

SURVEY SUMMARY

An online survey was open from April to May 2021 asking participants about their hopes and concerns related to a potential Mississippi river bridge crossing. The survey was embedded in an informational website that was shared through email, social media, the APO website, and as part of an article in the Star Tribune. Paper versions of the survey were also available. Approximately 470 people responded to the survey questions.

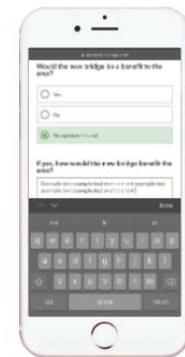
Overall survey responses were fairly split between people wanting to see a bridge constructed soon (or immediately) and people who opposed the project. Potential impacts to their neighborhood, to urban development (suburban sprawl) and most notably to the Mississippi were among concerns. Improved access to businesses, schools, and work were commonly seen as benefits. Common themes included:

- Desire to protect suburban-rural character of east side (Haven Township)
- Frustration with traffic downtown and on Division; potential for shorter travel times
- Opportunities for economic development, increased school enrollment
- Threats to Mississippi, water quality, wildlife, landscape
- Further encouragement of suburban sprawl, resources taken from downtown, existing roadways
- Inability to 'bypass' traffic with current study corridor alignment

Negative impacts on the east side of the river including Haven Township were understandably high among concerns from survey respondents. Some respondents considered a bridge crossing a major threat to the rural, quiet character of the area. Some comments suggested a bridge crossing would cause neighbors to move further from St Cloud for the quiet/rural character that they find attractive within the east side of the study corridor. A few comments expressed concern about direct impacts to their property including property takings. Others commented on potential impacts to their church or school, citing safety and noise concerns.

Commute times were another common topic. Travelling to places other than work (to school and shopping) were equally high among written concerns. Perhaps the timing of the survey during the pandemic when many are working from home lessened immediate concern for commute times. While few indicated on Question 4 that they themselves would use a bridge

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crossing to get to school, many comments suggested a bridge crossing would benefit enrollment and access to schools, particularly for the new Tech School. Travel times through downtown and along Division Streets were common complaints and likely caused people to envision a benefit to a potential new bridge.

Many speculated that a bridge would bring positive economic development to both sides of the river – with easier access to businesses on the west side from the east, as well as business growth opportunities along Highway 10 with access from the west. Improved access for employees (including trucking) were seen as key benefits, along with improved access for customers. Access to the airport was also commonly noted, with some expecting a bridge crossing to better position the St Cloud Regional Airport as a hub for central Minnesota.

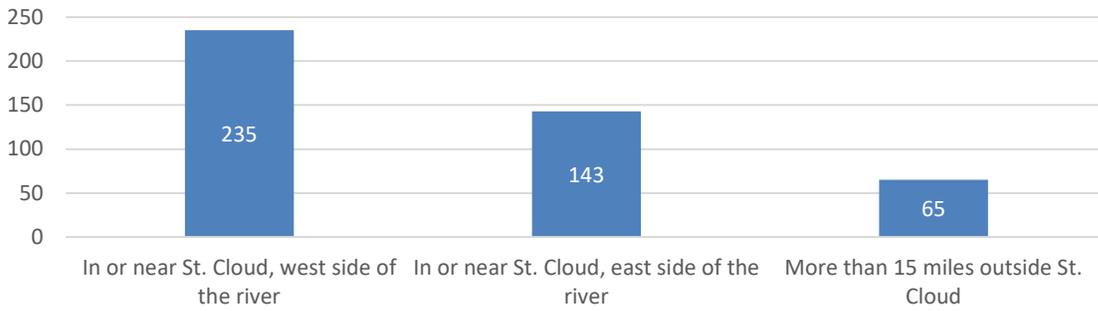
Impacts to the Mississippi – including river, bluffs, wildlife, fish, plants, and invertebrates – were perhaps most common among written concerns. Some thought a bridge to be incompatible with the natural landscape and with the planned park to the south. Noise, polluted runoff, and visual impacts were frequent concerns – as were general and widespread impacts to the water, plants, and animals. Some incorrectly referenced a “Wild and Scenic” designation prohibiting construction of a bridge along this segment of river – it is currently designed “Scenic” but not “Wild”. Nonetheless, immediate and more widespread environmental impacts were concerning to many with their desire to protect the landscape and species within. People wrote of bike, walking, and running through the area – and potential for a bridge crossing to support those activities.

The placement of the bridge (study corridor) and distance from downtown and inversely I-94 were other contentious topics: while some thought a connection further south improve traffic flow, others thought a bridge this far south would encourage additional traffic and support suburban sprawl. Some commented that suburban development has already extended past 33rd Street and that the ring road would fail to function as a bypass - suggesting a bridge crossing nearer I-94 more appropriate. On the other hand, people expressed concern that a bridge in the study corridor would irresponsibly encourage bypass of the city’s core spreading resources thin, further encourage driving, and induce low-density development further south with negative environmental and economic results.

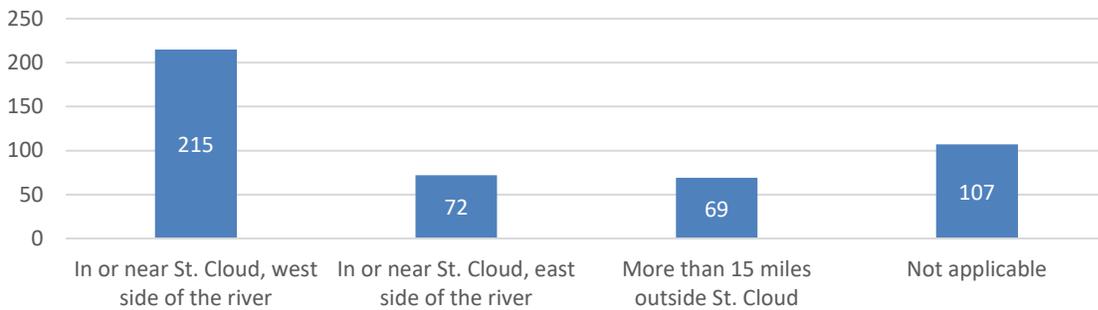
Some wrote of their disapproval of the project altogether – citing impacts to their neighborhood as noted previously, as well as discontent with taxes and government spending more generally. Many comments were made related to “potholes” and maintenance of existing roads as a priority over new infrastructure.

FULL SURVEY RESULTS

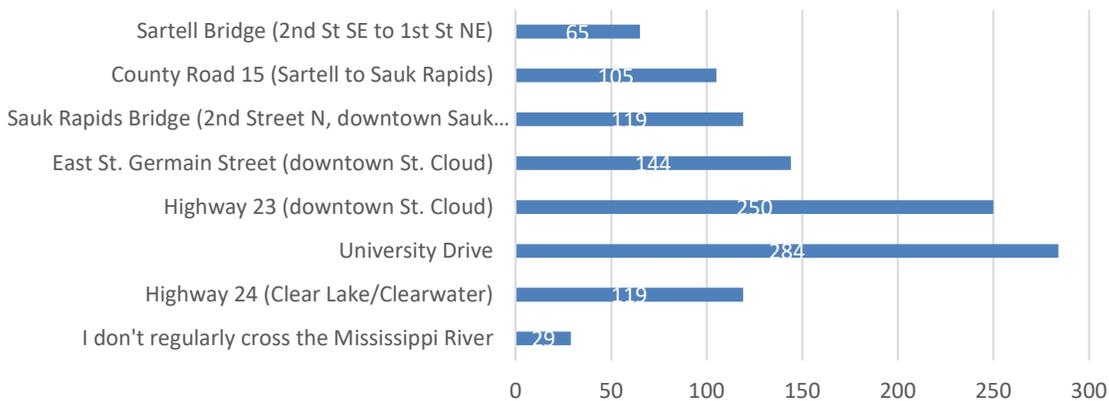
Question 1: Where do you live?



Question 2: Where do you work?

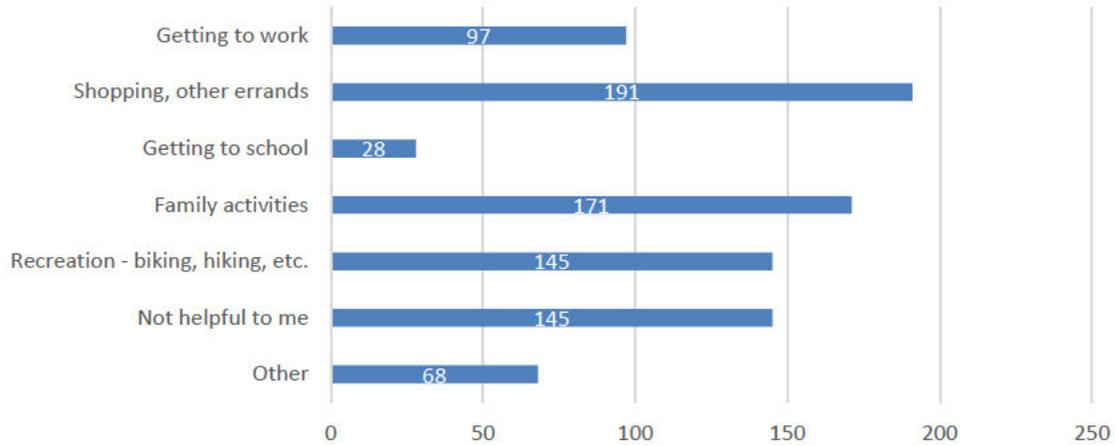


Question 3: Where do you cross the Mississippi River regularly as part of your normal activities? (check all that apply)

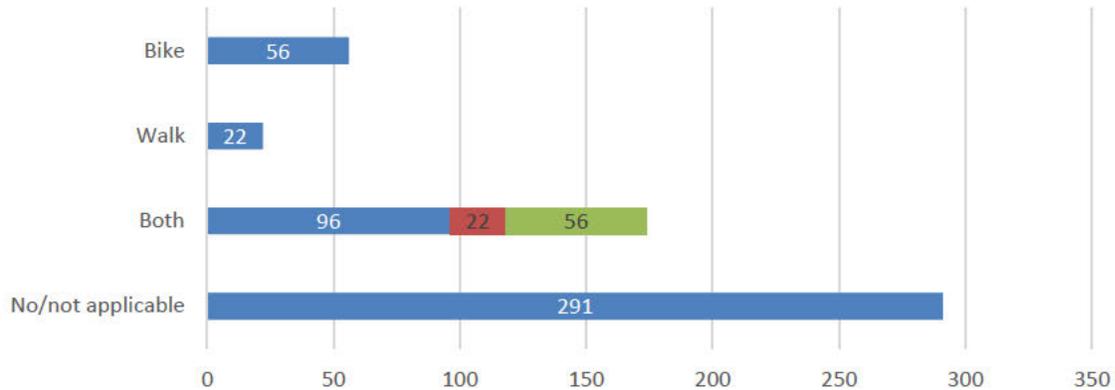


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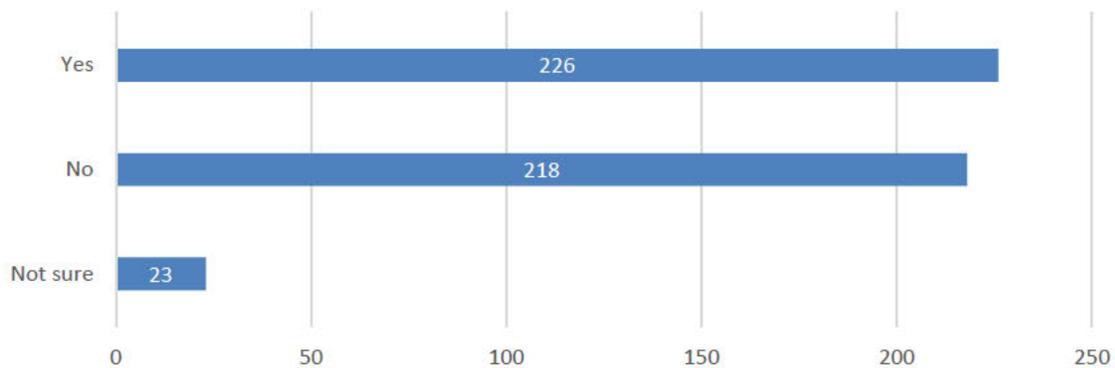
Question 4: How would a new 33rd Street bridge be helpful to you? (check all that apply)



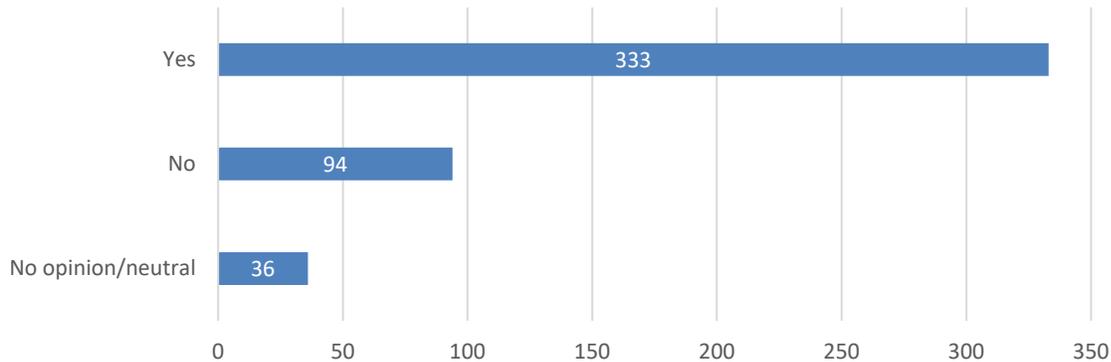
Question 5: Would you use a new bridge for biking or walking?



Question 6: Were you familiar with the proposed Bellline roadway around St. Cloud before seeing this website?



Question 7: Would the new bridge be a benefit to the area?



Question 8: If yes, how would the new bridge benefit the area?

- Beltway kills businesses in town. Do not do a beltway around st cloud. Tax funding comes from businesses.
- would improve traffic and shorten commutes for people
- The bridges are often crowded already, and if traffic is projected to increase, reducing congestion would be important.
- Relieve traffic congestion on bridges crossing the river in the St Cloud area.
- Reduce traffic on existing systems
- It would help with the congestion that currently exists on 23 passing through St. Cloud and Waite Park and the mess that is the jog over via MN15. If possible would it be possible to work in a new connection to I-94 close to the CR75 interchange. This would allow traffic that does not need to go into the urban area to avoid it, making it easier for those that do.
- It will transfer vehicle traffic from inner city to the southern part of the city and allow better movement going east-west through the city.
- "It would help with traffic flow over the Mississippi @ University. Allowing for less traffic. Hopefully allowing a bike lane on the University Bridge.
- It would allow quicker access to the freeway for the SE residents.
- Will/must be built with a bike lane. Safer crossing than University when riding both bike trails North Loop and Plum Creek at the compost site.
- It would eliminate a business that has large vehicles leaking fossil fuels into the shore of the river. And would be more scenic with a bridge VS heavy equipment.
- It will ease traffic trying to get to Hwy 10 from 94. Easing traffic at Hwy 23 crossing. Thus making downtown more quite and peaceful. "
- Benefits commuters
- Provide access on the south side
- Relieve congestion of the main part of St. Cloud. It would provide a wonderful option for crossing the River and getting from one side of town to the other. The south side, where I live, is growing and with the new

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- Tech high school, students and parents would have another option from the east side too. Very greatly needed and overdue!
- This would make it easier for me to visit my parents and family friends who live on the East side of the river in Haven Township.
 - It would reduce the cross traffic by the University over to Cooper Ave and CR 75. The cross traffic from West CR 74, cutting across through residential areas across Oak and Cooper to Calvary Hill Park / Traverse Rd to CR 75 is currently heavy traffic every day. Between 7 a.m. and 9 a.m. approximately 350 vehicles including semi's, buses and commercial vehicle use that cross way. Putting school children, walkers, bikers, in peril. There aren't sidewalks or safe places for residents now. All three of these areas are safety issues with Children, Dogs, Cyclists, and Pedestrian's, because they lack sidewalks and proper signage. The Parks both Calvary and Riverside being frisbee parks visited by out of town players daily. Adds to the need for traffic reduction. Semi's and light commercial vehicles would also then go across 33rd, to the river and across to Hwy 10 rather than through the residential area of Oak, Cooper, Traverse to CR75 to University bridge to Hwy 10.
 - "Much needed alternative to get across the river.
 - It would provide a more direct access between Clearview and Tech, either of the other routes are inconvenient to families.
 - It would ease congestion on the other already over congested river crossings. Allowing the Eastside Airport industrial park to grow by making it easier and desirable for working people to get there.
 - It would permit the city to grow and expand infrastructure (sewer and water).
 - It would help access to the Airport so it may finally get back the services it had with Northwest.
 - It would ease traffic burdens during the revisioning of the east side downtown area. "
 - Easier to access St. Cloud.
 - Hopefully, it would take traffic off some inner city streets.
 - "Would increase access to commercial businesses from the East side of the river. Would decrease traffic on University Avenue especially."
 - The need for another river crossing southeast of St. Cloud is tremendous. Living southwest of St. Cloud results in very time consuming access to the northeast side of the river. The weekend traffic that is moving from one side of the river to another stresses the currently limited options.
 - Relieve traffic going between Hwy 10 and I 94. Relieve traffics flow around SCSU.
 - Relieve congestion on University Bridge and Clearwater Hwy 24 bridge.
 - I think it could ease traffic from the University bridge which I would rather not see widened.
 - It would provide another regional crossing with a connection to Highway 10.
 - Make South St cloud much more commutable.
 - Population of the region is growing and the current infrastructure is overwhelmed by it. This would be beneficial to get across the river without having to go further into town and add to the traffic.
 - Ease congestion on division and 15

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- Reducing traffic on other bridge crossings.
- Extending the life of current traffic routes. Also, if the **airport** were to be utilized more effectively, this would be a more direct and efficient route to the airport from west of the city. Finally, if the **train** were to be developed to extend to St. Cloud, this route would be more accessible and efficient for travelers west of the Mississippi.
- The distance between the University Ave. bridge and the Highway 24 bridge has been a big gap for a long time. Now that the south end of St. Cloud is filling in (new Tech High, growing number of **housing developments**, etc.), have a means of getting across the river in that part of town is becoming increasingly necessary.
- I live by the Skatin Place. It takes forever to get over to Sisco, Culver's, etc over on hwy10 because I have to go **down, around, and back** up. This would be an amazing **time saver** and make me more likely to frequent Hwy 10 businesses
- Ease congestion on other bridges. Help cut down on drive time on south side of town.
- I worked in the St. Cloud school busing for several years up until 2020. Congestion points for crossing youth from Athlon academy to East side St. Cloud were awful, expensive and time consuming.
- Take traffic **away from downtown**
- Ease the congestion that has bogged this city down for years. Only gotten worse!
- Traffic relief, **shorter commute** times
- Would be able to **avoid Hwy 23/75** traffic
- Very surprised this has not happened yet. Given the **growth on the south side**, the new 2 lane road that connects hwy 15 and now tech high school. This would address and connect a major gap in transportation for St. Cloud and allow non St. Cloud residence traveling to our city easy access to SCSU, tech, south and multiple other schools and businesses. In addition, the traffic reduced on Clearwater road and on university would provide a safer commute for our schools and children. The expansion on the south side through opportunity drive as well would also benefit from the crossing for major tax providing **businesses** to our city, Marco, ATS, Coborns, New Flyer and FedEx to name a few.
- Alleviate traffic in the core
- Relieve congestion on the bridges I primarily use to get to work and offer **better access to I-94**
- Quicker connection to hwy 10. Huge benefit to people that **live on the east side of river and go to tech hs**
- We clearly need another bridge in the St Cloud area. And the southside is definitely where it should be.
- Provide easy access from Hwy 10 to St Cloud
- Easier access to the east side of St. Cloud and the airport from the southside and St. Augusta
- Better flow of traffic.
- Coming from the south on Highway 10 , the only viable routes for **commercial traffic** to get to the west side of St Cloud, is to either take highway 23 thru St Cloud which is a nightmare for Large commercial traffic, or to go north to highway 15 and head back south thru St Cloud and or to go thru Sartell. University bridge is not a preferred route either. With SCSU and the residential zones that connect to Co RD 75 this is not any better. A southern crossing would be great and long overdue for traffic to not have to

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add to the already insane levels of traffic that cross St Cloud everyday.

- I have lived all my 70 years in St. Cloud. If a bridge had already been constructed decades ago, it would have greatly eased traffic flow and personal convenience for everyone in the area. And it will do so in the future.
- Having a metro area our size without an **expressway (beltway)** around it is a disservice to the people living here. Anything that helps a beltway become reality I am for. This new crossing here will help decrease the need to cross everywhere else for a lot of people.
- Easier access to other side of town avoiding major thoroughfares
- Relieving **congestion in the core** of the city and vastly increasing access from SE St. Cloud to south St. Cloud including Tech HS.
- "Most importantly, children/parents/visiting schools would have easier access to **Tech**. The southside offers a lot of opportunity for **further development**. Easier access to the southside is as important for those who want to come to southside as it is as important for me to get to the west side."
- It would address **future transportation** needs to accommodate background growth of the city.
- It would help give better access to both south side and east side families and businesses. In looking at the number of bridges that cross St Cloud to others like size cities/towns, we lack the connection and bridges. This bridge will be vital to **growth of South East side and Southside**. The new Tech High school as well as other elementary and pre-schools on the south side will benefit, as well as the elementary school in Clear Lake. All surrounding communities will use, Sauk Rapids, Waite Park, St Joe, Sartell, Clearwater, Clear Lake, St Augusta, etc. This project needs to 100% get done. I commend the St Cloud planning commission and surrounding Counties to getting this project done.
- Ease of crossing river only benefit would be potential traffic help.
- To reduce **traffic jams on division**, less headache going from south St. Cloud to the area by Mies. There is not a single easy way to get from point a to b/
- I'm **not convinced** it is needed.
- 1 - SD742: Access to public schools - middle schools and high **schools** are west of the river (our children currently in Becker Schools District - Open Enrollment) 2 - Access to west side **businesses** 3 - Access to **I-94** Westbound would be significantly quicker 4 - Property values would increase in my opinion especially to Haven Township which would create significant access increase and property development in the area would be beneficial and bring more business to the east side of St. Cloud. 5 - Decongestion of traffic in other concentrated areas
- alleviate traffic and create a beltline
- Growth to the South and southeast St. Cloud
- Reduce congestion for other crossings. More **efficient**.
- It would relieve St Cloud **inner core congestion** and enhance area traffic movement
- Traffic congestion would be cut.
- Ease congestion, allow for easier access to I94, perhaps allow for a redesign of St. Cloud's **access to downtown** from across Division Street from the south.

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- It takes almost a half hour to get from haven township to the new tech area, with south side St. Cloud **growing** it would be very nice to be able to commute across town much faster. It also allows quick access from highway 10 to south St. Cloud
- "- Ease traffic congestion, especially at high volume times - Living on the East side of the river, we find there is **never a direct route** to bet to many locations in the St Cloud region
- Decrease traffic in town
- Flexibility and saving time for traveling
- The lack of river crossing on the Southside limits the **community feel** of much of this part of the St. Cloud **school district**. Greater St. Cloud is so parochial, and the limitations on travel throughout the area makes it so much worse. It limits business development as well on the Southside. And makes for too much congestion in the downtown and Crossroads area.
- **Fire department** access to the east side. Currently station 5 has to come up and around to get to calls.
- Reduce congestion on the **university** bridge. Allow traffic coming from businesses on the south west side of town to access the east side of the river without going into the city. Increase **enrollment** at the new Tech High School because it is easier for people living off CTY Rd 8 and Clear Lake area to get to school. We are losing kids to the Becker district because of this and other reasons.
- Navigating around rivers and railroads tracks makes it tricky in our area. Another river crossing would be beneficial for commuters, **shoppers, visitors**.
- It is impossible for people who live on the south east side to get to the south side of St. Cloud. This would be a major benefit to the South side for **growth**. They built a beautiful **new high school** and it is hard to get to for all people. I also have a business on the South side of St. Cloud. It is hard to attract **potential customers** because of our location. This bridge would help connect the 2 sides of the city.
- Save a lot of people a lot of driving time. There isn't a good way to get across river on south end of town.
- Ease transportation volume.
- Relieve traffic
- It creates another place for everyone to cross over the river!
- The new bridge and beltline would relieve traffic on HWY 23 and 2nd St S, allow better access in and around South and SE St. Cloud. This will also be beneficial to the St. Cloud Airport.
- Reduce congestion through downtown St. Cloud by having a route from Hwy 10 to Interstate 94
- Relieve traffic congestion downtown and central St. Cloud
- "Reduce traffic through the urban area. Reduce time spent stopped at all of the many lights when needing to drive through St Cloud."
- I think this bridge would be most beneficial to the area if it provides a safe separate lane for bikes to cross the Mississippi. Ideally the bike lane would be separated by barriers from other traffic, so it does not tun into the pull-off lane for cars having issues and so it would be a safe **place to cross with children who are on bikes**.
- Offer another option to cross the Mississippi west of Clearwater. If part of a ring road, potentially lessen congestion on 23.

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- "The new bridge would add traffic, air pollution, pedestrian and bicycle deaths to the area. It would also destroy rural wild life and the recreational benefits of the Mississippi river. It is a conservation disaster."
- I think a belt line would help reduce traffic and provide nice alternatives for when there is road construction.
- A commercial zone would emerge no doubt near this area
- I think it could relieve congestion on the other routes/bridges.
- Cut down on traffic times and traffic volume both in St. Cloud and Clearwater.
- better access to south st cloud from south haven township
- reduce traffic congestion, reduce loads on existing bridges, reduce commute times/distances for many commuters, enhance biking/hiking/ running opportunities and increase recreational trail connections between Mississippi River vicinity parkland areas on both sides of the river
- I support another crossing as my wife was in an accident (non life-threatening) while stopped in traffic on the Division / Highway 23 crossing.
- "I am new to St. Cloud, since Jan. 2021, but alternative or bypass routes always give the local users ways to navigate the greater community without having to be on the main trunk highways (10 and 23). My personal experience as a multi-modal person finds the existing bridges as subpar for cycling safety and accessibility. My hope would be that the south bridge would connect better safety and connectivity west to east with the MRT, future Wobegon State Trail and the inter-community separated-grade and paved shoulder systems... and those yet to come. This implies that the city would build connectivity to the new bridge location. At present the only way to get west to the Hwy 75 MRT is a life threatening affair at I-94 and Roosevelt.
- My hope is that the bridge would inspire multi-modal connectivity and corridor development to the airport as well."
- It would alleviate congestion in St. Cloud, especially Hwy 23. It would also be easier to get to I-94.
- Lessen traffic on University Bridge and allow easier travel around St Cloud
- Reduce congestion
- It would function as proposed in greatly reducing drive times and distances for individuals and businesses needing to cross the river by adding a new and better connection point between Highways 10 and 94 and surrounding areas. It would also greatly reduce the traffic and strain on other routes across the river.
- When needing to get to the west side of St. Cloud or even to west bound 94 it would be faster. It would reduce bus time kids spend on the bus, our kids now spend over an hour on the bus to get to Tech. It would reduce congestion during peak periods as now you have to travel thru St. Cloud or Clearwater when often times not necessary if there were another bridge.
- The bridge is a much needed route to access south st cloud!!!!
- Easing of traffic thru SE St. Cloud via Hwy 301/Minnesota Blvd
- reduce congestion and ease access/departure from the city

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- St Cloud has the WORST traffic and many POOR decisions about making highway improvements. this is something this town NEEDS to help relieve the terrible traffic.
- YES! First off, it would give EVERYONE on the East/South side of the river, in particular those of us that live in the highly populated Briggs Lake chain area quicker/easier access to St. Cloud, 94 (heading N & S), AND access to South Jr. High/Tech HS. I live on the very east edge of 742 school district & people out here send their children to Becker schools because of the lengthy drive....enrollment could increase. MANY people drive to Monticello for their groceries/errands because of the current traffic congestion & MILES. Development (commercial, residential, & industrial) would happen on the East/South side all along Highway 10 & 75 plus increase traffic to existing business, growing economic spending. The St Cloud airport could actually become a REGIONAL airport for Central MN. It would reduce already congested traffic on University bridge. Reduce cabin traffic issues on Hwy 24 in Clearwater & Clear Lake AND possibly address traffic waiting for trains on those busy tracks.
- Relieve some of the congestion on 23 going through town. And shorten drive times.
- Ease traffic through the heart of St. Cloud and past SCSU. Create smoother commutes as well as bring in more ring businesses especially east of the river.
- It would create a connection for students and parents from the east side of the river to the new Tech High School.
- Less traffic congestion, better to bypass all the lights
- Decreased commute times, decreased congestion on Division, easier access to SCSU, easier access to businesses along Roosevelt/33rd
- ease congestion, save time for people needing to cross the river on the south side of town
- There's too much traffic forced through the center of town and this would make the central corridor safer and less congested without all the trucks especially.
- There is no decent way to get around town. We live on the east side just outside of town and we need to get to south middle school, teach high school, children's day Montessori, and Madison Elementary.
- It would make St Cloud much more accessible to those that live near St Cloud but significantly South of the prison road.
- We have been wanting this bridge for nearly 20 years now. It would be so nice to access south St. Cloud with more ease.
- Easing congestion, St Cloud is terrible to drive in
- It would be so much easier to access the new Tech High School
- There is currently no easy way to get to Highway 10. The roads that do exist are congested. There is no easy shot - we either go up to Hwy 23 or drive on the freeway to Clearwater.
- It would take traffic off of Hwy 24. You just have to get the bridge and roadway aligned with the I94 intersection near st Augusta. That would be the best solution!
- relieve congestion
- "STC needs another exit from I-94 that could tie-in to this area. That would take pressure off of folks living along US 10 from traffic coming off of I-94 at Clearwater to

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- continue up US 10 northbound. It would help greatly reduce truck congestion on Division Street in conjunction with the beltway."
- getting to hiway 10 from the west end and waite park would be much faster
 - Yes, but not at th present location. The beltway should leverage the existing southern beltway which I-94 to accommodate further growth south of 33rd, reduce local traffic, risks to safety, and a more peaceful residential area.
 - Save mileage , relieve traffic congestion.
 - Help with traffic congestion
 - Less traffic on other bridges
 - Relief of traffic congestion.
 - relieve traffic congestion
 - It would greatly benefit the area. Mid-town St. Cloud is so congested and must be used to virtually get anywhere and to shop. I see this whole project as outlined as a huge improvement to eaase congestion and speed up the process of getting to destinations around and in St. Cloud.
 - Connect northstar more easily to SCSU campus and for biking
 - Lessen traffic in St. Cloud
 - It could break up the traffic congestion.
 - "Reduce the East-West traffic flow on Hwy23/Division through St. Cloud and therein reduce accidents. "
 - Need another crossing
 - faster, hopefully less stoplight route to hwy 10 from the west side of St. Cloud
 - 15 is way too congested as people cross over from 94 to 10. --Especially Fridays where 15 intersects with 23.
 - provide more physical outdoor activities (walking and biking) for citizens in addition to less traffic congestion
 - It would decrease traffic through south St. Cloud by the university and allow south St. Cloud residents (west of the river) to connect to southeast St. Cloud and Hwy 10.
 - relieve traffic congestion; promote economic growth; connect St. Cloud area cities; easier connection to airport; plan for future economic growth
 - Reduce traffic congestion in other parts of the metro. Good for future development planning (do it prior to build up in the areas of the metro Beltline...more cost effective now). Save time and gas with more efficient travel options around town.
 - it may be a closer route for me to go to work. I live in Luxemburg, and work in Foley
 - "Ease traffic flow crossing university bridge. Ease traffic flow on Hwy 23. Ease traffic flow on Division.
 - More options to get across the river. Less congestion going into town
 - We need a place to cross the river on the south side
 - It would provide a quicker way around St Cloud, on Hwy 23. Right now, especially during high-traffic times, it can take an hour to get through St. Cloud.
 - It would be easier to plan trips to the area with quicker access to what we need.
 - The new bridge would help alleviate the heavy traffic demands on the existing bridges. Which, in turn, would improve the

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quality of life for those neighborhoods & existing businesses by assuring ease & safety of access for all in the neighborhoods. It would also allow for easier access to the businesses & parks in the proposed area of construction. The future growth of our city is dependent upon the free flow of traffic on all corridors while providing expanded opportunities for access to the amenities. We are highly in favor of this proposal.

- Traffic congestion reduction
- Downtown traffic wastes time and gas. it would divert unwanted traffic away from a congested area.
- Ease of traffic congestion and ease of getting around the area.
- By creating another alternative for internal and external traffic in the city itself.
- It would allow a reduction of traffic in the central core. It would also provide another route to Highway 10 and points east from the west side of the river. It would also provide a direct connection from Highway 10 to Highway 15.
- Provide connectivity and (hopefully) cut down on traffic volumes especially on the University Bridge.
- Convenience of not driving out of the way to get to highway 10.
- "Ease congestion on the Highway 23 and University bridges.
- There has been discussion for a long time about a new bridge. Benefits include moving with ease around the St Cloud area.
- would spur **more development in the south east quarter**
- With all of the money already put into the south side of the beltway it would make the most sense to put the bridge through in this area.
- Less traffic to deal with crossing from one side of town to the other.
- There is no crossing until clear water
- Improve traffic circulation.
- By taking pressure off the other crossings and allow east/west traverse without the hassle of going "through" town.
- It would allow the east side to have better access to I-94 and help support business on the East side.
- Ease traffic through out At. Cloud
- I'm hoping that it would spread out traffic to create less congestion.
- Less going threw downtown
- It would allow more efficient means of traveling to each end of the city
- Hello people get to work while avoiding traffic
- People have an option to get to that area without having to go down 9th Ave and deal with that mess.
- Less congestion down **division and Roosevelt**
- Minimize traffic on the Highway 23 and St Germaine bridges significantly...
- Ease traffic
- I live on Marquette Dr just off of clear water road, most of my friends live on the east side. It would cut a significant time off going to visit them. I would also use it anytime I needed to get to the east side quicker. Although university bridge isn't that

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far a bridge further south would be amazing.

- Lower traffic congestion going through St. Cloud
- Decreasing traffic on Roosevelt Road. Faster way to Highway 10.
- Provide additional connection to Hwy 10
- More development along 33rd and SE St. Cloud and relieving congestion on the other bridges.
- "The company I work for (Minnesota Computer Systems, Inc.) is off Roosevelt near the Fire Station #5. We frequently are commuting in various directions around Saint Cloud, I know that specifically accessing the East Side of Saint Cloud dramatically increases the time at which we can get to some of our clients due to needing to travel into downtown to cross over 23. I also live just past Highway 10 in the Woodland Hills area and my commute would be much faster if I were able to avoid going through downtown / the major roads and have a more direct straight-shot to work. I do also know that Marco and Spee-dee delivery are down the street from us as well, both of which are frequently travelling into and near East St. Cloud area as well, which between the three of our companies constantly travelling around the St. Cloud area must cause some impact on traffic."
- I moved to Saint Cloud just over a year ago. One reason I was hesitant to move here was because Saint Cloud is a giant bottleneck. A belt-line around Saint Cloud would be great and consistent with what I see that works in metro areas throughout the USA and even in parts of Canada.
- Route traffic around the city center. This could potentially relieve congestion along Highway 15 through town. An additional place to cross the river would be good so people do not have to drive up to University of to Clearwater just to get to the other side if they live in that corridor between the two existing crossings.
- It would help relieve congestion within the urban core and provide faster alternative routes while expanding growth in the regions southside.
- reduce congestion/accidents on division/23 interchange and highway 15
- Currently for any large vehicles to get through St. Cloud, they have to go through down town, which can be tricky with the narrow roads of County Road 75 or really out of the way to Highway 23. A main road that can get from 94 and 75 to Highway 10 without going through downtown, would be really beneficial for big trucks and personal vehicles alike.
- There is not an easy way to get from south St Cloud/St Augusta to Highway 10. Also, I believe this would help with new business opportunities for the St Cloud Airport region.
- It would relieve through traffic in the entire metropolitan corridors.
- Eliminate congestion, shorten travel time and distance.
- easier access to the east side of town
- hAVING ANOTHER WAY TO GET e/w IN sT. cLOUD WOULD BE EXTREMELY BENEFICIAL. i HAVE LIVED HERE SINCE 1988, AND HAVE FOLLOWED THIS FOR A LONG TIME, AND HAVE BEEN AWAITING IT TO HAPPEN.
- Would allow easier access to west side including Interstate 94. Your numbers show how traffic on the other bridges will be reduced significantly. We have been hoping for this to happen for years.

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- Avoid having to go through town to get to the other side of the river.
- I live in St. Augusta. The connection between the Southwest and Southeast parts of town would be more convenient. I would love to see this in place. As it is now, I have to cross the river in Clearwater or Hwy 23/Division Street. Neither of which are particularly convenient.
- I work for Northland Bible Baptist Church and it could potentially help our **members get to church** in a more efficient manner.
- Easier access to the southern/east side of Saint Cloud. Would not have to go up into town to cross over the river.
- "Definitely would be a benefit, but not crossing at 33rd street. Absolutely don't see what we are connecting to? Are you just trying to make it easier to develop the east side of the river? You have 94 right there so why wouldn't you try and do something closer to St Augusta or Opportunity Dr. that would cross the river? Just don't see how the 33rd street crossing is going to make it easier to get around town. Am I going to take it to go to Clearwater? No I would get on 94. Is it going to make it easier to get to Sauk Rapids? No, so what are we trying to accomplish Why wouldn't you have a **connection directly to 94 and Hwy 10. 33rd street is just not a good idea in my opinion,** again what are we connect to? "
- I think it would be beneficial to have a bridge in to connect the South East and South West sides of St Cloud but the proposed location is not optimal. Why not have the bridge come off of I94 and Co Rd 75 on the West side of St Cloud and connect to Hwy 10 **a little further South** on the West side of St Cloud?
- Not having to go downtown to cross the river from the south end of town.
- Less traffic on Division street
- Lessen traffic all over town
- Allow alternative to driving thru st.cloud.
- Would make it more appealing for people to want to commute into St. Cloud from a greater area.
- There is no easy way to cross the river on the south side of town. I think it'll be a huge asset to many who are coming home from the the south and have the ability to get across town much faster. I always feel like I'm driving out of my way to get over to the other side of town, but this will significantly help.
- It would provide a much shorter way to get to the east side of town. Needed badly f you live on the south west side of St. Cloud!!!
- less time spent driving - quicker to destinations
- I've often wished there was a way to cross the river while on the south side of town, it's a hassle to have to travel all the way into town before getting to a bridge in order to head right back south again when a bridge in the area would have been a much better use of the time
- "save lots of travel time not having to go all the way to clearwater or travel so much residential to us the university bridge. More transportation options to the east side for those of us on the south side It would ease traffic congestion on the University and Hwy 23 bridges. Makes it far easier to get to the east side of the river
- "As a sales person I drive the five state area, my least favorite place to drive is St Cloud and it happens to be the area I live.
- It takes so long to travel in this area with the river crossing, the lack of stoplight free

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roads etc. The bridge and beltline (with overpasses, no stoplights and, limited access points) would drastically cut travel time and improve business accessibility. Living in St Joseph, I will seldomly drive to the east side of the river unless it's a must, I often drive to Monticello as it's easier to do than driving through St Cloud.

- The full beltline will grow all the metro area, attracting business and residents. With covering a large geography people often ask where I am based. St Cloud is the closest town they will know so that's what I say. I get one of two responses, either the have family in the area or they say "It's a nice area but hard to get around"
- Remove some of the traffic from other areas. Make getting to Hwy 10 easier
- Ability to get to 10 from south side/St. Augusta
- Anything that can help clear some congestion in central St. Cloud corridors is helpful.
- It would make access to the airport and the communities further east more accessible to me. I live south of St Cloud along Hwy 15.
- improved traffic patterns
- While a crossing may be beneficial it has been made abundantly clear by Sherburne County zoning as well as the Minnesota DNR this waterway is wild / scenic and is not to be altered. How can someone confirm that detrimental changes won't take place?
- Residents who lives in Haven/Palmer and Clear Lake townships will be able to cross the river and not go through town which would reduce traffic on Division. Currently when any of these people need to go to

the Waite park side of town it adds traffic to Division and makes for a longer drive.

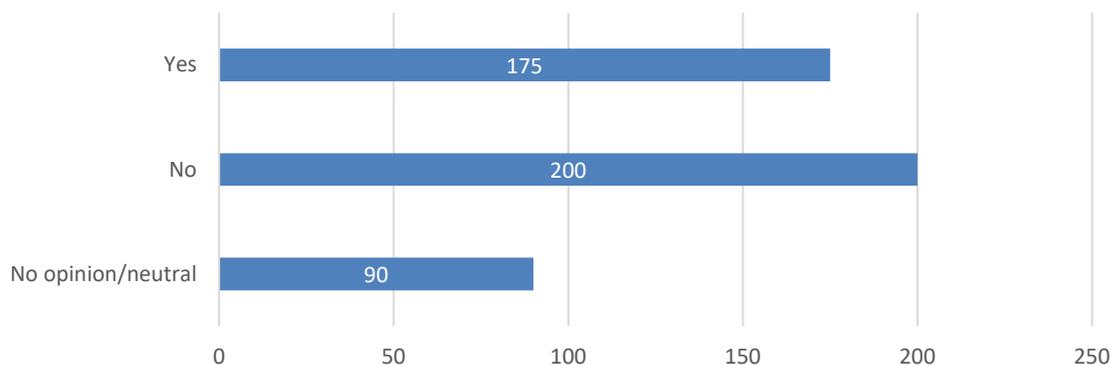
- It would help alleviate traffic congestion on University Drive and on Division Street.
- Relieve traffic around St Cloud, open up new areas for development, allow surrounding towns better access to all areas, speed up traffic, less congestion,
- Getting across the river without going through the congested part of town
- By reducing the severe rush hour traffic on Division Street downtown.
- Anyone going from one side of the river to the other has to go downtown or north to get to the other side - new bridge would reduce traffic congestion.
- Smooth transportation, quicker, easier.
- All southside traffic would greatly benefit. Hopefully easing traffic on Clearwater Rd and University.
- Relieve traffic in St. Cloud itself and create a future long term plan for a growing city. I also think it has potential to grow air travel at the air port with the proposed hwy 10 interchange and the beltway. Smart future planning.
- Maybe the traffic will have a quicker commute. But the way the city planners have fucked up hwy 15 with all those stop lights I can see them repeating the same mistake and we have to deal with those stupid roundabouts that they put in.
- Save time and traffic congestion.
- It might ease traffic in the urban area of the city.
- Increase mobility, decrease congestion at the other crossings

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- I like the idea of getting to the other side of the river without going through the middle of town.
- I think it would expand growth to the southeast side of at cloud
- As many residents of Saint Cloud know, congestion along Division/Highway 23 can be tremendous and being able to get around the urban area would be very helpful and traffic flow would be much smoother for commuters and residents passing by.
- Ease traffic
- I will move from the south side of St Cloud if you build this.
- Another option on that side of town and to cut back traffic on others
- Getting to west St Cloud shopping easier and getting to St Joe without having to get on I-94
- if it could be built without the st cloud love affair with stop lights that cripples traffic flow (div its a joke) and makes a effective way to connect 94/15 to HWY 10 it would be. it would remove a lot of the congestion for drivers to get through town
- "Ease traffic on existing river crossings.
- Ease traffic on existing roadways inside of the proposed beltway. "
- South end of St Cloud from 16th St to St Augusta needs n more commercial activity option rather than having to go to Waite Park for everything
- Help in getting traffic around our city
- It would cut down on congestion and make the places we go more accessible by a direct route.
- Relieving congestion on main roads.
- Decrease heavy/ oversized vehicle traffic through city street like Kilian Blvd.
- People who commute from Rice where I live to Marco and the other south St. Cloud business for work daily would have a shorter commute
- Relieve downtown congestion
- Reduce traffic, more access to cross the river
- It works help prevent the decay of our existing bridges and redirect traffic to outside of the inter city.
- It would both encourage growth on the SE side of St. Cloud and allow those on the SE side to access S St. Cloud much easier.
- Decrease congestion on inner road. Make travel more efficient. Create new corridors for business opportunities.
- Give another option for getting through and around town. Help relieve some traffic on the University bridge.
- Ease congestion of traffic leading to less accidents on main roads.
- Decrease congestion along Division and 2nd St S
- Lessen traffic congestion
- The South side has needed an additional crossing for a long time. Also I thought I remembered the 10th Street bridge having the ability to convert to a four-lane road. Something to consider...
- Getting this Tech HS AND that part of town much easier. Also help with current congestion
- Make my commute to work safer and easier.

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- More direct route, a nice option to bypass the hub of the city and all of the stoplights and traffic congestion.
- A bridge further south would benefit the area. The current proposed location is problematic because of **environmental impact**
- St. Cloud is largely landlocked in all directions except east by other municipalities, leaving east of the Mississippi the only area to expand. The sooner the proposed bridge is built AND the beltline completed, the sooner development becomes more attractive in the area east of the river, increasing the tax base for the city of St. Cloud as well as the other communities near the beltline.
- Prepare for **future growth** of St. Cloud and Sherburne County
- by reducing traffic at University bridge and HW 23 bridge
- Ease congestion in town. Provide more options for rural folks
- We desperately need another crossing south of town. I live in south St Cloud and have a farm on the edge of the study zone which I will someday day live on. We need a better way to get traffic into town without driving through the middle.
- Provide a southern crossing. There is a lot of St. Cloud south of the University crossing.
- Would make it easier to get from the west side to the east side of town.
- Greatly shorten the time it takes us to get to the east side. Lessen congestion on Hwy 23.
- Improve access to cross the river, save time, relieve congestion, **safety** is improved
- I believe that a south side bridge crossing may be a benefit to the entire area if careful investigation, consideration and analysis is exercised in the planning process of the bridge. The planning process must be ever mindful of the negative impacts as well s the positive impacts. Project costs may not be the most important factor. More information is needed to answer Yes or No to this question.

Question 9: Would the new bridge create problems?


Question 10: If yes, what problems would the new bridge create?

- The proposed 33rd crossing is already **too close to the city**. Once development occurs around the west side of the area it will be just another congested and difficult to maneuver area. The west access needs to be closer to the I-94 interchange.
- I think it would dump a lot of through traffic onto 33rd, which while recently or undergoing expansion, will most likely be **overloaded** as people learn about this new way to get around St. Cloud. That is why I feel an interchange to I-94 would help with this plan.
- On a local level - the bridge would be either a massive economic development blunder if it doesn't quickly spur higher tax-producing land development or it will further exacerbate underproducing **sprawl** that takes away investment into existing areas of the city. On a state level - the need for bridge replacement and maintenance is enormous. Building new bridges, with no actual need, while letting the **existing infrastructure further deteriorate** is grossly irresponsible. It wouldn't surprise me if the AADT on this wouldn't even surpass 1000 in many years.
- The city would **lose a beautiful park** and one of the areas best mountain bike trail.
- If the beltline connector is not **built before** the bridge, it will cause **excessive traffic** flow on Co Rd 8 & 15th Ave SE. And will cause unnecessary damage to the road and accidents because of the added traffic flow. Would require new traffic control to handle to up tick. If the beltline connector is built first, build it!
- **Environmental concerns of the river, the bluffs, and the wildlife.**
- It would put all residents in and near by 3 miles or so of the **Country Club into a 'noise zone'**. Proper sound barriers would need to be constructed. Safe over the road, or under the road tunnels would need to be constructed for the **bike trail**. A lot of people use that trail. It already causes some safety issues when crossing it. A different entrance into the City compost site may have to be found. That is a heavy traffic area on weekends. And clean up seasons. This would maybe need a service road away from 33rd St. for anything that falls off loads. More a safety issue. The other side of the river would have the same walking / biking trail dilemma in the future of the Mississippi river corridor trails. As there is so many **deer and animals in the area, the 'passage across the bridge' may be used by them too.**
- Maybe with the existing **Park**, but keeping the bridge elevated would alleviate the impact.
- **"Noise and disruption** of senior and low-income communities along 33rd East of Roosevelt Rd. especially if the bridge were to align with 33rd St.
- It would disrupt the park land to the South of 33rd St. This parkland is a major recreational and environmental asset to St. Cloud and surrounding area.,"
- Local traffic
- That is a BEAUTIFUL area with a **tranquil** residential area and incredible golf course. There is wildlife everywhere and the noise and confusion created by a **drawing heavy traffic** across a bridge over the river on 33d street would be detrimental to both the wildlife and the residents in that neighborhood. The bridge and traffic

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should cross where there would be less impact. What would be wrong with crossing south of the study area **near I94?**

- **More traffic** in my residential area.
- "A LOT MORE traffic going by our home on county road 75!
- A LOT MORE **NOISE** FROM ABOVE TRAFFIC ALSO
- The service road in front of our house has been in dire need of replacement for several years and now you want MORE traffic going past this area?
- If we could afford to move we would be gone from the St. Cloud city limits, just like all 3 of our sons moved out of the area!!"
- 33rd St has been under construction already for several years. Additional **construction**, especially near the I94 interchange is interruptive. The amount of traffic on 33rd will greatly increase, after it has already greatly increased and is disruptive due to the new school being built. I would have never bought a home and large lot in this area had I known how disruptive the road construction has been. It sickens me to know how much I pay in taxes and yet, I feel like I can not even easily get to my home or work for most of the year due to never ending construction on 33rd.
- Major concern with any project is the **landowners and environmental impact**, but that comes with any growth initiative. At some point safety and population growth reach a discussion point and that was 10 years ago.
- too much traffic on county roads east of river, **ruin quiet living**
- Unfortunately for us, we live in this area, just south of 33rd Street. The additional tens of thousands of trips across the new bridge

would bring tons of traffic to 33rd Street, making it that much harder to go anywhere north in this town. But I guess it's inevitable...and someone (many) will be inconvenienced.

- **More traffic in south** St Cloud, more congestion, make travel less safe
- Spend money on creating a better east - west route from Waite Park to Downtown St. Cloud
- increased noise and traffic in that area
- I respond neutral only because change can sometimes be difficult. For some people it might **personally affect their homes**. I live on 38th St South; we saw a complete change to 33rd Street, and I think the roundabouts, widened roads, added sidewalks and fencing have greatly improved our whole area.
- The east side of the river is a very **quiet area**. This would change that dramatically with an increase in cars, businesses and congestion.
- Housing in area will be effected.
- There is already too much traffic and too much **destruction of natural areas** on the west side of the river in this area in the name of convenience and increasing tax base. The audience for this bridge is people who don't live here. They won't have to worry about getting killed on foot or on bike trying to cross 33rd and Co. Rd. 75 trying to use the Beaver Island Trail. They won't have their **trees** cut down or half their lawns eaten up by **pavement** to widen the road. The **air** they breathe won't get more polluted from the increased traffic levels because they'll go back home at night to another town. Their commutes will get faster while those of us who live here will see ours increase with more traffic and longer waits to get where we are going.

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There will be more trash, more noise, more speeding drivers and the quality of life will decrease for those of us who live here.

Nature, wildlife, and local residents will all pay the price so some people can get to work faster.

- Proposed bridge location would destroy the quiet natural beauty and fragile ecosystem on and surrounding the Mississippi river and Rivers Bluff regional park. This area is a natural gem and should be protected. A bridge isn't a little road helping people get to the other side of the river. It is a large construct that completely changes the environment and creates nature destruction, noise/air/water pollution and development along its routes in an area that is mostly natural and agricultural.
- The neighborhoods along Montrose, Jenisa, and Brook Ln and the country club area may have increased noise levels. Traffic will increase on 33rd, Roosevelt and Clearwater Rds.
- Should be further south, connect directly to I-94 instead of building a new road around St. Cloud. 33rd St. already home to some residences, a school further west.
- Environmental problems, the beaver island stretch of the river is a undeveloped area and nice stretch of river, a large bridge would be a disruption.
- Need to beef up intersections to address increased traffic at Clearwater/Roosevelt. It can barely handle E/W traffic today
- Perhaps traffic congestion on Highway 10 depending on how the intersection is constructed.
- Too much traffic on 33rd Street South. Raping of the land. Destroying wild life, agricultural land and wet lands. Never see any wetland replacement once construction is finished. Need to focus on other kind of transportation in St. Cloud area i.e. light rail. Also would like to see traffic laws enforced regarding speeding, noise and running red lights and arrows. St. Cloud needs to plan smarter and harder not the same old crap.
- Increased traffic near Tech High
- Change the Mississippi River natural environment, add noise to the surrounding residential areas.
- Huge waste of money. Can St. Cloud's tax base afford this? No they can't and the rest of MN doesn't need this.
- Potential noise and light pollution. Potential issues with nature. More concrete and asphalt are not environmentally friendly.
- We live off of 33rd st and are worried about the increased traffic
- "I feel the new bridge will negatively impact the environment especially the area surrounding the Mississippi River and the Mississippi River itself. The Mississippi River has sustained significant environmental damage already; further development will only worsen the quality of the Mississippi River. The Mississippi River and the Beaver Islands should remain undeveloped and wild. There are fisheries, numerous birds and wildlife that will be harmed if this development goes through. In addition the Scenic Rivers Act should prohibit this plan.
- I also think this project will negatively impact existing businesses on the East Side of St. Cloud. "
- "Displacing and disrupting natural environmental and park land. We do not need a new bridge or a new beltline road. Too much land is being gobbled up by

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- roads. We need to **preserve more land, not use it for roads.**
- It will bring lots of development to Haven Twp. The township is trying to maintain its rural **atmosphere and quality of life. This will degrade it!**
 - I frequently recreate on and along the Mississippi River. A new bridge would be unsightly and an obstacle to users. Environmental damage from construction is likely. I'm not opposed to a bridge, but these factors need careful consideration.
 - **Negative impact on River Bluffs Park and the Wild and Scenic River. It's not clear that other parts of the belt way will be built or that the belt way will be beneficial. It's doubtful that projections of past travel is predictive of future needs.**
 - "Noise from vehicle traffic. I moved to the area to get away from the city living so I would not live next to apartment building and neighbors that are close to me. I do not think it would be used enough to **justify the cost.** Who will pay for it? "
 - It will create increased noise and traffic, especially east of the river. It will contribute to the **loss of farmland** and be disruptive to wildlife.
 - Increased traffic on Roosevelt Road/Clearwater Rd. Possible loss of parkland or environmental damage.
 - "Conservation and recreation disaster. It would create additional traffic, pollution, pedestrian and bicycle **deaths.** wild life will disappear. Native plants and clean water will disappear. There is a (new) close by bridge between Clear Lake and Clearwater which bring death defying traffic through Clear Lake. The Elk River already has negative impacts on the rural area and Briggs Lake Chain of Lakes.
 - The bridge will adversely effect the river environment. It will encourage **urban sprawl** and continue pushing businesses away from downtown. It will be another **reason to avoid investing in downtown** and discouraging inner city development
 - It would degrade the scenic aspect of the river. Promote land speculation and **de-stabilize land values for the agricultural sector.** The beltline/bridge crossing should not be undertaken without the providing water and **sewer at the same time to service additional growth** within Haven Twp.
 - More traffic on both sides of the river and faster traffic at that
 - The proposed bridge would diminish the character and desire to live on the SE side of Saint Cloud. Likewise, the proposed 33rd Street Corridor crossing of the Mississippi River was specifically indicated earlier as a location of the Mississippi River that should not be crossed with a bridge. The **rural character** of the East side of the Mississippi River would be severely diminished by this proposed bridge crossing, causing undesirable urban development in Sherburne County. The skyline of SE Saint Cloud has recently been dramatically impaired already with the City of Saint Cloud's water tower on the South end of Saint Cloud, as well as the ill advised development of The Bluffs of Liberty Glenn apartments, which are now an eye sore when looking south over the Beaver Islands from the University Drive bridge.
 - So **what does "Wild and Scenic" mean,** if we can just bust through all the nature of the Mississippi River because some people think it would be good for the economy and transportation? We actually don't need another bridge. Traffic flows just fine.
 - I really don't know affects to the environment, **displaced homeowners,** etc.

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- **Ruin the countryside** on the east side and infringe on people and their property who live out in that area.
- Use of river
- Increased development with the new bridge that impacts the river, ground water, and green spaces. Negative impact on the Mississippi River including **groundwater run-off**, noise, and more development moved from St. Cloud core area to area adjacent to new bridge potentially leaving lots of **unused buildings and pavement in the core area** (need to infill is important). People not traveling through the core and stopping at businesses, but rather moving further out to new development which will mostly be more ugly strip malls, generic companies (many located headquartered out of St. Cloud and sucking money away from the city and even state), etc ... **Need to strengthen and support the core.** Expensive bridge for cars when public transportation is called for as well as more focus on walking and biking paths.
- bad use of river
- additional noise for **adjacent neighborhoods and natural areas** (disruptive for animals, especially breeding birds), additional deer and other wildlife collisions near existing forests/natural parks, visual obstruction in scenic river corridor, new road pollution (road salt, trash, oil, rubber tire residue, exhaust gases, etc.) along a corridor in area where this is currently minor,
- Visual obstruction to the Wild and Scenic designation of the Mississippi River. Impacts **from construction to mussel species, trash thrown from roadway** (Having cleaned the park below the Highway 15 crossing, I can attest to this), deposition of chloride, rubber particulates and other petroleum products into the Mississippi.
- environmental impacts
- It will inevitably **stimulate even more traffic** - "Build it and they will come."
- Way higher speeds and speed limits - Slow fucking down.
- Just as it would reduce traffic congestion on Hwy 24, it would reduce traffic by those businesses & towns. It will create more road noise for the country club/golf course and those houses near it...tall sound barriers help substantially cut that down. Maybe the added exposure to the country club would increase membership? There are environmental issues which we have laws/rules in place to mitigate and that as is done with the 100's of bridges up and down the Mississippi. But, the time is NOW to put in a bridge with minimal disruption, based on the proposed area, to existing businesses and homes. Most of the land to the east of the river is farmland. The 33rd street is being widened and ripe to be extended across the river. With every decision, there are always issues so you have to look at the benefits and do they outweigh the issues...and there are so MANY upsides to putting in a bridge that it is a no brainer in my....and so many other people I talk to, mind.
- I spend less time in that area, except for the trails and in the river so I'm uncertain how it would affect the area.
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause **safety issues for the many, many people who walk** and exercise in that area. I think it would cause property prices around Montrose and that area to plummet.
- Negative effects on the environment of the river and surroundings. Impact the park

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- with noise and garbage tossed from cars and trucks.
- Not necessarily crazy about having this close to our house.
 - Your trying to take what little country life st cloud has left and turn it into city county road 8 is busy enough with traffic I DO NOT want 10 times that amount driving past my house, and after they widened county road 8 already that makes more traffic closer to my front door. My kids soon will not even be able to go outside if the traffic increases.
 - "The current proposed beltway and bridge will create unnecessary traffic, risks to safety and depreciation of residential property values. The real benefit for the new bridge is to connect traffic to Hwy 10 and the St. Cloud Regional Airport and places north - diverting some unnecessary traffic through St. Cloud on Hwy 15.
 - A so-called shortcut to Hwy 10 is short-sighted to be as far north as Hwy 10. Having I-94 be the beltway on the south side of St. Cloud and veering to the northeast to cross the Mississippi River will have the least impact.
 - If a bridge is really desired off of 33rd, then make it a bridge primarily for non-motorized bicycles (and electric assist only), electric wheel chairs and walking and secondarily for light emergency vehicles (cruisers and ambulances) if feasible. No golf carts, ATVs, snowmobiles, et al."
 - The St Cloud area, and the entire state of Minnesota, is in a condition of unmanaged decline. Please plan accordingly and allow what few taxpayers remain, our own earnings, which you have no claim on. Otherwise, we the governed, shall henceforth withdraw our consent.
 - Increase traffic through St Augusta
 - The Miss. R. south of St. Cloud represents a significant biological corridor for migratory bird and other animal species. The unique habitat of this area comprised of hardwood floodplain forest, Beaver Islands, river bluffs and dry prairie contribute to a biologically diverse resource for a wide variety of plant and animal species. Recreational benefits of River Bluffs Regional Park, Beaver Island Trail and Miss. R. designated Wild & Scenic waterway will be significantly impacted by traffic noise and increased conflicts with motorized vehicle traffic.
 - increased traffic in the neighborhood of the new bridge
 - "It would bring noise to River Bluffs park. A new bridge should not be placed anywhere near county or regional parks. The noise created by cars driving on a bridge would seriously disrupt the environment surrounding it and create unpleasant conditions for the people walking in the area or wildlife that live there. St. Cloud has so few quiet places for contemplation or for enjoying nature. Please do not add to the noise. Another bridge over the Mississippi River would also detract from the main tourist attraction to St. Cloud, which is to canoe or kayak the river below the dam. The appeal of the stretch from the dam to Clearwater is that it's a wild stretch of the river that offers a quiet and beautiful getaway from the hustle-bustle of St. Cloud. During this pandemic, we have realized the importance of quiet green space to people's mental health. If you want to attract people to St. Cloud, preserve as much of its natural beauty as possible, especially on the Mississippi River."
 - "A beltway concept should be outside. The city proper cross river at opportunity drive extension over traffic for future needs,

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Proposed 33rd Street was out of date when proposed 30 + years ago. The idea is to ease local traffic from thru traffic. 33rd Street traffic does not do this.

- Traffic on 33rd St S
- Traffic
- An unfair burden on the taxpayers of St. Cloud. We have already had to pay for insane projects that cost far too much (for example, Beaver Island Trail phase 3)! I-94 is accessible as is Hwy 10 from the University bridge crossing. The proposed crossing would impact the Wild and Scenic River District of the Mississippi River which we feel needs no further fragmentation and visual impact for people recreating on the river. Wildlife in this area will be significantly negatively impacted as well.
- Financial burden. Even if budgeted for, there will be an increased cost for taxpayers. Are we a place where we can financially carry this bridge? Probably not after the pandemic. Maybe in 3 years to begin construction.
- none
- sound issues for the area, increased traffic on county road 8 se,
- The bridge would possibly increase traffic and noise, and push development sprawl where it currently is not.
- The Beltline identified is no longer an area that allows traffic to move freely on the outside perimeter of the developed city as may have been the case nearly 20 years ago when beltway zone was identified. It is now inside a nearly fully developed area on south side of St Cloud. Commercial and business traffic, particularly heavy vehicles, will travel into the city to use the 33rd Street bridge instead of remaining outside of developed ring. The beltline should be moved out/away from the fully developed areas on the south and west sides.
- It would induce additional vehicle miles traveled and further spread out origins and destinations in the St. Cloud area. A broader concern about the bypass as proposed is that access, even if widely spaced, would degrade the usefulness of the bypass. This happened with West and East Circle Drives in Rochester.
- I am most concerned with impacts on the natural resources of the area; wildlife and fish, plants and invertebrates. Also, since this section of the river is the only stretch of the Mississippi River with designation under the state Wild and Scenic Rivers Act, any bridge must be built with as little impact on the river corridor with regard to sightlines from the river by those using the river. Further, the new bridge must minimize impacts on fish and wildlife that also utilize the river corridor. All that said, placement of the bridge as a straight line continuation of 33rd Street seems to be the least destructive and most logical path.
- Much more traffic on 33rd street.
- The new bridge would create increased noise and congestion to the residential area by the St. Cloud Country Club(SCCC), would affect local wildlife, and reduce property cost. I am not in favor of the bridge. If it will be built regardless of the local residents' concerns, I would be in favor of the two plans that put the actual bridge a little further south, with less impact on the residential area near the SCCC.
- Assuming the project is done right I don't think there would be any major problems with the bridge, but I do want to emphasize the importance of building a bridge that is friendly to all forms of transportation, not just single-occupant vehicles. I'm also more generally concerned about the environmental impact this bridge may

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have on the area, especially the visual impacts with parkland and residences nearby, though I don't live in the immediate area so that really doesn't affect me and I would defer to those who live closer for more specific comments on those aspects of the design.

- I am a homeowner on one the proposed sites
- Roundabouts are too tight for trucks. It is dangerous to be in a roundabout next to the truck. There are 5 roundabouts on 33rd.
- Roundabouts on 33rd St. are too tight for trucks, they always drift into an adjacent lane. Increasing traffic on 33rd St. will create a big problem on those roundabouts. They are also very slick in the winter are difficult to maneuver.
- We live on the County Club golf course and we have concerns over **increased traffic and increased noise.**
- Probably with the houses in the area. I just have a problem with the freeway after they resurfaced it last time. Now it **sounds** like the freeway is in the backyard unless we have a north wind.
- Environment
- To much traffic and crime brought to the area of the south side
- Increase noise, traffic and related problems to a quiet residential and agricultural part of St Cloud.
- We moved out this way for less traffic, now you will be routing people through. I would move.
- **Ruin River Bluffs and Mississippi's tranquil environment at proposed bridge location.**
- **Bypass, st Cloud and Sauk Rapids, bad for business**
- Higher traffic through the new corridor and traffic issues on Hwy 10 (potentially).
- First off... when the 10th street/University bridge was changed from a 4 lane to a 2 lane due to the petition Mrs. Lydeen enacted the Federal Government made the bridge design to be changed to a 4 lane at the expense of St. Cloud before any more funds for future bridges could be received. The University bridge should be changed and the connection to Hwy 10 should have be done first. Then determine if this fixes the traffic flow issue. Also the DNR has the river corridor as protected wildlife from University bridge to Champlin. The new bridge with lights will effect this protect wildlife and it ecosystem.
- I live in the Plum Creek Addition. I didn't see if the stop lights at county road 75 and 33rd street south would stay or would that change to allow traffic to flow with out a stop light. I'm worried about the **noise for the neighborhood**, and the new 33rd street project roads are narrow, how would this change the recent work on 33rd? Also the **creek that flows out of the Plum Creek addition can't take on any more water.** Erosion of this creek is impacting several properties already.
- Noise pollution and reduce river property values
- **Harm downtown businesses** by showing a by pass
- You are taking away the last back road to the west end to avoid traffic by increasing traffic and adding more traffic to a currently nice, low traffic east side route from St Cloud. Why all the money spent the past couple of years on 33rd St just to do it all over again or was this already a start to your "plan"? Who is paying for this?
- Already enough traffic in county road 8, don't need more!!!

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- Typical construction concerns...
- Too much traffic along 33rd Street.
- This may increase the traffic in my area/neighborhood (Southwood Heights) to the point it becomes a burden.
- Habitat for wildlife along the river.
- People unhappy with growth near their residence.
- bring in outside traffic into the neighborhood
- Revenue is lost when traffic is rerouted around a city.
- "TIE UP HWY. 10. ESPECIALLY THRU THE SUMMER AND OTHER BIG HOLIDAYS, WORST THAN IT ALREADY IS. bOTTLE NECK THIS WHOLE AREA AROUND CABLE AND HWY 10
- I can see no reason for this particular bridge to be built. Few people live east of the river, and there is no retail/industrial activity in the area. so there is no obvious reason why anyone on the west side would want to use the bridge. It will also ruin a Scenic portion of the Mississippi and increase pollution (air and noise) for those living in the area.
- Bring urban sprawl out to peaceful lands
- "1. It would be detrimental to the low income townhomes - either by being right on top of or closing them (33rd.Clearwater road) Historically this population has taken the brunt of constuction of roadways, 2. There will be an environmental impact on the creek system - there is a creek flowing on BOTH sides of 33rd as it is now. Has the MMPCA been consulted? 3. It will cause significant noise right in the center of a residential area.
- I live on 36th Street SE and work for Northland. If the bridge came through our property that would obviously be a problem. We would request that the bridge be built far enough south that the noise would not affect our church and home. We have activities at church every day but Saturdays.
- It will create problems depending on where you put it.
- The proposed location is too residential. It would be a better idea to have the bridge come off of I94 and Co Rd 75.
- South side congestion. Tracks at Hwy 10 could be an issue
- This bridge would ruin my entire neighborhood. I will be moving. Now.
- It would bring higher levels of traffic and noise to a peaceful serene area on the shoreline east of the river. We moved here to get a little bit out of town. I'm worried about nature in this area as well. So much wildlife in our backyards.
- "I used to live on 33rd by Cooper. With the new roads traffic increased and if you add a bridge over the river look out!
- More traffic on 33rd.
- Too much development destroys our sense of community. We get it, the city wants everything developed to increase its tax base. But that's not what we want. How about taking better care of the roads we have.
- "It would wreck the only wild and scenic section of the Mississippi that exists. What disrespect.
- It could degrade residential communities with noise and pollution.
- Or it could create a bridge from nowhere traveled by no-one. Nowhere: The report's inclusion of the south catchment sounds

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like an empty justification for demand that won't materialize. No one: What specific data generated by whom supports the the assertion that people in Foley, Princeton, and Millaca work and will work specifically in southwest St. Cloud?

- Problem: St. Cloud wants a bridge
Solution: Impose will on Haven Twp. The language of the report suggests that the bridge is a done deal, just a matter of siting. Oh, and we can just agree to make a few changes to annexation agreements. Parties have had discussions. The township board didn't put the bridge on the agenda for its annual meeting. **Who represented Haven township in those discussions?** Where are written reports of those discussions?
- More congestion in a residential area with bigger trucks driving through
- **Facilitate sprawl, suburban style disperse development, wetland and habitat destruction.**
- Destruction of wildlife area. We have deer, owls, many wildlife in this area. Stop destroying the green spaces in st Cloud. It's so sadly bare of trees. Plus, this could destroy my home value. We moved here for the peace. We want to remail in peace. Loss of home/values could destroy haven township.
- "Destroying the area. Maintain what we have.
- NEW is NOT always better."
- Changes, pollution to the scenic Mississippi Riverway .
- **Raised taxes**, noise
- May cause more traffic on 33rd, but benefits outweigh negatives.
- Excessive traffic brought to this area, especially on 33rd Street. It appears as though the redesign/reconstruction of 33rd is meant to discourage semis with the addition of roundabouts all the way to Highway 15. Unfortunately semis are still using 33rd which creates dangerous situations at the roundabouts. Semis can't negotiate the roundabouts without climbing the center curbs and cutting off cars. We have experienced this ourselves having encountered a number of semis in the roundabouts. I don't know if the was the plan or semis are allowed but it's the reality.
- "It would steer traffic away from the city of St Cloud itself, and that would hurt business. We would be helping to make the city's economic base worse, and doing so at great cost. When I travel around the US i am struck by how, starting in the 1950s, roads have **helped cars hurry past towns, at the expense of those communities.** They aren't called bypasses for nothing! I am also concerned bout the environmental impact. The River Bluff park is wonderful: peaceful, varied, so attuned to the river. The Country Club area offers green spots that this town needs (especially after Costco decimated that forest by the historical society). This plan strikes me as a really expensive way to make our daily life worse.
- "Would increase traffic on 33rd St South. The bridge and the associated roadway would inevitably draw road maintenance funds away from existing city streets that are in many cases already **poorly maintained** and in (sometimes desperate) need of resurfacing."
- The proposed bridge would destroy the quite neighborhood where my children live play and go to school.
- "Disruption of Mississippi River - pollution

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- Destroy rural/agricultural areas"
- I would think a more direct connection to I94 would be better. South of the current interest. Or at least in the city owned land, park area. The only private ownership purchase could be Landwehr Construction! I don't see a benefit in the current idea of a connection to Hwy 15.
- Two decades I bought a town house in South West St Cloud (Little Creek Town Homes.) I was born in St. Cloud and have lived here most of my life. I chose this home because it was still **in the city and conveniently located but had the benefit of a peaceful, natural location**....trees and a little creek. And now I see this project as shattering this dream....noise, traffic and a ruined view. I am 80 years old and do not have the strength or resources to move from this home. This project crushes my dream and my plans. please look at other options. Perhaps it could be in another location entirely or at least angle SOUTH and EAST ...not cutting through this lovely neighborhood disrupting completely instead of going due east. Please consider these options. I surely hope that you will consider other options.
- "Noise pollution
- It might **reduce shopping in the core** of the city. Take a damn look at what happened to east st germain street. Take a good damn look.
- The way the plans are it looks like a another hwy 15 fuckup going thru residential areas.
- " I don't know much about the east side of the river, except the area is environmentally sensitive, which is true on both sides of the river. Wildlife is protected on the west side, on the golf course and in the regional park.
- Decrease traffic flow along division would harm some businesses that need it.
- Awful traffic, destruction of neighborhoods, and your claim about business growth in South St Cloud is just telling everyone who lives in the neighborhoods around 33rd that you're **making it a commercial district.**
- It would mess with parks and trails. 33rd St. would have to be re-designed, widened from Highway 10 to Highway 15, maybe even I-94. It would be somewhat of a guess which intersections would be affected the most.
- Its a bridge...
- their need to be distance between university and the new bridge. some of the proposed sights are simple to close to university
- destroying more natural habitat and fish in the river, more pollution from items thrown into the river, NOISE, If it is built it should be an arch bridge
- Spending money when roads in area need a lot of maintenance
- beautiful area south along Mississippi River. Don't need more urban sprawl in this location
- Construction and use noise, assorted pollution, increased traffic, and subsequent adverse impacts to the Mississippi River environment. Wildlife of the sky, water, and land, along with the residents of the area will be negatively impacted. It will also reduce the value to the scenic St. Cloud Country Club and surrounding neighborhood, as an eye sore of concrete and noise. I prefer the **swans, geese, ducks, eagles, beaver, mink, bear, deer, fox, and other fish and water fowl**, too numerous to name, on my daily walks in the area. Traffic and a bridge are unwelcome in my family neighborhood.

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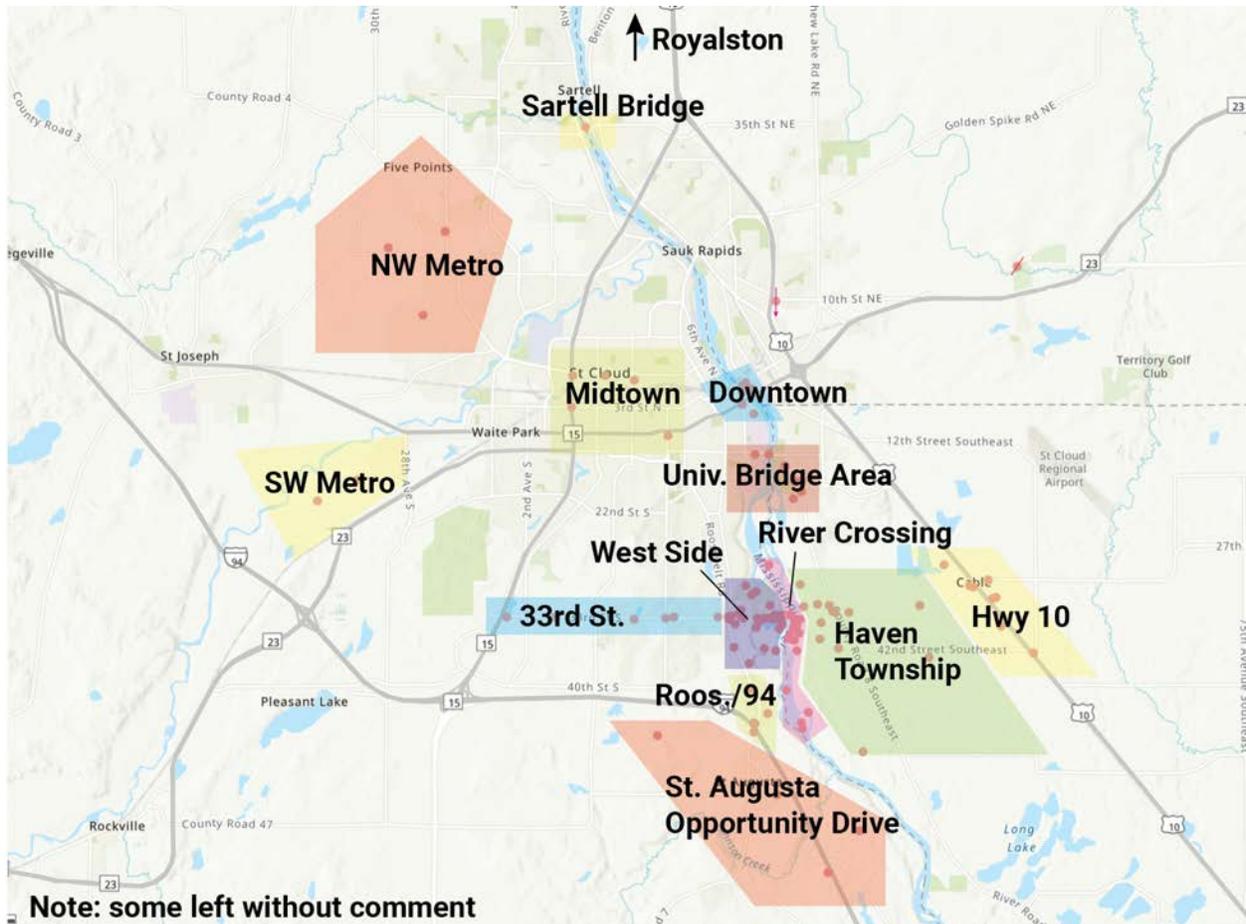
- I am concerned about the environmental impact of the bridge on levels including noise pollution.
- Would be a waste of money
- It costs **money**. Government constantly encourages us not to drive our cars. No no now government is encouraging us to drive our cars by making it easier. Quoting the great character actor R Lee Emery. Just what is governments major malfunction?
- Disruption of the golf course
- "A new bridge and the associated belt line road will **increase car use** in the St Cloud area, with all the associated negative effects. IT will also perpetuate the shifting of resources from the central city to the exurbs, **exacerbating wealth inequality**.
- Widening streets to 4 lane ""stroads"" will increase traffic, noise, and air pollution. Noise, high speeds, exhaust and multiple lanes drive out pedestrians and bicyclists no matter what ""accommodations"" are made for them. This degrades quality of life, air quality, and health outcomes.
- Unless carefully zoned against (unlikely in St Cloud) **big box stores are likely to sprout up** along this or related routes, draining jobs as well as long-term finances from older areas of the city.
- The high-value central city (see Strong Towns analysis of positive revenue-generating areas of the city) disproportionately lower income and people of color, will subsidize this shifting of **resources to outer rings**. "
- To close to University Bridge. Consider up to a mile south.
- Gestion and significant increase in traffic on 33rd street South
- Impose on the Montrose neighborhood and St Cloud Country Club, the Twin Homes and lower income housing neighborhoods that enjoy a quiet living environment . Also, the natural areas would not be helped by the increased traffic and businesses that are not needed as these areas are adequately serviced by the current businesses.
- "a disaster to me personally.....loss of pristine view, quiet , peaceful neighborhood.....presence of traffic, noise, congestion.....at the age of 80 lack resources and health to move. another factor is the major decrease in the value my town house.....part of my financial security.I am hoping this is not a done deal and that you will consider another option. please do not proceed with this devastating plan."
- Consider the environmental impact
- There's always going to be somebody who's against progress. It's a delicate balancing act.
- N/a
- "This proposed crossing point is yet another example of St. Cloud turning its back to its greatest natural feature - the incomparable Mississippi River. The MN Wild and Scenic designation, the federally-funded land purchase for development of River Bluffs Scenic Park and the recreational value of the MN DNR Water Trail, just below the Beaver Islands, will not survive the **tree removal, grading and filling** of bridge building. I am concerned, too, that this disruption to shoreline and soils may expose the river to increased **run-off** of chemical fertilizers, sand and sediment - affecting water quality to the south.
- I hope the agencies who work to protect the environment demand a search for an alternative location where the

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environmental impact might be less devastating."

- increased auto dependence and sprawl, more unsustainable maintenance costs for the future
- The only problem I foresee is potential resistance by folks living near the St. Cloud County Club and the Country Club itself. However, I feel that this "not in my backyard" type of resistance can be mitigated by one of the alternate routes illustrated in the study.
- Angry neighbors in the current area
- inviting traffic off HW 94 into the south side and congesting CR75
- You can never make everybody happy. Don't worry about that and build the bridge.
- Too much traffic on an already overused road in the middle of residential (33rd Street)
- Destroying the **open and quiet living** in the haven township area. People moved out here to be away from busy roads and now you want to put one right through the quiet wooded area.
- Too much traffic along the east side.
- Destroys peaceful & open landscape of the haven township area. People moved out here to get away from busy roads.
- Without significant consideration to an abundance of issues, a new bridge will create problems; these would include but not be exclusive to many environmental issues, new traffic problems, multiple safety concerns and economic impacts to both current river crossing areas (decreases in traffic) and those impacted by a new bridge. More information is needed to answer Yes or No to this question.

Question 11: Please describe why the area you marked needs special attention (optional)



Interactive comment map: <https://arcg.is/ubzrq>

West Side – Roosevelt to Mississippi

- Too close to the city for access. Needs to be further south
- That is the mountain bike trail.
- All activities meet here. Traffic from Tech, Athos, and cross traffic from Hwy 15 to CR75. Traffic coming and going from I 94 to CR75, and emergency vehicles going to the Centra Care hospital / Clinics, or airport. Massive Truck traffic, heavy, medium a
- Added traffic on service road, Roosevelt Road, parallel to Co Hwy 75, in front of residences from the 3500 block to the 3600 block. Sound-barrier wall needed on those two residential blocks along 75 south of 33rd St. S. Also, signal lights coming from
- If the bridge crosses straight east from 33rd Street South, it would negatively impact the St. Cloud Country Club golf course. In my opinion it would be best if the crossing veers south of the holding pond on the Harddrives property.

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- Forested area should be protected and preserved.
- Noise increase in neighborhoods, traffic increase on 33rd St. and Clearwater and Roosevelt Rds.
- Need sound barriers to protect residential areas all along the North side of the road.
- Clearwater Road - should be closed off to deter residential traffic increasing
- River Bluffs Park
- My big concern is the current complexity of this intersection. This point is the confluence of four lane traffic in/out of I94, E/W 33rd St South, 1 bike lane, 2 bike trails, and more.
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause safety issues for the many, many people who walk and exercise in that area. I think it would cause property prices around
- Major road going too close to golf course
- As noted above.
- The 33rd/Clearwater/Roosevelt intersection is already pretty bad for bikers with how busy it is and with four trails connecting within such a short distance. Constructing the bridge would make the existing situation far worse. One idea I have for this ar
- Close to residential and some people might not like a beltway going through a golf course, but I don't golf.
- With increased traffic on Roosevelt Road, driver's will shortcut on Clearwater Road and it could become a dangerous racetrack
- The golf courses beauty needs to be preserved without the bridge running right alongside it.
- WOULD BE THE BEST AREA TO DO THE BRIDGE
- The golf course needs to be preserved along with the habit for wildlife along the river
- Aquisition costs would be low! City already owns the land. Less diruption to residential area.
- A critical area for bridge construction that will have impacts to residential areas, commercial areas, trails, parks, water ways, compost site and sanitation pump station. I would agree with the comments from Jami Bestgen, country club president; that having the bridge location curve to the south from Lancewood lane would protect the investment of some 300 stakeholders of St. Cloud county club. Moving the bridge to the south should also provide easier access to the city compost site and Granite City Aggregate. The southern curve would also use more currently owned city peroperty. From the east side of the river, connecting to County Highway 65 appears to have the least amount of impact to existing property.

River crossing

- Avoid ruining the historic St. Cloud Country Club
- I feel the Beaver Islands and the Mississippi River should remain untouched and wild. This area is home to many species of fish, birds and wildlife (i.e. eagles, osprey, geese, ducks, swans, deer, fox, beaver, etc.).

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- Park land on west bank; east bank appears to be undeveloped land.
- Existing travel corridor along this Mississippi River for **wildlife** that would be threatened by a bridge crossing.
- It's the river. Major **environmental** concerns.
- existing **forest cover, especially in river floodplain, should be avoided**
- No close access to crossing the river at that area
- This is the location where the bridge should be located (adjusted slightly for practical considerations). **Keep the**
- **beltway by or literally on I-94** (just US Hwy 52 is shared with I-94).
- The **granite boulders** in this portion of river are an important example of features that used to be common historically, but are much more limited today because of development, especially due to inundation by dams. The combination of gravel banks and boulders
- The area there is an eye sore.
- **Would be nice to see a bridge there**
- filter too much traffic into a **very quiet area**
- water
- Put a bridge on the 94 corridor so traffic to northern mn is quicker and easier.
- St. Cloud needs to recognize and protect its honorable position on the Mississippi River. It's presence should be protected and appreciated for its **history, beauty and recreational value.**
- The Beaver Islands (and river) is the key asset of the St. Cloud area and needs protection. The bridge will have a negative impact on this area whether it be **negative water impact, noise, visual** pollution or something else. There is not benefit to the Be

Haven Township – east side of river

- To address the traffic flow in that residential neighborhood. What can be done to **bypass those homes to a void noise and lowering of their property value** due to a major road coming through
- **It is where I live.**
- Another place to cross river to get to 94 before st cloud and after clustered clearwater.
- Access to HWY 10 to get to the **airport.**
- There are homes that right now have a **beautiful area** to live and will be absolutely ruined if a major road would be built there.
- Residential, **rural**, should not be impacted by the project.
- This is the area that we would like to avoid having the bridge come through. South of us would be great...again far enough **south that noise would not be a problem** for our
- school, preschool, church services, etc.
- It is our church. I am the pastor of Northland Bible Baptist Church. We also have a private, Christian school and preschool
- This is my neighborhood. It is quiet and peaceful. Please don't interrupt that.
- More development and growth
- No bridge

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- Another place to cross river to get to 94 before st

cloud and after clustered clearwater.

Highway 10 interchange

- **Confusing** intersection.
- interface with highway 10 development
- There would obviously have to be an interchange onto Highway 10 and there is also the **train tracks** to contend with. You do NOT want to have cars having to wait for the many trains that

travel on that line. I get on it at Hwy 3 and traffic is moving. I

- Its Zoned Industrial and it has a lot of development potential
- Private property owner. Is this property in Haven township going to be **annexed with st.cloud?** If yes, when?

- I think this area could be a potential future big interchange as it is right by the airport and would make traveling to it easier for so many and if done right could future proof itself for decades to come. Think changes in Bloomington traffic from 40 ye

33rd Street – west of Roosevelt

- Increased traffic near Tech High plus **teenage drivers** will make the area dangerous
- This is too much of a residential area to have a bridge. Much better to have a **bridge that comes off of I94** and Co Rd 75.
- Intersection at Tech HS. Make sure the belt line roadway by Tech (and

other schools) is adequate for new volume of traffic.

- Its a residential area you idiots! And the 4 lanes that you put in so far are crowded together. Do it right for once in your lives widen it to have a proper center divide and go for at least 3 lanes in each direction. You would be smart if you planned f

- Too many roundabouts for a beltway, especially one that will increase truck traffic
- Review and analysis is needed on the impact of a 400%+ increase in traffic on 33rd St. Especially concerning is the increased traffic, increased commercial traffic and the proximity to three schools and residential areas.

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Roosevelt and I-94

- Take it **across here**. It is right on the I94 interchange and would be a GREAT place to exit in the southern part of the city and cross over to US10...would avoid the city traffic and keep some of the 18 wheeler traffic out of the city. MN 15 from north to
- This is a terrible intersection now for **multi-modal users**,
- MRT users etc. trying to get to the Ct. 75 paved shoulder route. That said, if fixed with a bridge, imagine how great the **30-mile route** could be down the west side of the river on 75 and back up
- I love the idea of the bridge in that area. I think we should **tie in I94 to the beltway**.
- Because you could get off of 94 and cross over to 10 and get off of 10 and cross over to 94. That will create more opps than what is currently proposed. The new bridge in Clearwater is the biggest abortion I have ever seen. Why wouldn't they have ma

St. Augusta and Opportunity Drive

- Increase traffic
- It is a **shorter bridge span**, currently developed and planned industrial development. More mid point 10 Street/ Clearwater bridge. Think more than 10 years out. That is planning.

University Avenue Bridge area

- Fix the University bridge to **carry four lanes of traffic first** before you decide to build a new bridge. The deck of the University bridge was designed for two additional lanes to be added at the expense of the City of St. Cloud when they decide to chang
- If you would actually fix the **potholes** in the road that would be really nice.
- Roads are horrible, give attention to current roads before creating new roadways.
- This road is terrible with potholes. It has been for a long time. Fox the roads we have before putting up another bridge
- To **restrict heavy dump trucks**, etc. fro driving constantly on city streets
- which leads to surface damage . Weight restrictions or reconditions are needed and need to be enforced.
- Traffic will **attempt to shortcut** onto Minnesota Blvd/9th Ave SE/Killian Blvd coming off / going to the beltway.

Downtown

- City Hall elected and unelected officials, and other self important entities should step down, for starters.
- Economic development east st germain street.
- Living there, I know the East St Germain Street bridge is not at capacity during most hours of the day and hardly even at rush hour. Put the parking, at least during non-rush

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- hour times, back on the street. **Stop abandoning this inner city node** to facility
- entertainment, dining or culture.
- roads are uneven with lots of **pot holes** year round
- traffic congestion
- **Traffic** is awful!
- Our downtown is very bad, with little

Midtown – MN-15 to Cooper Avenue

- 15 and division/75 traffic congestion and accidents
- Driving in St Cloud is terrible
- Clean up the trash in St Cloud and Waite Park and
- maybe **people won't have a need to go around it.**
- Repave cooper ave around Calvery hill, the roads surrounding it are a disgrace.
- Spend money on creating a better **east -west route** from Waite Park to Downtown St. Cloud. Cloverleafs on Hwy 15 at County 1 and County 29

Southwest Metro

- I didn't see any plans for now the western part of the corridor is going to go from 33rd through Waite Park up through St. Joe/Waite park and into Sartell.
- This connection needs to be made for economic growth

Northwest Metro

- 19th Ave in Sartell is the desperate need of repair. This road has increased traffic significantly over the years. It is narrow, filled with crumbling tar and potholes.
- 322nd street is in a greatly expanding housing development, with Sartell planning (supposedly) to begin developing the property north of 322nd and west of County Road 8
- for housing within the coming years. It will be much easier and less costly to estab
- traffic congestion

Sartell Bridge

- Not sure how a beltway would go through here. It would be great if the planning for this area is for an express way and not just new streets with new stop lights. Anyone who travels through here is already tired of that.

Royalston

- Going through Royalton is a burden in the summer. Although it is not Stearns County, the people of Stearns County frequently travel through.

Placed elsewhere (outside Metro and State)

- Any area **east of Highway 10 will be destroyed by population** increase.
- City/County/State government needs drastic improvement. Unable to pinpoint all the corruption on this map...

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- **County road 8** and existing neighborhoods need to be considered in the impact study
- Currently to get to the other side of East St. Cloud, you have to travel into town to access a bridge. Greatly increases travel time + distance, as well as directs traffic flow into congested areas that could otherwise have been avoided.
- Division and Roosevelt are very congested all hours
- of the day. **Need more options** going east to west the bridge may help with that
- I cannot put a pin in the entire St cloud area, getting east to west or west to east in this community is the worst I've ever been to, and I have extensively traveled the USA. the other thing that needs to be addressed are the HORRIBLE new crossings a
- If this goes ahead, it should cause the **least disruption** to existing residents, solar and agricultural farms.
- Needs bridge
- Road Resurfacing
- Uncertain
- Will Clearwater Road be expanded to four lanes as Mayor Kleis once indicated around 2012?

Question 12: Other comments, ideas?

- This is a terrible idea. Build it and they will come mentally has entrenched us in an **unsustainable transportation system** with enormous liabilities that are unfunded and gets worse ever year. Building more is not the answer. The development that may spur will never justify the cost. **Invest in the core**. Make the core of the community stronger. The belt line idea is insane.
- I hope that the east end road **connects to 42nd** street so that there would be continuity toward future development of traffic infrastructure. A overpass structure at Highway 10 could be constructed and there should be little, or no need for frontage roads to be built.
- **Move the Mississippi Bridge to the opportunity drive area.**
- How will the bridge lights impact wildlife on what is usually a **dark area of river?**
- For the most part, each and every place this beltway goes, and the bridge crossing. Safety in **traffic configuration and pedestrian crossing** should be at the top of the list. Accident Reduction. The speed around St. Cloud is at Minneapolis portion's already on all roads and streets. No one neighborhood will be exempt from more noise. It is part of our city now almost 7/ 24. When you add air traffic to and from hospital and airport, it is a noisy metropolitan city. The growth is undeniable. It will continue to grow. . . as an outlying 'suburb' of the Minneapolis St. Paul area. Especially with Satellite and on line working individuals in Stay at home positions. As this all gets built, what is the possibility of making the **cement look as good as the corridor in Duluth** along the lake? That **art work**, and the **trees**, and such, takes away the ugliness of cement, and aids in wild life. **Melding Lake to cityscape to Nature. Protect the Mississippi Flyway.**
- I suggest exploring a crossing South of River Bluffs Park, if at all.
- Push the **bridge further south** and incorporate the new bridge road into the interstate as a new exit crossing the river

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- A new bridge across the River south of University Drive would be a HUGE relief for our daily commute and travel with kids for activities.
- please **don't destroy that beautiful golf course** and residential part of town by bridging 33d street across the river. Moving it south makes more ecological and business sense.
- I think we should consider the area south of River Bluffs Park - because that way not only would it not impinge on the residential areas on 33rd Street, but also it wouldn't cut the park in half.
- This project has been talked about for so many years now, it is way past due. Some sort of plan needs to be put into action. I grew up on the south side and I remember people talking about a bridge when it was still township on that side of town.
- **"Don't add so many stop lights.** You screwed up hwy 15 flow with too many lights and curb cuts. Add a service road if you want the business built so close to the roadway. Can't expand anyplace because you, the city, have allowed businesses to build so close to the road. Money, money, money at our expense as users.
- Why does my age or ethnicity (as requested at the end of survey) have to do with anything?"
- Would love to see this happen and the sooner the better for our awesome city!!!
- For the above question: "Were you familiar with the proposed Beltline roadway around St. Cloud before seeing this website?" I wasn't aware of the beltway idea, but I was aware of the plans for a bridge on 33rd.
- For the love of God please build infrastructure that will support the number of people in the 'St. Cloud Metro Area'. It takes far too long to travel through this town and it shouldn't. Please don't cheap this, build something that also considers the future. The above Purpose of Study clearly states that even with this new bridge, all of our bridges are over capacity. That should be unacceptable.
- I fully support this project, and want to thank you for including, and please give weight to, the impact of noise from this project creation and existence. Noise decreases the quality of human life and the natural world. And thank you for including a safe and pleasant way to **bike and walk across** this bridge corridor.
- As a life long southsider, we have been looking forward to this project to be completed the past 10-15 years. It is terrible trying to cross the river now, all bridges are over used and congested.
- Please work to **preserve the natural areas and assets that we have so people don't have to keep moving out of St. Cloud to find green** space.
- Make this happen - it would dramatically improve the commutability in the area
- "I am also concerned about the impact traffic has on the poor and minority communities. The south side is becoming the sartell of st cloud. Having said that, I don't think that means not building a bridge. I understand the need to invest in infrastructure to meet those needs,. However, the optics of pursuing and investing in a **new bridge and infrastructure into the south side which has just invested** in a big, beautiful high school located in a burgeoning upper class area which has easy accessibility to them seems off. Meanwhile, Apollo HS languishes, buildings

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like Electrolux will be empty for years to come. The mall is suffering.

- I am in favor of some type of loop around st cloud, but am concerned it will come at the expense of those in the st. cloud core (residents and businesses). "
- How would this direct traffic into local businesses rather than steer traffic away from town?
- ALL OTHER EXISTING RIVER CROSSINGS MUST BE 100% UTILIZED BEFORE ANOTHER CROSSING IS BUILT. THE AREA PLANNED FOR THE CROSSING IS DESIGNATED AS A NATURAL AND SCENIC RIVER.
- "More lanes from 10 to clearwater
- It is time to get this done. It has been talked about long enough. Sartell and Sauk Rapids have built new bridges/crossing and it has positively affected those cities. We need this to continue to spur growth on the south side of town.
- I feel the St. Cloud area has sufficient bridges already. The four bridges currently in St. Cloud should be sufficient for future growth. There are also additional bridges nearby and upstream in the Sauk Rapids/Sartell area.
- "The lack of information for Haven Township should be addressed. Here are some suggestions. Have the bridge access the 37th street se roadway to the 32nd street se roadway and connect to Sherburne Cty Rd 3 and designate the entire connection as Sherburne Cty. Rd. 3 to involve MnDot in the process to access more state funds for the project. That would provide better access for the future mining interest's in the area that are not identified in any of your maps.
- The roadway should be developed as a divided 4 lane with an increased speed limit and an interchange at the Cty Rd 8 crossing and the Hwy 10 crossing and determine an interchange that would provide access for the gravel interest to north and south of the suggested roadway."
- Connect 40th Street the whole way to make it easier to get thru
- I would like to see this project move forward sooner rather than later.
- I wonder on how many people would use this bridge. I wonder if you sent this survey to the businesses in the Saint Cloud area so you can get an idea on what their employees that commute would like do if this bridge is in place.
- I live slightly southwest of St. Cloud. This bridge would be a benefit to me when I am returning home from somewhere south of 95 but north of I-94. Currently I have to choose between going south to Clearwater, or going all the way into St. Cloud on 10.
- Better utilize the current Highway 24 bridge.
- People have chosen to live outside of the existing city limits to avoid the noise and traffic that occurs within the city limits. This needs to be considered when proposing new roads and bridges along with the impact of new construction on the rural environment.
- "Understand that a bridge crossing in this area would significantly impact the downtowns of Clear Lake and Clearwater areas as well, but reducing travel by these existing town's businesses this existing and recently replaced Hwy 24 bridge crossing provides for the local economy.
- What happens with a belt-way is that it's sold as a fast, efficient corridor around the city core. After it's built, within ten years,

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more residential and commercial development occur, stoplights are installed and the route becomes longer and slower than advertised.

- Double deck university bridge.
- St. Cloud needs to figure out how to move **traffic through the city** while prioritizing green space, public transportation, biking and walking paths, and better managing development (most rent development is visually ugly and housing generic businesses - who needs another fast food chain or a business headquartered in the southern US?, paves over too much green space, has too much lighting and signage).
- Start **designing from people out, instead of machines down**. What I mean is where will people be walking, biking, what are the neighborhood streets/traffic, before designing in ways to up the speed to get around faster and faster.
- "PLEASE PLEASE PLEASE GET THIS PROJECT GOING!
- This belt line has been planned for the city of St. Cloud for 30 years..and with Tech being built on the WEST edge of St. Cloud spurring on more building of commercial & residential building in south St. Cloud, the time is dire to get this bridge built!! People on the East side where not listened to during that planning. That river property along the east side of the river is RIPE for development....St. Cloud has always turned their back on the river and it is time they truly embrace it. And, the traffic in St. Cloud STINKS because of the lack of a belt line. The economic boom that would happen is a huge opportunity....again because of growing the St. Cloud Airport into an easily accessible REGIONAL airport, future development, & encouraging people from around central MN, not to mention within 10 miles of this bridge, to come to St. Cloud vs. Becker or Monticello.
- I would LOVE to see this bridge built in the next 3-5 years to move this town forward. Let's get this bridge built!!
- Maybe it faster than 45 MPH and eliminate all stop lights
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause safety issues for the many, many people who walk and exercise in that area. I think it would cause property prices around 33rd, the Beaver Island Trails and Montrose and that area to plummet.
- I think the idea of making the crossing in elk river is better since the land is already developing there to more accommodate this, it would be a waist of money for the city when there are clearly other areas that need more attention then this.
- this project will outlive me but future residents will profit . work has been done neat tech also near skating place and waite park. just need to join all together and build the bridge. i am 78 years old live in waite park.retired bnsf and quest diagnostics 11yrs.
- "My suggestion for a **smaller, light duty pedestrian, bicycle and limited use bridge** at 33rd would be optimal and have less economic and environmental impact. IMO I would have no incentive or motivation to use the envisioned vehicle bridge in its proposed location. "
- Secondly, the county of Stearns, surrounding counties, as well as city governments, should step down in shame for cravenly attempting to spend our moneys after withdrawing our first amendment rights with total disregard to our sovernity as a once proud, and now empoverished peoples.

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- With a greater emphasis on providing **opportunities for outdoor recreation** in the St. Cloud area this project undermines the progress made to date on **Parks and Trails** and further fragments **habitat** of significant biological communities.
- The sooner the better to ease traffic and speed up the process of getting to places in and around St. Cloud with the associated cities which are virtually suburbs of the Regional St. Cloud area. I see much less traffic problems and accidents, etc. with this proposal. The sooner--the better!!!
- "A bridge over the Mississippi is an obvious need; it should be possible for innovative
- design for traffic flowage on it.
- **River accessibility/use by boaters/walkers in summer and winter** needs to be planned for.
- Using the new river bridge to carry fiber optic cabling (and perhaps **other utilities** need to be very carefully considered.) Plan for the unplanned future uses."
- more **bike paths**
- The COMPLETE beltline loop needs to have a bike lane in it entirety. If you build it for bikes, bikes will use it. If you only build it for cars, people will not feel safe to use it for bikes. Do not make the mistakes previous engineering groups have by designing infrastructure for cars only. There are people who walk and bike. And the number of these people are increasing.
- I live in the immediate area of the proposed crossing (12th Ave SE). When are the residents that are going to need to be relocated going to be personally informed of this?
- We need a way to get from I-94 west of St. Cloud to Hwy 23 east of St. Cloud.
- If building a bridge, do something that allows for **T.H. 23 traffic to bypass St. Cloud** and replaces the need for the Clearwater 94-to-10 freeway connection which was studied. This map shows a hypothetical bridge and location, designed 10 years ago prior to new development near the CSAH 75 interchange.
https://www.google.com/maps/d/edit?mid=194_YEkZYg5EOlnuZWrt4_KhmFaw&usp=sharing
- Thank you for the opportunity to comment.
- Letting the local **community help create** the access to the bridge for **recreation as well as transportation** needs is critical to obtaining the most useful solution to many issues. e.g. **Milan Bridge** replacement project on the Minnesota River.
- As noted above
- Overall I support the project, with the few caveats I mentioned above. Also... dedicated bike lanes on the bridge. Please.
- Need to learn more about the specific location of the proposed 33rd Street bridge and proximity to the golf course.
- Quit wasting tax payers money with stupid designs, hopes and dreams! We are not the twin cities, and St Cloud can't even fix the road the have now!!
- This is such a dumb idea.
- Been waiting for this project for years!!
- Build this bridge, please!! Would be awesome for companies based around mine, as well as make my daily commute much easier!
- **Color lighting** of the bridge such as I35W in Minneapolis could be a nice addition.

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- The roads that we currently have need to be repaired/fixed before we build new ones. What about the farmland that will be lost. People move to rural areas to get away from the traffic/noise etc.
- This project sounds like another grandiose idea by St. Cloud boosters to make this city something it is very unlikely to become (remember the 35,000 supposed students at St. Cloud State that led to the decimation of the South Side?). Given recent development, it makes sense to deal with 33rd Street South, but not the bridge. By the way, the biggest congestion issue I see in St. Cloud is the **congestion west of 25th Avenue S.** on Roosevelt and Division, which will not be affected by the bridge. I sincerely hope that considerable further study is given to this proposal and that city leaders will respect and honor the orderly annexation agreement with Haven Township.
- Opportunity Drive
- Thank you for taking our input!
- I live off Cooper close to one of the roundabouts. I have almost been hit a few times in the past few months. Drivers do not pay attention to the road. Increased traffic would make this worse.
- As stated above a much better location is just a **little further South.**
- Putting it closer to I94 would make more sense in my opinion
- STRAIGHTEST ROUTE FROM 33RD TO 10
- Move the bridge further south.
- "It would be less destructive to residential already established if the bridge were moved a bit farther south by a half mile or so.
- The current report claims it is time to revisit a **30-year old idea.** The development of south St. Cloud and rural Haven Township diverged considerably during that time. Why propose 20th-century solutions - more bridges, more cars, more space hungry and energy hungry expansion - for 21st-century problems. Thirty years ago St. Cloud didn't have a comprehensive transportation plan that considered light rail as it does now? How would **light rail** effect the dynamics of traffic and the potential labor force. How does the changing nature of work and where work takes place change the traditional planning for transportation needs?
- "Fix the far more serious problems before you wander off into ""new bridge"" territory. Crime relating to drugs and violence would be a much better fix. Government's lack of attention is very close to creating ""no-go"" zones. Yes, there are areas I would never ever go alone. Fix that, and maybe then dabble in extra bridge construction."
- This needs to be done. I have grown up in the area my whole life and St. Cloud traffic specifically on Division has gotten much worse in my lifetime. This would help get people across town and take pressure off of Division.
- St. Cloud is just starting to rebuild after the pandemic - assuming there is an 'after' to it. We should be helping people in our town, supporting small businesses, finding ways for schools to get their footing, asking ourselves what lessons we have learned about self and community from the whole COVID experience. I appreciate you asking for the opinion of residents on this infrastructure, but we have **barely figured out the meaning of the pandemic for us,** and for all we know this could be the first of many. And if we have money to spend, there is no lack of city streets in St. Cloud that need major repair.

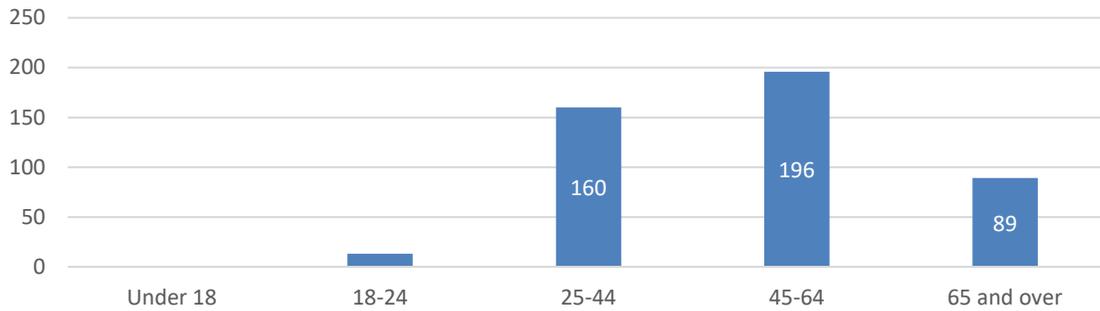
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- The Traffic in St. Cloud is horrible, anything to help improve this would be great
- The sooner this project is done, the better. This project is essential to relieve traffic on Highway 23 - just like the new Highway 610 was needed to reduce traffic on 694 in Minneapolis.
- Further south off with direct access to I94 and utilize I94 as part of the circle around St Cloud area.
- I like it and have the beltway complete
- I love the idea of the beltway and a new bridge crossing since there is always congestion where I like to cross. I have been wanting this ever since I moved here 6 years ago. Would help so much!!! I also think an interchange of beltway with county road 8 would be helpful as well.
- Don't screw this up like you fools did with hwy 15.
- Long overdue
- "1. The City just invested in the regional park, which would be compromised by a bridge on 33rd. It would be slightly better if the bridge crosses south of the park, rather than dividing the area in which animals are protected by a roadway. 2. On 33rd, the bridge impacts residential areas more than if you brought this further south. Using opportunity drive would deliver employees directly to the places of employment."
- Focus on areas that actually need help.
- I would use all the bridge money to resurface roads in the area. Is it really the end of the world to spend a couple extra minutes getting to a destination? Is another bridge all that important? Are there maybe problems of higher priority in this area? Some would say it would be nice to have, but is nice to have all that important?
- "The proposed Beltline is out of date and not what one would consider a Beltline. It is also way too late in coming, Also, it should be placed much further out than what is proposed."
- Noise restrictions on vehicle traveling in the area should be posted and enforced
- Bike/walking access to and across bridge is a must
- "I would like to know what research is used to substantiate the claim that the bridge and associated belt line will decrease traffic elsewhere in the city. It is my understanding that it is now solidly established that traffic increases to fill road capacity. In 15 years we'll be looking to build or widen again, with the claim that it will get traffic off St Germain."
- This creating of doughnut cities was tried throughout the United States in the 1970s through 1990s. It failed to create equitably distributed wealth, community health, or communities that are valued and attractive to a diverse and successful population. Instead, central cities are hollowed out and communities are fragmented.
- Isn't this a failed development model? What reasons do we have to believe the outcome in St Cloud will be any different? "
- Keep searching for a better crossing point. All the alternatives proposed still cross at the same point.
- In my opinion, the bridge/beltline project can't be built soon enough. I would favor finalizing a plan by the end of 2022 with construction beginning summer 2023. Let's start planning now to see if there's money that can be had for the project in the new infrastructure bill now being put forth by the current administration, so we can hopefully

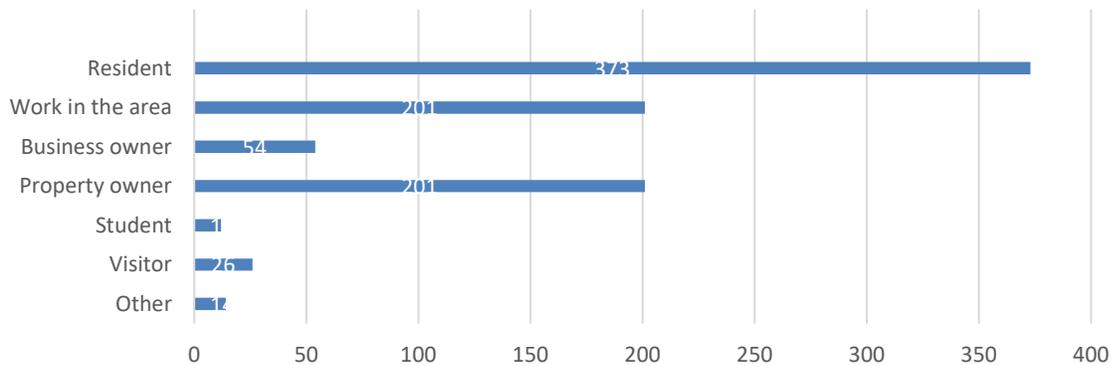
St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021



Question 14: What is your age? (optional)



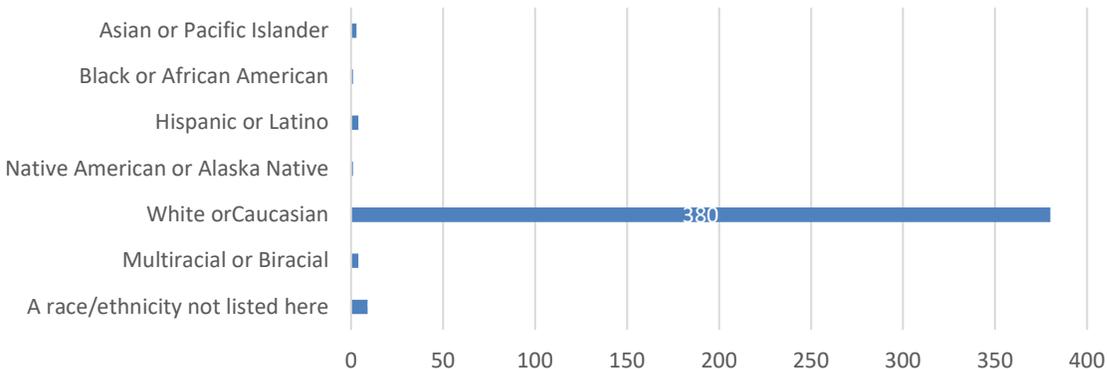
Question 15: How would you describe your affiliation to the area? (optional)



Other (some left blank):

- frequent visitor
- Emergency Responder
- Airport access often
- meet every other week to drop kids off at moms for her weekend
- MN Taxpayer

Question 16: Which would best describe your race or ethnicity? (optional)



Other Comments

- We are writing to express our support for the work the St. Cloud Area Planning Organization (APO) is conducting relating to a Mississippi River bridge crossing and new roadway corridor to be proposed in south St. Cloud with connection to US Highway 10 in Sherburne County.

We own 75 acres along US Highway 10 just south of 32nd Street SE and have that property permitted with Haven Township and Sherburne County to mine gravel with operations starting on that property soon. Parcel IDs are 25-017-4100 and 25-017-4102

We have reviewed the information background report draft that is dated March of 2021. In the transportation and bridge section of this report on page #20 there is some conceptual drawings that have been completed in the past studies. We would like to express our support for the following:

Concept #1 – St. Cloud Comprehensive Plan/Haven Township Plan (2003)

Alternative #4 – Environmental Impact Statement Scoping Decision (2005)

Each of these options have the roadway staying south of our property mentioned above in the 37th Street SE corridor. It would be important to keep the roadway south of the wetlands on our property. In addition, we could also support a plan that would bring the transportation corridor on the North side of our property staying in the 32nd Street SE alignment with the US Highway 10 connection at Sherburne County Road 3.

We would be unable to support any corridor plan that would go through our property dividing it into two pieces that would interrupt our gravel mining operations.

Thank you very much for your consideration and the opportunity offer our input regarding this important project for our community.

Cordially,

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Cemstone/TCC Companies, Contact: John Pederson

Facebook Comments

- Having to take division through St Cloud to get to the east end or vice versa sucks, especially during rush hour! Having a bypass would be great!!!
- Put it farther South, past River Bluffs Park
 - yes why not diagonal it southeast from Roosevelt Rd into the park area so it is up on the ridge and only affects Landwehr and the park!
- I am not certain that anything has changed about this since a few years ago when this was raised. One of the bottom lines is finding the money to pay for the project. The other issue is dealing with the DNR to build a bridge over the river. Both are very large barriers to getting this done.
- As long as the city doesn't try to annex Haven Township north of said belt line proposal to make this happen! They would also have to deal with the land waste disposal site and the St. Cloud country club to make this happen. This is something that has been talked about for years, but the city has always wanted to sweeten the pot for themselves and not consider the residents that it will directly affect
 - I agree. If they do this, they will want to build 20 more apartment buildings in our community. We don't need any more mass housing out here. City can't control the problems within the limits it has already.
- I would rather see Northstar rail line
- They'll just do what they want anyway.
- Gotta have funds first, can't build bridges with hopes and dreams.
- The 33rd St S extension would be the sensible location, being it would cross the 'Old Miss. River at about the narrowest spot.
- No brainer!!
- I've been hearing about this for the past 15 years and I am wondering when it's going to get done it will cut down on traffic on Division street.
 - I agree on hearing about this for a long time, but I do know when the MPLS bridge collapsed, all that bridge money went to replacing that one and replacing/fixing all the other bridges like it. It has to help with division traffic...not to mention access to the east side of St. Cloud and those along 10!
- Please try to do this for actual traffic flow. Every other by pass or pass through has been bogged down with traffic lights and intersections. Too much business and political pressure guiding these plans in the past

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- complicated by traffic lights that are not synchronized...
- Yes, do it. That's right near me. That would be awesome. From 33rd St S straight across the Mississippi river to Hwy 10.
- GOD I HOPE THIS HAPPENS! St CLOUD IS THE WORST getting across town E-W or W-E
- Like they would actually give a craps about what the public thinks. They have a plan and they will do whatever they want. If it includes taking more land for St.Cloud even better for them.
- Need to make the University Drive Bridge 2 lanes each way before this project is even a possibility
 - Fix it first. University is one of the worst potholed roads in St Cloud
- Maybe the question should be, why did they sell all the right away on Highway 15 going thru St Cloud? It was going to be no lights and no stoping thru town. Another huge mistake by city government
 - Amen. If 15 would have been put in with overpasses instead of traffic lights, this discussion would not even be necessary.
 - it was al ringsmuth wait park mayor didn't what a over pass on division and hwy15 when it was being built
- FIX ALL OF THE POTHOLES FIRST!!!