



Saint Cloud
Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643
(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

AGENDA

Technical Advisory Committee

Thursday, Feb. 7, 2019 – 10 a.m.

Stearns County Highway Department
455-28th Ave. S, Waite Park

1. Consider Minutes of Jan. 3, 2019
 - a. Suggested Motion: Recommend Approval
2. Public Comment Period
 - a. Suggested Motion: Recommend Approval
3. ITS Resolution Update (Brian Gibson, Executive Director)
 - a. Suggested Motion: Recommend Approval of Resolution
4. Regional Priorities Briefing Booklet (Brian Gibson, Executive Director)
 - a. Suggested Motion: Recommend Approval
5. FY 2023 Transportation Alternatives Solicitations (Vicki Johnson (Ikeogu), Associate Planner)
 - a. Presentation of CR 136 project (Saint Cloud)
 - b. Presentation of Heritage Drive Connection project (Sartell)
 - i. Suggested Motion: Prioritize/award bonus points to projects and recommend Policy Board approval
6. Other Business / Open Floor
7. Adjournment

English

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

Somali

Ururka Qorsheynta Agagaarka Saint Cloud (APO) waxay si buuxda ugu hoggaansantay Qodobka VI ee Xeerka Xuquuqda Dadweynaha ee 1964, Sharciga Dadka Maraykanka ah ee Naafada ah ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo xeerarka iyo sharciyada la xiriira. APO waxa heli kara dhamaan dadka leh awoodaha kala duwan. Qofka u baahan in waxka bedel ama qaabilaad, qalabka caawinta, adeegyada tarjumaadda qoraalka, adeegyada turjumaadda hadalka, iwm, si uu uga qaybgalo kulan dadweyne, oo uu kamid yahay yihiin helitaanka ajandahan iyo/ama waxyaabaha ku lifaaqan oo qaab kale ama luqad kale ah fadlan kala xiriir APO 320-252-7568 ama admin@stcloudapo.org ugu yaraan toddoba (7) maalmood ah kahor kulanka.

Hmong

Lub koom haum Saint Cloud Area Planning Organization (APO) tau ua raws nraim li Nqe Lus VI ntawm Tsoom fwm Cov Cai Pej Xeem xyoo 1964, Tsab Kev Cai Hai Txog Kev Xiam Oob Khab ntawm Haiv Neeg Mes Kas xyoo 1990, Tsab Cai 12898, Tsab Cai 13116 thiab cov cai thiab kev tswj fwm uas cuam tshuam. APO tuaj yeem nkag tau rau txhua tus neeg uas muaj peev xwm. Tus neeg uas xav tau kev hloov kho lossis pab cuam, pab lwm tus, pab txhais ntawv, pab txhais lus, thiab lwm yam, txhawm rau kom koom tau rau hauv lub rooj sab laj nrog pej xeem, nrog rau kev txais cov txheej txheem no thiab / lossis cov ntawv uas sau ua lwm hom ntawv, lossis lwm hom lus thov hu rau APO ntawm 320-252-7568 lossis sau ntawv tuaj tau ntawm admin@stcloudapo.org tsawg kawg yog xya (7) hnub ua ntej ntawm lub rooj sib tham.

Spanish

La Saint Cloud Area Planning Organization (Organización de Planificación del Área de Saint Cloud, APO) cumple plenamente con el Título VI de la Civil Rights Act (Ley de Derechos Civiles) de 1964, la Americans with Disabilities Act (Ley de Estadounidenses con Discapacidades) de 1990, el Decreto 13116 y estatutos y normas asociados. La APO está disponible para todo tipo de personas con todo tipo de capacidades. Las personas que requieran modificaciones o adaptaciones, ayudas auxiliares, servicios de traducción e interpretación, etc., con el fin de participar en una reunión pública, lo que incluye recibir esta agenda o documentos adjuntos en un formato o lenguaje distinto, deben comunicarse con la APO llamando al 320-252-7568 o escribiendo a la dirección admin@stcloudapo.org al menos siete (7) días antes de la reunión.

Laotian

ອົງການວາງແຜນເຂດພື້ນທີ່ Saint Cloud (APO) ບະຕົບັດຕາມ Title VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງປີ 1964, ກົດໝາຍວ່າດ້ວຍຄົນພິການຊາວອາເມລິກາປີ 1990, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 12898, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 13116 ແລະ ກົດໝາຍ ແລະ ກົດລະບຽບທີ່ກ່ຽວຂ້ອງຢ່າງຄົບຖ້ວນ. ຄົນທຸກຊົນຊັ້ນອັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈໍາເປັນຕ້ອງມີການດັດແປງເກໂຂ ຫຼື ການອໍານວຍຄວາມສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດຕິດໃນຮູບແບບ ຫຼື ເປັນພາສາອື່ນໃດໜຶ່ງ ກະລຸນາຕິດຕໍ່ຫາ APO ທີ່ເບີ 320-252-7568 ຫຼື ອີເມວ admin@stcloudapo.org ຢ່າງໜ້ອຍເຈັດ (7) ວັນລ່ວງໜ້າການຊຸມນຸມ.

**Saint Cloud Area Planning Organization
TECHNICAL ADVISORY COMMITTEE MINUTES
January 3, 2019**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held on Thursday, January 3, 2019 at Stearns County Public Works. Senior Planner, Joseph Mueller, presided with the following members present:

Chris Byrd	Benton County
Bobbi Retzlaff	MnDOT
Bill Schluez	Waite Park
Andrew Witter	Sherburne County
Jon Halter	Sartell
Jodi Teich	Stearns County
Steve Voss	MnDOT Dist #3
Todd Schultz	Sauk Rapids
Randy Sabart	SEH/St. Joseph
Joseph Mueller	Saint Cloud APO
Brian Gibson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

CONSIDER MINUTES OF OCTOBER 4, 2018:

Mr. Byrd motioned to approve the October 4, 2018 TAC meeting minutes, and Ms. Teich seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No Comments

MTP: FUTURE PROJECTS MAPS AND RANKING:

Mr. Mueller reported that the information shown on the projects list and maps was obtained from the jurisdictions. Later on during the spring when the model runs are completed and compared to the project maps, the jurisdictions will be asked to rank the projects. Until then, this is considered informational. Mr. Mueller responded to inquiries regarding the various color coding and schemes. Mr. Halter said he would send an email to Mr. Mueller of some adjustments that need to be made for Sartell. ***The deadline for accepting changes and corrections is the last week of January.*** Much of the information was lifted from the Comp Plans. It will be determined which projects the jurisdictions will be applying for state and federal funds and which projects will be in the Long Range Plan. We are not at the point of determining fiscal constraint in the process. We need to first verify the project to determine that it is still valid. After that is completed, the real projects will be identified, and then prioritization will need to occur. Each jurisdiction will need to pare down their projects before presenting to the TAC. This may require some tiering of decisions.

Mrs. Johnson is currently working on future revenues for the jurisdictions and explained the process she is using to obtain that information.

Mr. Gibson said it is acceptable if the same road project is shown as both preservation and expansion. It is important that we document all needs. It would be helpful, though not required at this point, if the projects could be prioritized.

STAKEHOLDER ENGAGEMENT PLAN (SEP) AMENDMENT:

Mrs. Johnson briefed the members on the need for the SEP amendment. The 45-day Public Comment period was completed on December 17, 2018. Changes included wording changes, addition of several disclaimers, and descriptions, etc. The major change includes how the TIP is amended and modified. We are now proposing to follow the State of Minnesota's rules for amendments vs. modifications.

Mr. Voss motioned to approve the SEP Amendment, and Mr. Halter seconded the motion. Motion carried. The SEP will be presented to the Policy Board for final approval.

FY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT:

Mrs. Johnson stated that this is the first of four scheduled TIP Amendments this year, and highlighted the changes to the TIP:

2019 – Sartell is adding on to the scope of a Safe Routes to School infrastructure improvements project. The project has since changed to improvements along Second Ave N, 5th Ave N, and 2½ St N in Sartell, and the total cost of the project has increased to \$2,467,154 with the Federal contribution remaining the same. The local share has increased from \$49,794 to \$2,267,978. Fiscal constraint has been maintained

2020 – Metro Bus has decreased the amount for the purchase of three standard 35-ft replacement CNG fixed route buses. Fiscal constraint has been maintained.

2021 – Metro Bus has increased the number of less than 30 ft replacement CNG DAR replacement buses from one to three. Total project cost increased from \$460,000 to \$690,000. Fiscal constraint has been maintained.

2023 – Metro Bus has made several changes to projects currently programed in FY 2023:

- An increase in total funding for operating assistance, preventative maintenance, paratransit operating, and Northstar Commuter operating
- the deletion of a transit hubs project from the TIP
- an increase in total funding allocated for facility improvements and additions, and
- the addition of the purchase of six less than 30 feet CNG DAR replacement buses.

Fiscal constraint has been maintained for all of these changes.

Mr. Halter motioned to approve the Amendment to the TIP, and Mr. Schluez seconded the motion. Motion carried.

RING ROAD MODEL LINKS:

Mr. Gibson stated that the Ring Road discussion has been around for quite some time but recently some Board members have raised this issue. Several maps, created by Alex McKenzie, the APO's Transportation Planning Technician, were distributed to the members. The maps showed the location of various portions of the ring road based on

past discussions. In order for the APO to decide if we are going to go ahead with the Ring Road, models need to be done to ultimately decide if it is worth pursuing the Ring Road. Consensus will be needed to decide where to put the links. Some alignments may not be possible anymore. The number of lanes, the speed limit, location of links, and overpasses are some of the things that will need to be determined in this process. Some parts of the ring road could have more cost benefit than others. A consultant will need to look at this jurisdiction-by-jurisdiction, and the final plan should show the benefit or cost benefit for each jurisdiction. Another environmental study and corridor study will eventually need to be done if we decide to move forward. A minimum will need to be decided upon throughout this process to narrow down the variables and should probably be determined by TAC members. The members discussed several options including the number and types of intersections, elevation, grade, signals vs. roundabouts, 3-4 lane urban arterials, 4-lane divided urban sections, external to internal needs and internal to external needs. If it is decided that the lowest cost option is not feasible, we shouldn't go forward.

It was decided the best way to start would be to have small group meetings. Waite Park will start the meeting process and will invite Sartell, Saint Joseph, Stearns County and Saint Cloud to the meeting.

OTHER BUSINESS:

- Mr. Gibson announced that Alex McKenzie recently received a Masters Degree in Public Administration from Saint Cloud State University.
- The new Joint Powers Agreement has been approved by nearly all the jurisdictions.
- Mr. Voss commented on the following:
 - ❖ Margaret Anderson Kelliher has been chosen as the new Minnesota Transportation Commissioner.
 - ❖ Reduced funding for 2019 includes TAP, HSIP, ATP and Dist.#3 funds.
 - ❖ 23 Interchange funding will not be affected.
 - ❖ Mr. Voss suggested that when doing our next TIP, we keep in mind that inflation rates seems to be higher than we are used to as projects are coming in higher than they have been estimated.
 - ❖ Mr. Voss distributed two tables for review (FY 2020-23 STIP Funding Guidance and Cost Estimate Inflation Conversion Factor Table)

ADJOURNMENT:

The meeting was adjourned at 11:16 a.m.



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TO: Saint Cloud APO Technical Advisory Committee
FROM: Brian Gibson, PTP, Executive Director
RE: Intelligent Transportation System Resolution
DATE: January 28, 2019

Intelligent Transportation Systems (ITS) is the name given to a set of advanced applications to help improve traffic flow. Traffic monitoring cameras, signal priority systems, in-road sensors, and dynamic message signs are all examples of ITS applications.

In order to develop a network of compatible ITS technology, an ITS Architecture which inventories existing network elements and identifies the need for future interconnections and applications is necessary. MnDOT completes the ITS Architecture for all regions of the State, but requires MPOs to adopt a resolution recognizing that the State's ITS Architecture shall govern any proposed ITS improvement at the local level.

MnDOT has just completed an update to their ITS Architecture. The attached resolution is submitted for your recommendation to the Policy Board.

Staff does recommend approval of the resolution. The Technical Advisory Committee's recommendation shall be communicated to the Policy Board at its meeting at 5 pm on February 7th.



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A RESOLUTION OF THE SAINT CLOUD APO RECOGNIZING THE MINNESOTA DEPARTMENT OF TRANSPORTATION STATEWIDE REGIONAL ITS ARCHITECTURE #2016-06

WHEREAS, the US Department of Transportation has an adopted national intelligent transportation systems (ITS) architecture which specifies the proper relationships, such as information exchanges, among the components of all ITS projects implemented (in whole or in part) with federal funds; and

WHEREAS, the development of a Regional Intelligent Transportation Systems (ITS) Architecture has been mandated in national transportation legislation in an effort to integrate technological solutions into the transportation network to alleviate congestion and improve safety and efficiency; and

WHEREAS, the Minnesota Department of Transportation has updated the Minnesota Statewide Regional ITS Architecture to address changes statewide relating to ITS Systems, Stakeholders, Interconnections, Service Packages, and Project Inventory; and in conformance with the National ITS Architecture and Standards in accordance with 23 CFR 940 (FHWA Final Rule 940); and

WHEREAS, the FHWA Final Rule 940 ("Intelligent Transportation System Architecture and Standards") and Federal Transit Administration's "National Architecture Policy on Transit Projects" require each metropolitan planning organization (MPO) to adopt or recognize a regional ITS architecture that is consistent with its Long-Range Transportation Plan; and

WHEREAS, ITS projects in a metropolitan transportation planning area must be consistent with a Regional ITS Architecture to be eligible to receive federal funds for implementation; and

WHEREAS, the St. Cloud Area Planning Organization (APO) recognizes the Minnesota Statewide Regional ITS Architecture as the regional architecture that shall govern all ITS improvements statewide and within its metropolitan transportation planning area;

NOW, THEREFORE, BE IT RESOLVED, by the St. Cloud APO that it hereby recognizes the Updated Minnesota Department of Transportation's Statewide Regional ITS Architecture and any subsequent updates as the regional architecture that shall govern all ITS improvements within its metropolitan transportation planning area.



Mayor Rick Schultz
St. Cloud APO Chair

April 14, 2016

Date

St. Cloud APO

April 14, 2016

Date



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Recognizing the Minnesota Department of Transportation's Statewide Regional ITS Architecture Resolution #2019-05

WHEREAS, the US Department of Transportation has adopted national intelligent transportation systems (ITS) architecture which specifies the proper relationships, such as information exchanges, among the components of all ITS projects implemented (in whole or in part) with federal funds; and

WHEREAS, the development of a Regional Intelligent Transportation Systems (ITS) Architecture has been mandated in national transportation legislation in an effort to integrate technology solutions into the transportation network to alleviate congestion and improve safety and efficiency; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has updated the Minnesota Statewide Regional ITS Architecture to address changes statewide relating to ITS Systems, Stakeholders, Interconnections, Service Packages, and Project Inventory; and in conformance with the National ITS Architecture and Standards in accordance with 23 CFR 940 (FHWA final Rule 940); and

WHEREAS, the FHWA Final Rule 940 ("Intelligent Transportation System Architecture and Standards") and Federal Transit Administration's "National Architecture Policy on Transit Projects" require each metropolitan planning organization (MPO) to adopt or recognize a regional ITS Architecture that is consistent with its Long-Range Transportation Plan; and

WHEREAS, ITS projects in a metropolitan transportation planning area must be consistent with a Regional ITS Architecture to be eligible to receive federal funds for implementation; and

WHEREAS, the Saint Cloud Area Planning Organization (APO) recognizes the Minnesota Statewide Regional ITS Architecture as the regional architecture that shall govern all ITS improvements statewide and within its metropolitan transportation planning area;

NOW, THEREFORE BE IT RESOLVED, by the St. Cloud APO that it hereby recognizes the Updated Minnesota Department of Transportation's Statewide Regional ITS Architecture and any subsequent minor updates will be incorporated as the regional ITS architecture that shall identify and guide all ITS improvements within its metropolitan transportation planning area.

ATTEST:

Jeff Westerlund
St. Cloud APO Chair

February 7, 2019
Date

Brian Gibson, PTP
St. Cloud APO Executive Director

February 7, 2019
Date



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TO: Saint Cloud APO Technical Advisory Committee
FROM: Brian Gibson, PTP, Executive Director
RE: Regional Priorities
DATE: January 28, 2019

I have prepared the attached DRAFT briefing booklet regarding regional transportation priorities. This is the briefing booklet we take to Washington DC and provide to members of Congress.

Please note that the projects listed after page 6 have not been updated since last year's booklet was developed.

Please review the booklet and come prepared with your questions, changes, or other feedback. I will provide your feedback to the Policy Board and update the booklet before departing for Washington on February 10th.



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TO: Saint Cloud APO Technical Advisory Committee
FROM: Vicki Johnson (Ikeogu), Associate Planner
RE: FY 2023 Transportation Alternatives (TA) Solicitation Candidate Projects
DATE: Jan. 25, 2019

The Central Minnesota Area Transportation Partnership (ATP-3) has received a total of eight (8) projects throughout Minnesota Department of Transportation District 3 (MnDOT D3) to be considered for the fiscal year 2023 Transportation Alternatives (TA) funding cycle.

In total, these eight (8) projects are requesting \$2,792,434 for an estimated project cost total of \$4,730,557. MnDOT D3 has been allocated an anticipated \$1,600,000 to complete these projects. As such, the region is being tasked with prioritizing these eight (8) projects through a list of specific criteria in order to effectively and efficiently utilize the limited financial resources.

As part of this scoring process, each region within MnDOT D3 is tasked with prioritizing projects within its boundaries. The top two (2) ranking projects receive an additional ten (10) and five (5) bonus points respectively on behalf of their respective region. The awarding of these additional points signifies the regional significance/importance of this project to the ATP TA scoring subcommittee and will be a factor in the final scoring of the project.

Two (2) of the eight (8) applicants for TA funded projects occur within the Saint Cloud Area Planning Organization's (APO's) Metropolitan Planning Area (MPA). Attached you will find information regarding these two (2) projects. Representatives from both applicants will be presenting their projects.

Recommended Action: Prioritize and award bonus points for TA projects within the APO and recommend approval to Policy Board.

City of Saint Cloud TA Letter of Intent Information

Applicant Name: City of Saint Cloud.

Project Title: County Road 136 Reconstruction from 22nd Street South to 33rd Street South

Contact Name: Zac Borgerding

Street Address: 400 Second St. S

City: St. Cloud

State: MN

Zip Code: 56301

County: Stearns

ATP: 3

Phone: 320-255-7240

Email: zachary.borgerding@ci.stcloud.mn.us

Brief Project Description: Reconstructing 1.6 miles of multi modal roadway (CR 136) including six foot wide (6') sidewalk and six foot (6') bike lanes from 22nd Street South to Oak Hill Elementary, and ten foot (10') widened shoulders from Oak Hill Elementary to 33rd Street South.

Amount of Funding Requested: \$460,000

Total Project Budget: Total projected budget is \$1,860,000. The City of St. Cloud will be requesting \$460,000 in Transportation Alternative Program Funding for the construction of sidewalk and bicycle facilities on the roadway. The 20% local match of \$92,000 as well as the remaining portion of the project cost would come from a combination of Federal Funding (SP 162-175-001), voter approved sales tax collection, general bond, and MSA funding.

Project Type: Capital Construction

Project Description: The proposed project is part of the City's plan to provide pedestrian and bicycle linkages to the Oak Hill Elementary School, as well as a bicycle linkage from 22nd Street South the 33rd Street South. The City currently has projects programed in the CIP so that by the time this project is built, the 33rd Street South corridor will be reconstructed with a 10' multi-use bituminous trail on the north, and a 6' concrete sidewalk on the south from CSAH 74 to CSAH 75. The new St. Cloud Tech High School will be along this stretch of 33rd Street South. This project will not only allow elementary students a safe route to school from 22nd Street South, it will also provide students bicycle facilities that link 33rd Street South and the new high school to 22nd Street South.

Transportation Purpose: The project provides for a sidewalk that will directly connect pedestrians from 22nd Street South to the Oak Hill Elementary School where none exist. The project will also provide 6' bike lanes from 22nd Street South to the elementary school where only a 3' shoulder currently exists. From the elementary school to 33rd Street South, the existing 3' shoulder will be expanded to a 10' shoulder that will allow an opportunity for

cyclists to connect to the multi-use path on the north side of 33rd Street South and the St. Cloud Tech High School along the 33rd Street South corridor.

Supporting Plans: 2012/2013 Oak Hill Elementary SRTS Draft Plan, Current (2019-2024) City of St. Cloud Capital Improvement Plan, consistent with City of St. Cloud Comprehensive Plan.

History with Federally Funded Projects: The City of St. Cloud Engineering Department works closely with the City Parks and Recreation and City Planning departments and also has an excellent working relationship with our District State Aid Engineer and Area Planning Organization. These relationships are in part due to the City consistently seeking, programming, and receiving federal funds. The City has been awarded federal funds for this project (SP 162-175-001), and has recently been awarded federal funds for SP 162-151-003 33rd Street South From Heritage Drive to Southway Drive Improvements, SP 162-151-004 Multiuse Bituminous Trail along 33rd Street South from CSAH 74 to County Road 136, as well as various phases of the Beaver Island Trail (Phases 3, 4, and 8). The City is very familiar with the document path process, environment review procedures, as well as the many State and Federal requirements that are associated with awarded federal project funds.

SRTS Bond Funding: Yes.

Sponsoring Agency Support: City Engineering is in constant communication with City Administration, local elected officials, and the Mayor's Office related to capital projects and improvement planning. City Administration and elected officials support applications to seek federal funds and are happy to provide a letter or formal resolution of support for the proposed project.

City of Sartell TA Letter of Intent Information

Applicant Name: City of Sartell

Project Title: Heritage Dr Connection

Contact Name: Nate Keller

Street Address: 125 Pinecone Road N

City: Sartell

State: MN

Zip Code: 56377

County: Stearns

ATP: 3

Phone: 320-258-7316

Email: nate.keller@sartellmn.com

Brief Project Description: Extending the length of an 10' wide trail close to 3,000' and adding two stripped crosswalks with advanced warning signs.

Amount of Funding Requested: \$367,297 (80% federal match).

Total Project Budget: Total project cost = \$628,404.90 Total local costs (match, engineering, legal, etc.) = \$261,107.9 and federal match is \$367,297. The local 20% match will come from the City street funds and allocated regional 1/2 cent sales tax.

Project Type: Capital

Project Description: Project includes adding close to 3,000' of additional trail. The trail will connect a dead-end trail and allow travel from residential areas to Commercial areas. The proposed trail is off one of the City's major East-West collector streets (4,850 ADT - 2016). The current stretch of road has no shoulder or curb and gutter. Project also entails adding two marked crosswalks with advanced warning signs. The trail and crosswalks have been identified in numerous plans including: 2003 Comprehensive Plan, 2016 Comprehensive Plan, Financial Management Plan, 2017 Crosswalk Study. Two of the City's 8 most requested crosswalk locations would be taken care of with this grant request. The area around the corridor has seen tremendous growth recently with the addition of a new North-South roadway to the Northwest (4th Ave S), new development "West Bridgeport" (26 single-family lots and 10 patio home lots with over 35 future single-family lots and outlots indicating medium density residential 2-7 units per acre). An additional 261 Multi-family units are being constructed to the West of the proposed trail along Roberts Rd. As this area continues to grow more pressure will be placed on providing complete connections from these neighborhoods to nearby commercial/recreational destinations. The addition of this trail will allow connectivity between employment areas, housing, and recreational opportunities. Phase two of this trail extension (not included in grant request) will connect trail to Co Rd 1 and provide direct access across Highway 15 to a large commercial area and the city of St. Cloud.

Transportation Purpose: By adding close to 3,000' of trail the City will enhance the safety and connectivity for non-motorized users. The new trail will connect a rapidly growing residential corridor to a Commercial corridor which is adjacent to Highway 15 and allow access to the majority of Sartell's trail system. The project also encompasses adding two striped crosswalks at key intersections along the corridor with advanced warning signs. These intersections are presently unmarked and experience high volumes of folks traveling to parks/employment destinations. Our project enhances safety and use of the corridor area by providing a much needed and identified trail connection.

Supporting Plans: 2016 Comprehensive Plan, 2014 Sales tax (identified as a possible future Regional connection for Lake Wobegon trail), 2003 Comprehensive Plan, Financial Management Plan.

History with Federally Funded Projects: The City of Sartell has had great success in implementation of its various plans and projects through a multitude of grant or federal money sources. The city and its staff have: adopted a Safe-Routes-To-School plan, received two federal grants since the adoption allowing the City to implement strategies from the plan (including 2014 TAP grant), and delivered multitude of new street construction and reconstruction projects which involved federally funded money. Sartell attributes its success to its staff and key partners like: St. Cloud APO, Sartell-St. Stephen School District, CentraCare – BLEND, and many others. The City works to encourage, educate, engineer, enforce, and evaluate transportation alternative projects, ideas, and strategies and has an active committee devoted to bicycle improvements. Sartell staff continuously work with the Counties of Stearns and Benton along with MNDOT on a variety of transportation alternative projects. Some sample projects include: roundabouts, diverging diamond, SRTS projects and crosswalk upgrades. Strong communication and collaboration are key to successful delivery of projects along with political willpower. The Sartell City Council has a history of supporting these types of projects ensuring the 20% local match will not be a problem.

SRTS Bond Funding: No.

Sponsoring Agency Support: We anticipate receiving written support from: Sartell City Council, Sartell – St. Stephen School District, BLEND Coalition, St. Cloud APO, Sartell Chamber of Commerce, and City Police.

FY 2023 Transportation Alternatives

Applicant	Contact	Project Title
City of Saint Cloud	Zac Borgerding	County Road 136 Reconstruction from 22nd Street South to 33rd Street South
City of Sartell	Nate Keller	Heritage Drive Connection

(TA) Solicitation Candidate Projects for Saint Cloud

Project Summary	TA Request
Incorporate multi-modal roadway elements with the reconstruction of CR 136; including 6' wide sidewalk, 6' wide bike lanes, curb and gutter from 22nd St. S to Oak Hill Elementary and reconstructing the rural section to include 10' widened shoulders from Oak Hill Elementary to 33rd St. S.	\$368,000
Extend a 10' wide trail 0.6 miles east along Heritage Drive from Huntington Drive South to Amber Avenue South and install two marked crosswalks along Heritage Drive, which include advanced signage and rapid-flashing beacons.	\$367,297

APO MPA

Estimated Project Total	Applied for SRTS bonding
\$460,000	YES
\$459,121	NO