
Extend crossing time for pedestrians and bicyclists by giving them a headstart
- ② **Pedestrian Refuge Island**
Allows two-stage crossing for pedestrians and improves pedestrian visibility
- ③ **No Turn on Red**
Reduces conflict between turning vehicles and pedestrians or bicyclists
- ④ **High Visibility Crosswalks**
Increases visibility of pedestrians crossing and improves motorists yielding to pedestrians

St. Cloud APO Comprehensive Safety Action Plan Safety Strategy Matrix

Updated 4/14/25

Safety Strategy		FHWA Proven Safety Countermeasure	Focus Areas			Systemic Approach Opportunity	Cost	Overall Crash Reduction	K+A Crash Reduction	Pedestrian/Bike Crash Reduction
			Intersection Control	Speed Management	Pedestrian Safety					
I-1	Roundabout	☒	☒	☒	☒		\$\$\$	27%	82%	6-15%
I-2	Turn Lanes	☒	☒				\$\$	14-48%	36%	-
I-3	Revise/Remove Channelized Right Turns		☒	☒	☒		\$\$	-	-	-
I-4	J-Turn (Reduced Conflict Intersection)	☒	☒			☒	\$-\$\$\$	18%	22-63%	-
A-1	Access Management	☒	☒				\$\$-\$\$\$		25-31%	-
T-1	Retroreflective Backplates	☒	☒			☒	\$	15%	-	-
T-2	Signal Retiming	☒	☒			☒	\$	8-14%	12%	-
T-3	Left Turn Phasing (Permissive/Protected)		☒			☒	\$	6%	33%	-
T-4	Leading Pedestrian Interval (LPI)	☒	☒		☒	☒	\$	-	-	13%
T-5	Accessible Pedestrian Signals (APS)		☒		☒	☒	\$	-	-	-
T-6	Pedestrian Countdown Signal Heads		☒		☒	☒	\$	-	-	25%
T-7	No Right Turn on Red (RTOR) Signage		☒		☒	☒	\$	-	-	18-60%
V-1	High Visibility Crosswalk Enhancements	☒			☒	☒	\$	-	-	25-42%
V-2	Intersection Daylighting				☒	☒	\$	-	-	30%
V-3	Bike Lanes	☒			☒		\$-\$\$\$	-	-	46%
V-4	Cycle Track/Separated Bike Lane				☒		\$\$	-	-	53%
V-5	Raised Crosswalk			☒	☒	☒	\$-\$\$\$	36%	-	53%
V-6	Rectangular Rapid Flashing Beacon (RRFB)	☒	☒		☒		\$	-	-	47%
V-7	Pedestrian Hybrid Beacon (PHB)	☒	☒		☒		\$\$	29%	15%	55%
V-8	Curb Extensions		☒	☒	☒	☒	\$-\$\$\$	39-46%	-	-
V-9	Median Refuge and Crossing Islands	☒		☒	☒	☒	\$\$	-	-	56%
V-10	Grade Separated Crossings				☒		\$\$\$	-	-	13%
V-11	Road Diet	☒	☒	☒	☒	☒	\$-\$\$\$	19-47%	-	-
V-12	Sidewalks	☒			☒		\$\$	-	-	11-35%
V-13	Shared Use Paths				☒		\$\$	-	-	63%
V-14	Lighting	☒			☒	☒	\$	28-38%	-	42%
S-1	Dynamic Speed Signs			☒	☒		\$	5-7%	-	-

I = Intersections, A = Access, T = Traffic Signals, V = Vulnerable Road Users, S = Speed