# SOUTHWEST BELTLINE CORRIDOR STUDY







## **ACKNOWLEDGEMENTS**

The Study was made possible by funding from the St. Cloud Area Planning Organization (APO). Special thanks to the following partners who provided their expertise, time, and feedback for this Study to ensure it encompassed the needs of the surrounding community.

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# **TABLE OF CONTENTS**

Introduction	
Study Area	
Study Process, Goals and Objectives	
Purpose and Need	
Previous Planning Efforts	6
Future Traffic Demand	7
Public Engagement Round 1	8
Alternative Development & Evaluation	g
Alternative Development	g
Alternative Evaluation	10
Cross Section Alternatives	19
Public Engagement Round 2	22
Implementation and Funding	24
Implementation Strategies	24
Funding Strategies	27
Study Recommendations and Next Steps	29
Appendix A - Public and Stakeholder Engagement	
Appendix B - Alignment Alternatives and Evaluation	



## **FIGURES**

- Figure 1. BELTLINE CORRIDOR ALIGNMENT (ST. CLOUD APO MTP)
- Figure 2. STUDY AREA
- Figure 3. STUDY SCHEDULE
- Figure 4. ALIGNMENT ALTERNATIVES (DETAIL)
- Figure 5. ALIGNMENT ALTERNATIVES
- Figure 6. ALTERNATIVE EVALUATION CONSIDERATIONS (NATURAL)
- Figure 7. ALTERNATIVE EVALUATION CONSIDERATIONS (BUILT)
- Figure 8. LOCALLY PREFERRED ALTERNATIVE
- Figure 9. RURAL CROSS SECTION
- Figure 10. URBAN CROSS SECTION
- Figure 11. HYBRID CROSS SECTION
- Figure 12. IMPLEMENTATION PHASING
- Figure 13. LOCALLY PREFERRED ALTERNATIVE (DETAIL)

# **TABLES**

- Table 1. EVALUATION CRITERIA
- Table 2. PLANNING-LEVEL PER MILE COSTS
- **Table 3. IMPLEMENTATION PHASING**
- Table 4. INTERSECTION CONSIDERATIONS (ALTERNATIVE A2)
- Table 5. FUNDING STRATEGIES (EXTERNAL)
- Table 6. FUNDING STRATEGIES (INTERNAL TAXING)
- Table 7. FUNDING STRATEGIES (INTERNAL BONDING)
- Table 8. FUNDING STRATEGIES (INTERNAL COST PARTICIPATION)
- Table 9. ACCESS CONSIDERATIONS



# INTRODUCTION

The St. Cloud Area Planning Organization (APO), in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County, and the Minnesota Department of Transportation (MnDOT) began the Southwest Beltline Corridor Study in 2021.

For more than 30 years, an arterial beltline corridor in the St. Cloud Metropolitan Area has been a key component of the area's transportation vision. Several studies and planning efforts have been completed over the years. Stearns County completed the Southwest Arterial Alignment Study in 2000/2001 to identify benefits and challenges of potential alignments for the Southwest Beltline corridor. This study followed NCHRP 435 recommendations to ensure that alignments could be carried forward to a NEPA scoping process. Following this study, a NEPA scoping process was undertaken by Stearns County in 2008. This study went into greater detail on the purpose and need for the Southwest Beltline corridor as well as a more rigorous evaluation of potential alignments and impacts. Most recently, the beltline corridor (see **Figure 1**) was identified as a priority in the most recent 2045 Metropolitan Transportation Plan (MTP) completed by the St. Cloud APO in 2019.

In total, the complete beltline corridor would add approximately 77 miles of roadway and would reduce the number of lane miles approaching or at capacity by approximately 33% in the year 2045.

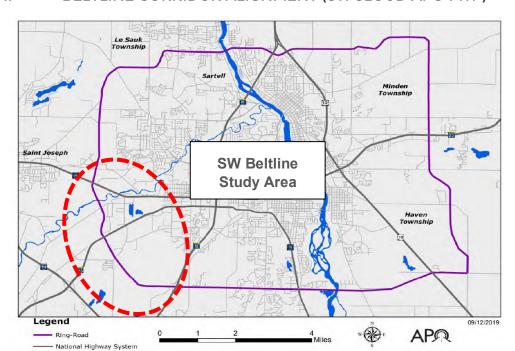


FIGURE 1. BELTLINE CORRIDOR ALIGNMENT (ST. CLOUD APO MTP)

FIGURE 9.61 – URBAN ARTERIAL BELT LINE CORRIDOR (CONCEPTUAL ALIGNMENT)

Source: St. Cloud APO 2045 Metropolitan Transportation Plan (2019)



## **STUDY AREA**

This study focused on the southwest portion of the beltline corridor as highlighted in **Figure 2**. The study focused on the area from the intersection of Highway 15 and 33rd Street in Waite Park to County State Aid Highway (CSAH) 75 in St. Joseph. Additionally, the segment of the beltline corridor between CSAH 75 and CSAH 133 was also evaluated to understand future connectivity north of the study area. At the conclusion of the study process, the PMT agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no final recommendation for a locally preferred alignment alternative was determined.

Land use within the study area is primarily farmland, residential, wetland, and parkland. There is a large, approximately 450 acres, Stearns County park (Quarry Park) in the south eastern portion of the study area. Quarry Park has significant portions designated as scientific and natural areas. Another physical element includes the two railroad spurs in the study area operated by Northern Lines Railway (NLR), a short line railroad owned by Anacostia, which connect to the Burlington Northern Santa Fe (BNSF) railroad's mainline in central St. Cloud at the depot facility. The railroad serves numerous industrial and freight customers in the study area and operates up to three trains per day on the south line through Waite Park as of 2021 per the Federal Railroad Administration (FRA) and less frequently along the north line to St. Joseph. The study area also crosses Highway 23 and the Sauk River.

ST. JOSEPH 121 Southwest Beltline ST. CLOUD Corridor AITE PARK Study Area 33RD STREET SOUTH STREETS + RAILROAD ROCKVILLE LAKES AND RIVERS STUDY AREA ST. AUGUSTA Miles

FIGURE 2. STUDY AREA



# STUDY PROCESS, GOALS AND OBJECTIVES

The study is in the pre-NEPA (National Environmental Policy Act) phase and followed a Planning and Environmental Linkages (PEL) process to support the project as it moves towards design development. Community engagement and outreach helped support the PEL process by ensuring transparency and providing ample opportunity for public input. The study also followed a linear decision-making process from purpose and need identification, alternative development, and evaluation, through the alternative refinement and selection phase. This process was clearly communicated to stakeholders and community members to build awareness and support over the course of the study.

The goal of the Southwest Beltline Corridor Study was to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.

The Southwest Beltline
Corridor Study took
approximately nine months to



Identify
the purpose,
need, and
benefits of
the corridor.



Evaluate
potential
alignment,
cross-section,
and traffic
control needs.



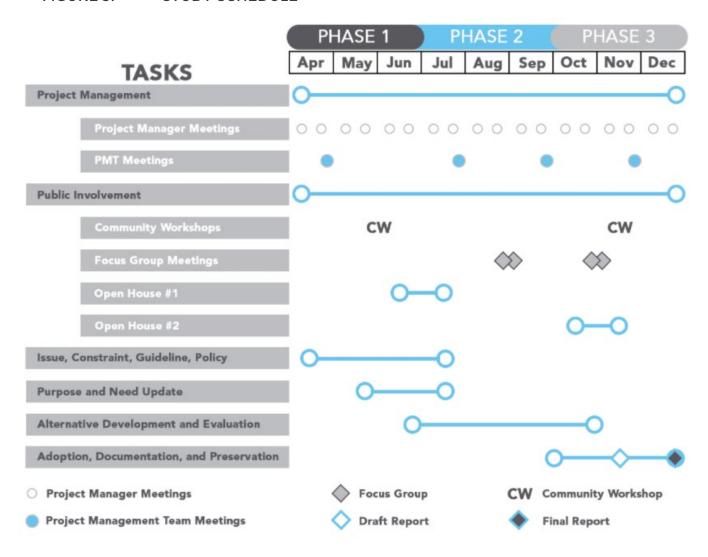
Build
support and
policies to
set the stage
for future
implementation.

complete and followed the schedule on the following page (see **Figure 3**). The study included three primary phases: Phase 1 - Purpose and Need Update; Phase 2 - Alternative Development and Evaluation; and Phase 3 - Adoption, Preservation, and Documentation. The study was guided by a Project Management Team (PMT), comprised of representatives from the St. Cloud APO, Stearns County, MnDOT and the cities of St. Cloud, St. Joseph, and Waite Park. The PMT played an integral part in the study by providing oversight and input on technical analysis, alternative development and evaluation, and the public engagement process.

PHASE 1	PHASE 2	PHASE 3
Purpose and Need Update	Alternative Development and Evaluation	Adoption, Preservation, and Documentation



FIGURE 3. STUDY SCHEDULE

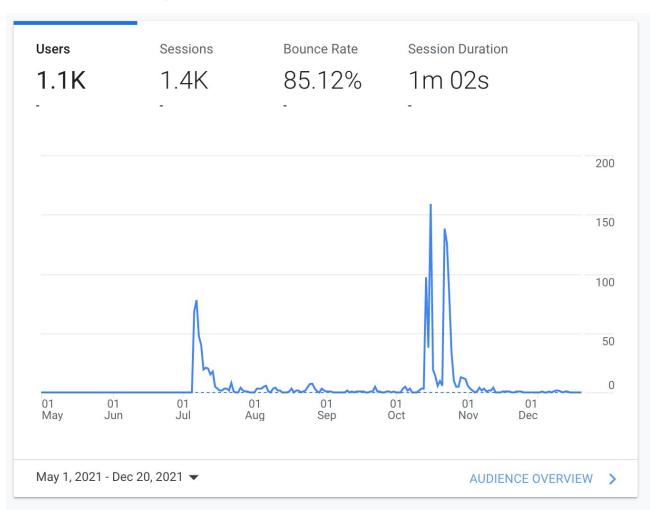


#### STAKEHOLDER AND PUBLIC ENGAGEMENT

Stakeholder and public engagement were an important point of emphasis for the Southwest Beltline Corridor Study. The study included a series of meetings and workshops with Stearns County, St. Joesph, and Waite Park officials at each phase in the process. The study team also facilitated targeted focus group discussions and online open house meetings to help inform key topic areas. The key stakeholder and public engagement tasks that were conducted during the study process and input received are woven through this document and a comprehensive summary is available in **Appendix A**.



The study team used a variety of methods to conduct inclusive outreach by building credibility, educating the community, and fostering support for the Southwest Beltline Corridor Study. A study specific website was established to inform the public about the background and purpose, study schedule, opportunities for public participation, and to serve as a repository for study information materials. The website also provided an additional tool for agency staff, stakeholders, and the community to keep up with key milestones of the study as it progressed. Throughout the nine-month study process the study website had over 1,000 site visits with the peak activity occurring during the online open house meetings in July and October (see figure below). A social media campaign, utilizing the St. Cloud APO's Facebook page, was also completed to promote the open houses. Additional analytic information can be found in **Appendix A**.





# **PURPOSE AND NEED**

The Southwest Beltline corridor is part of the overall Urban Beltline Corridor vision identified in the St. Cloud APO's 2045 MTP. The corridor is expected to improve roadway capacity and reduce system delay. The purpose of the Southwest Beltline corridor would be to improve mobility between Highway 15 and CSAH 75, while supporting development opportunities and multimodal initiatives.

The Southwest Beltline corridor would provide an east-west connection within an urbanizing area that otherwise lacks this type of route continuity in the region. Like similar beltways or ring roads, this route would balance traffic demands among other arterials and provide an arterial-type function for development in the future urbanizing area.

With development encroaching in the study area, there is a need to identify the future corridor alignment to allow planners to set preservation policies. By adopting these types of polices, the future viability of the southwest beltline corridor and overall beltline system can be cost-effectively planned for and maintained.

## PREVIOUS PLANNING EFFORTS

The most recent planning efforts related to the Southwest Beltline include the documents listed below. A review of each of these documents was completed as part of the study.

ST. CLOUD AREA SOUTHWEST ARTERIAL ALIGNMENT STUDY (2001)

STEARNS COUNTY SOUTHWEST BELTWAY (FUTURE CSAH 84) ENVIRONMENTAL SCOPING DECISION DOCUMENT (2008)

ST. CLOUD AREA PLANNING ORGANIZATION 2045 METROPOLITAN TRANSPORTATION PLAN (2019)



Stearns County led the Southwest Arterial Alignment Study to advance the Southwest Beltline corridor concept in 2000/2001. As noted previously, the intent was to begin to identify the transportation benefits and challenges for this route. This study followed NCHRP 435 recommendations to ensure that alignments could be carried forward to a NEPA scoping process. Following this study, a NEPA scoping process was undertaken in 2008. This study went into greater detail on the purpose and need for the Southwest Beltline corridor as well as a more rigorous evaluation of potential alignments and impacts.

A summary of previous efforts identified:

Regional and local travel pattern impacts	Environmental constraints and impacts	Corridor alignments and cross sections
Intersections and traffic controls	Access management policies	Right of way preservation methods

These previous efforts were well documented and supported at the time, and they followed the proper environmental processes. However, there have been changes over the last 10+ years in transportation-modal priorities, land use, technology, equity, and economic opportunities. Many of these changes were incorporated into the St. Cloud APO 2045 MTP process reconfirming the benefits of an Urban Beltline Corridor for the community.

## **FUTURE TRAFFIC DEMAND**

To determine the appropriate roadway facility type for the Southwest Beltline corridor, a traffic analysis was completed. The St. Cloud APO Travel Demand Model, which includes traffic volumes for the year 2045, was utilized. From this model it was determined that the Southwest Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day under by year 2045.



#### **PUBLIC ENGAGEMENT ROUND 1**

To introduce the study and confirm the purpose and need of the Southwest Beltline corridor the study team facilitated a variety of public and stakeholder activities as discussed below.

#### **COMMUNITY WORKSHOPS**

To kick off the study, two community workshops were held in June 2021 with the city councils of St. Joseph and Waite Park to gauge support for the Southwest Beltline Corridor Study. The goal of the workshops was to identify issues, constraints, and discuss the overall purpose and need for the corridor. From the feedback received, the study team was able to understand key goals and priorities for each community as they pertained to the study area. Detailed feedback received during the workshops is in **Appendix A**.

#### **PUBLIC OPEN HOUSE**

The study's first public input opportunity was conducted during the summer of 2021. A total of 243 people responded to a community survey, which included responses from a wide range of zip codes and ages. Detailed feedback received is in **Appendix A**.

From the community survey, the study team learned that:

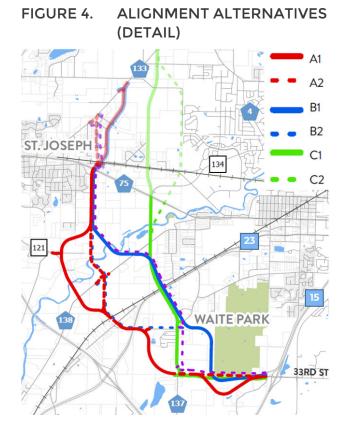
**Potential** There was strong support environmental A large majority (57%) for "Mobility" as the impacts and costs (76%) would like to primary purpose of the should be **minimized**. see improvements Southwest Beltline "as soon as corridor. possible". There was a clear desire There is agreement (58%) to prioritize that the corridor would construction of the segment alleviate existing between Highway 15 and There was traffic congestion on **Highway 23** of the corridor. strong support alternate routes. for a **raised** median.



# ALTERNATIVE DEVELOPMENT & EVALUATION

## ALTERNATIVE DEVELOPMENT

An iterative alternative development process that considered technical data, public input, engineering design standards, and direction from the PMT was utilized. This process began with a review of previously developed alignments from 2008, which were updated based on new area constraints and additional technical analysis. New alignment alternatives were developed to avoid impacts to important environmental features wherever possible. For each alignment alternative a 55-mph design speed and 150 feet of right-of-way was assumed. These design parameters were used to allow for greater flexibility in the future. It should be noted that the future Southwest Beltline corridor speed limit may not necessarily be 55 mph and could be lower depending on the adjacent land use context.



The alignments included three primary alternatives, shown in red, blue, and green (see **Figure 4**). Various sub-alternatives were also developed for each primary alternative, which correspond with the dashed lines. While the study limits were between CSAH 75 and Highway 15, the segment north of CSAH 75 to CSAH 133 was included to understand connectivity in this area. At the conclusion of the study process, the PMT agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no final recommendation for a locally preferred alignment alternative was determined. In general, each of the alignment alternatives connects from CSAH 133 on the north end to Highway 15 near 33rd Street on the south end.

The alignments were discussed with the PMT in July 2021 and refined based on the input received. Next, the study team presented these preliminary alignments during a series of focus group meetings in August 2021. Additional discussion of these focus group meetings can be found in the Public Engagement Round 2 section. Following the focus group meetings and associated feedback, additional alignment refinements were incorporated. These preliminary alignments (see **Figure 4**) then underwent a technical evaluation as discussed in the next section. The various alignment alternatives discussed throughout the study document is in **Appendix B**.



# **ALTERNATIVE EVALUATION**

The evaluation of alignment alternatives was based on several factors including general categories such as transportation, property/land use, environmental, economic, and multimodal considerations. Within each of these categories, there were several subcriteria to compare each alignment (see **Table 1**). A detailed evaluation matrix for each of the alternatives is in **Appendix B**.

TABLE 1. EVALUATION CRITERIA

	Criteria
	Mobility (Travel Time)
Transportation	Projected 2045 Volume
	Safety
port	Railroad Impacts
rans	Reliability of the Route
-	Compatibility with Transportation System
	Future Interchange Feasibility
<b>~</b> 00	Property Impacts
erty, I Use	Environmental Justice - People of Color 80th Percentile
Property/ Land Use	Proximity to Established Neighborhoods
<u> </u>	Compatibility with Future Land Use
ıtal	Impacts to Biodiversity Zones
Environmental	Impacts to Wetlands and Other Aquatic Resources
/iron	Native Plant Communities
En	Impacts to Granite Outcrops
nic	Commercial Business Relocation
Economic	Construction Cost
ĔĞ	System Preservation Cost
dal	Rider Comfort
Multimodal	Proximity to Established Neighborhoods
Σ	Proximity to Existing Schools



The detailed technical evaluation was leveraged to help rank each alignment alternative. The alternatives were evaluated based on a qualitative estimate of each alternative's ability to address the evaluation criteria. The rating system was as follows:



To complete the evaluation, the corridor alignments were divided into the following three segments:

- North Segment CSAH 133 to CSAH 75
- Middle Segment CSAH 75 to Highway 23
- South Segment Highway 23 to Highway 15

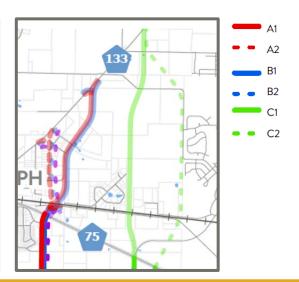
The following sections provide details of the analysis completed. Additionally, **Figure 5** – **Figure 7** provide detail on the evaluation.

#### NORTH SEGMENT

In the north segment, the A2/B2 alternative, shown by the red & blue dashed lines ranked highest. This alignment is the shortest distance and therefore the lowest cost to construct and provides the most transportation benefit. The following are a few key items to note about the alternatives:

- C1 and C2 would require construction of more miles of new roadway
- C2 is closer to existing established residential neighborhoods which the City of St.
   Cloud did not find desirable
- C1 and C2 had significantly more impacts to existing wetland and aquatic resources
- All alignment alternatives cross the Northern Lines Railway (NLR) rail line, however C1 and C2 cross the NLR rail line east of where a transload facility is planned which potentially may mean increased rail traffic in the future

Evaluation Criteria	A1/B1	A2/B2	C1	C2
Transportation				•
Property/Land Use	0			0
Environmental	•		•	
Economic				
Multimodal	0			
Total	•		0	0



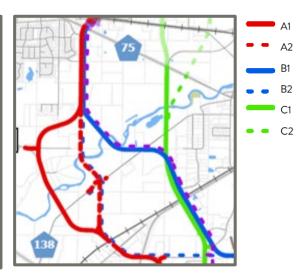


#### MIDDLE SEGMENT

In the middle segment, there is no significant difference between evaluation scores for the alternatives. The following are a few key items to note about the alternatives:

- C2 does not cross at an existing intersection on CSAH 75
- A1, A2, B1, and B2 cross CSAH 75 at the existing 20th Avenue SE signalized intersection
- A1 utilizes the exiting County Road 121 alignment and is the only alternative that utilizes an existing bridge over the Sauk River
- All has the greatest number of curves in its alignment
- C1 and C2 would require construction of more miles of new roadway but are also the shortest in distance when compared to the A1, A2, B1, or B2 alternatives

Evaluation Criteria	A1	A2	B1	B2	C1	C2
Transportation			•		•	
Property/Land Use						
Environmental						
Economic						
Multimodal						
Total						



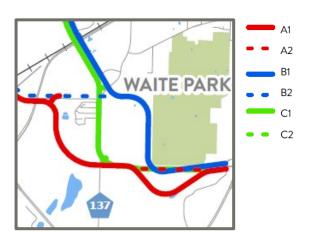


#### **SOUTH SEGMENT**

In the south segment, the A2 and C alternatives ranked highest. In general, these two have a similar alignment in the south segment near Quarry Park, and then split into two different connections with Highway 23 at either Bel Clare Drive or 36th Avenue S. The following are a few key items to note about the alternatives:

- A1, A2, B2 cross Highway 23 at the existing intersection of Bel Clare Drive
- B1 and C1/C2 cross Highway 23 at the exiting intersection of 36th Avenue S
- C1/C2 utilize the CSAH 137 alignment
- A1 has the greatest number of curves in its alignment
- B1 and B2 bisect the greatest number of parcels making future development more challenging
- B1 and B2 have the greatest impacts to granite outcrops and wetland and aquatic resources
- B2 and C1/C2 would require construction of the least amount of new roadway

Evaluation Criteria	A1	A2	B1	B2	С
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					

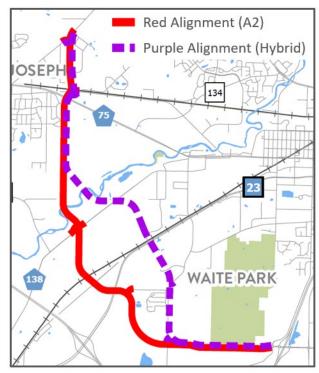




#### **EVALUATION SUMMARY**

Based on the results of the technical evaluation, there were two alignment alternatives that ranked most favorably – A2 (as shown by the red dashed line) and a hybrid alternative (as shown by the purple dashed line). Both alignments resulted in similar technical rankings.

Alignment Alternative	Total Score
A2	
Hybrid (A2/B2 – B1 – C)	
B2	
C1	
C2	
A1	
B1	

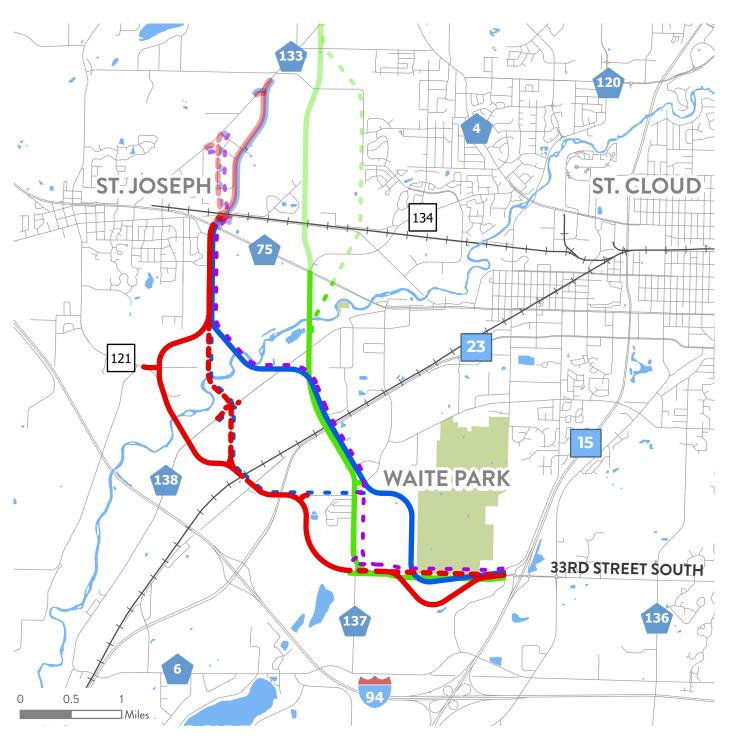


The **A2 alternative** was preferred by residents

A community survey was conducted during the second open house. The public was given the opportunity to select their preferred alignment (red or purple). A total of 106 survey responses were received. The results showed that the A2 (red alignment) was preferred by most respondents

(see **Appendix A**). The alignment alternatives and evaluation results were also presented and discussed with the focus group meetings in October 2021. Additional information about these activities is discussed in the Public Engagement Round 2 section.

The technical evaluation, results of the community survey, and feedback received during the focus group meetings were discussed with the PMT in November 2021. During this meeting it was reiterated that the official study limits were between Highway 15 and CSAH 75. Given this it was agreed that only a locally preferred alignment (A2) would be carried forward for the segment between Highway 15 and CSAH 75. It is recommended that additional evaluation be completed for the segment between CSAH 75 and CSAH 133. Therefore, no preferred alignment was selected (see **Figure 8**). Study partners should take advantage of development opportunities as they arise and to continue to work towards implementing the overall vision of developing a beltline corridor in this area. A summary from the PMT meeting is in **Appendix A**.





ALIGNMENT
ALTERNATIVES



- HYBRID

**—** A1

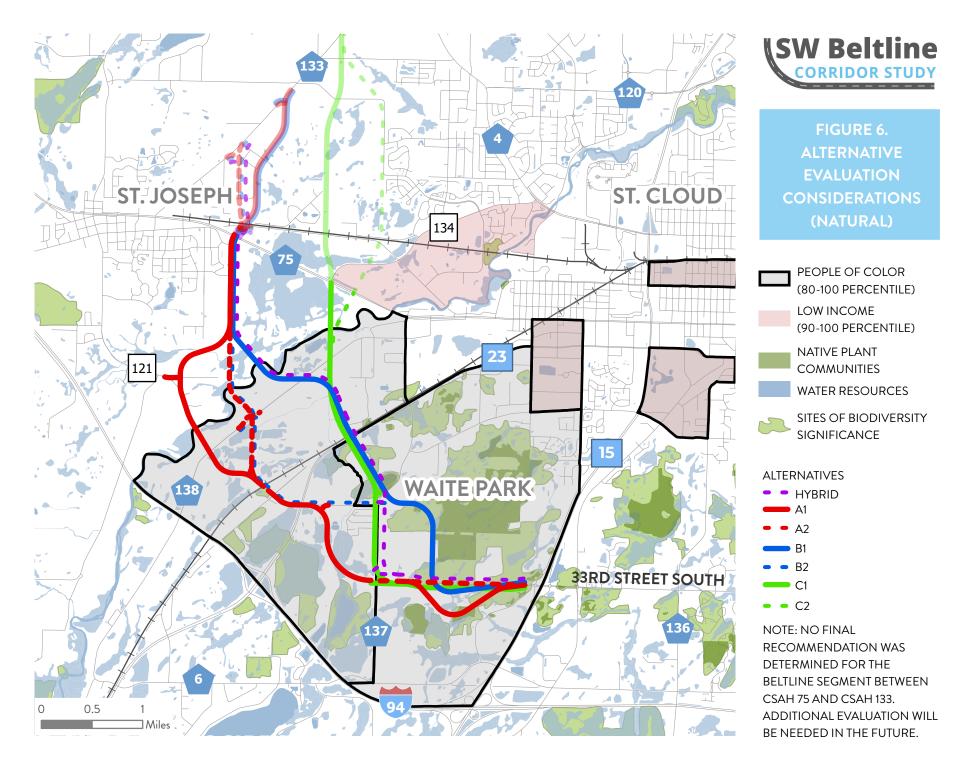
A2 B1

**B**2

**C**1

- C2

NOTE: NO FINAL
RECOMMENDATION WAS
DETERMINED FOR THE
BELTLINE SEGMENT BETWEEN
CSAH 75 AND CSAH 133.
ADDITIONAL EVALUATION WILL
BE NEEDED IN THE FUTURE.



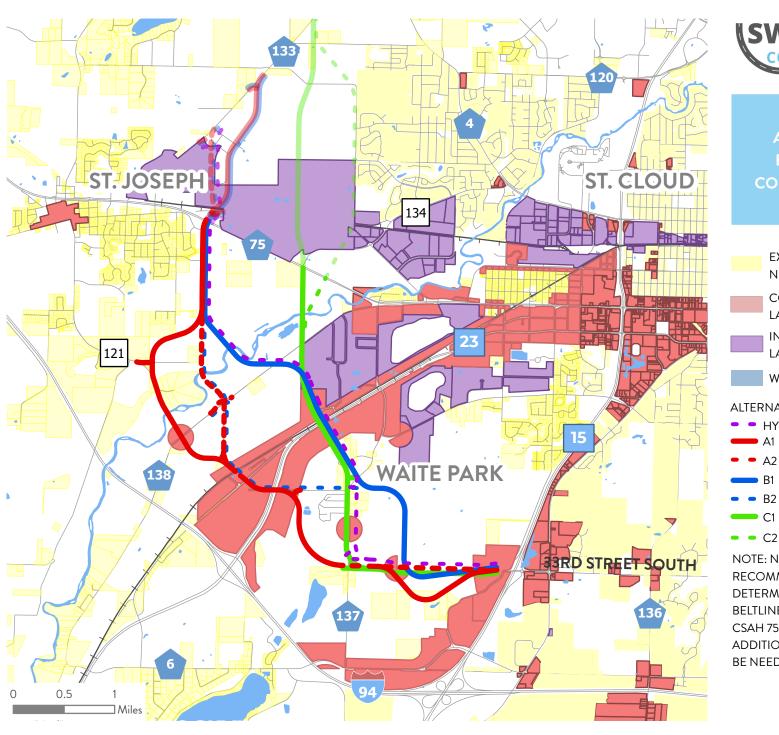




FIGURE 7. **ALTERNATIVE EVALUATION CONSIDERATIONS** (BUILT)

**EXISTING NEIGHBORHOODS** 

**COMMERCIAL FUTURE** LAND USE

INDUSTRIAL FUTURE LAND USE

WATER RESOURCES

#### **ALTERNATIVES**

HYBRID

• A1

B2

C2

NOTE: NO FINAL **RECOMMENDATION WAS DETERMINED FOR THE BELTLINE SEGMENT BETWEEN** CSAH 75 AND CSAH 133. ADDITIONAL EVALUATION WILL BE NEEDED IN THE FUTURE.

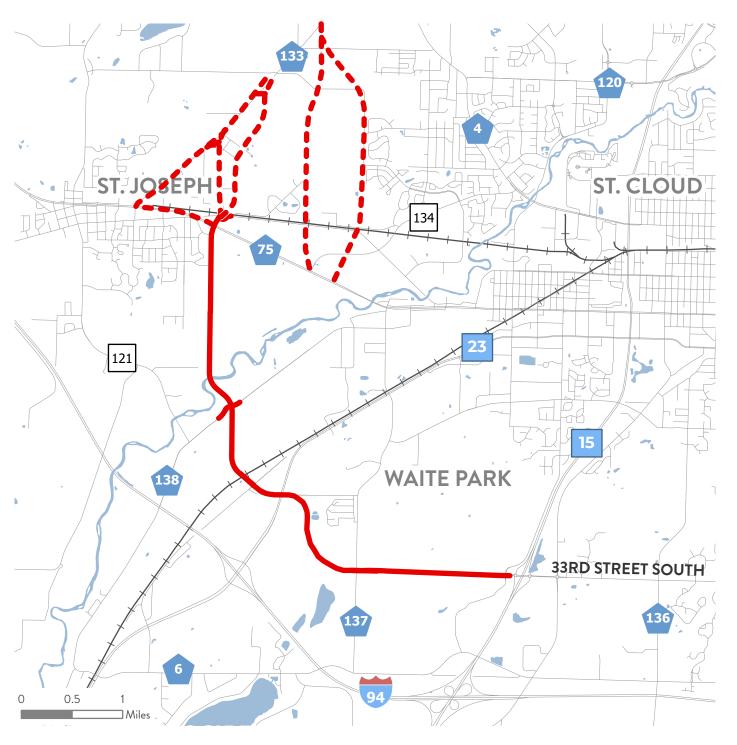




FIGURE 8.
LOCALLY
PREFERRED
ALTERNATIVE

- LOCALLY PREFERRED
  ALTERNATIVE
- POTENTIAL FUTURE
   ALTERNATIVE

NOTE: NO FINAL
RECOMMENDATION WAS
DETERMINED FOR THE
BELTLINE SEGMENT BETWEEN
CSAH 75 AND CSAH 133.
ADDITIONAL EVALUATION WILL
BE NEEDED IN THE FUTURE.



## **CROSS SECTION ALTERNATIVES**

The Southwest Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day by 2045. This indicates that a two-lane roadway with turn lanes should provide sufficient capacity to accommodate the forecasted traffic volumes. However, there is a desire to preserve the necessary right-of-way to accommodate a future four-lane roadway if or when it may be needed. For planning purposes, 150 feet of right-of-way is expected to be preserved.

To illustrate the type of roadway cross-section that could be considered for the corridor, three primary alternatives were developed. These alternatives include an undivided roadway with ditches on either side, referred to as a rural section (see **Figure 9**), a divided roadway with curb and gutter, referred to as an urban section (see **Figure 10**), and a divided roadway with ditches on either side, referred to as a hybrid section (see **Figure 11**). Each cross section includes a travel lane in each direction, as well as a multiuse trail along one side of the roadway. The cross-sections also show how each alternative could be expanded to accommodate additional travel lanes and/or a sidewalk facility in the future.

FIGURE 9. RURAL CROSS SECTION

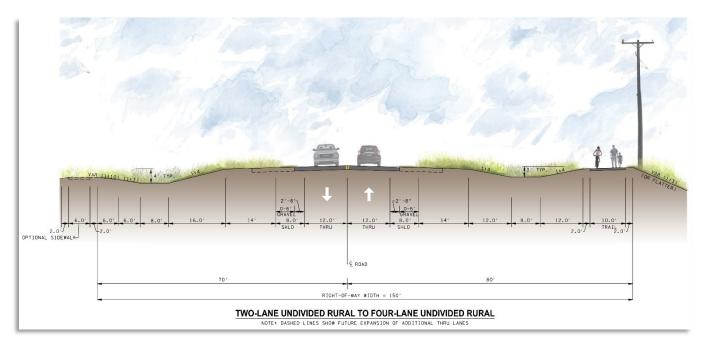




FIGURE 10. URBAN CROSS SECTION

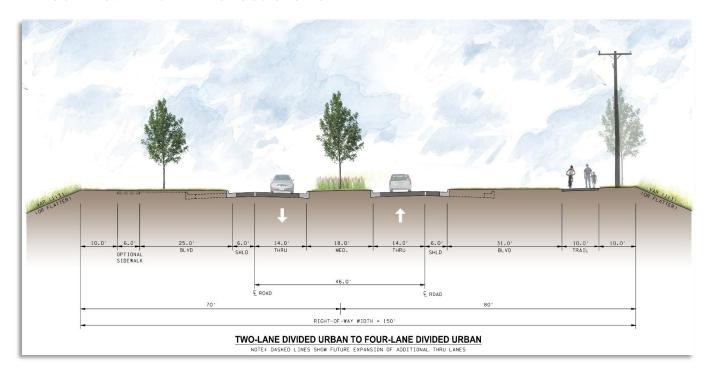
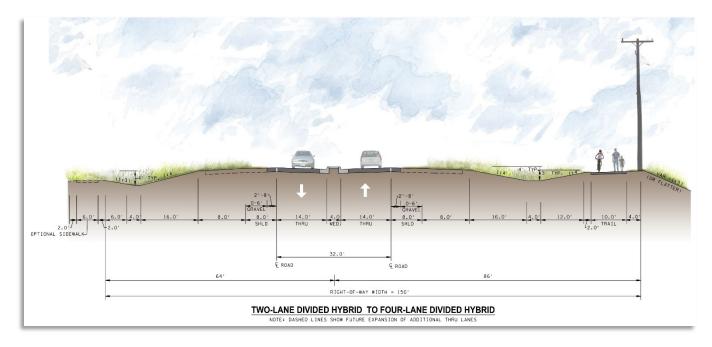


FIGURE 11. HYBRID CROSS SECTION





Each cross section alternative was evaluated based on criteria such as Cost, Safety, Conflict Points, Expandability/Constructability, and Multimodal Comfort. A detailed evaluation matrix for each of the alternatives is in **Appendix B**.

The following planning-level construction costs were assumed for each cross section (see **Table 2**). Notes that these costs do not include right-of-way costs.

TABLE 2. PLANNING-LEVEL PER MILE COSTS

Cross Section	Per Mile Cost (\$)
Two-lane Undivided Rural with Trail	\$3.2 million
Two-lane Divided Urban with Trail	\$4.1 million
Two-lane Divided Hybrid with Trail	\$3.5 million

A detailed technical evaluation was leveraged to help rank each cross section alternative. The alternatives were evaluated based on a qualitative estimate of each alternative's ability to address the evaluation criteria. The rating system was as follows:



Based on this evaluation, the divided roadway with ditches on either side (hybrid cross section) ranked highest. This cross section provides a balance of rural and urban characteristics, has a lower initial construction cost when compared to the urban section, and provides flexibility to expand in the future.

The **hybrid cross-section** ranked highest in the five evaluation categories

Evaluation Criteria	Rural	Urban	Hybrid
Cost		0	
Safety	0		
Conflict Points	0		
Expandability/ Constructability	•	•	
Multimodal Comfort		0	
Total	0		



## **PUBLIC ENGAGEMENT ROUND 2**

To obtain feedback on the developed alternatives and evaluation results the study team facilitated a variety of public and stakeholder activities as discussed below.

#### **FOCUS GROUP MEETINGS**

Two rounds of focus group meetings were held. The study's first focus group meetings were in August 2021. There were 17 attendees consisting of large tract property owners, businesses, and other key stakeholders. The meetings included both a virtual and inperson option. Each meeting included a brief presentation followed by an open discussion with attendees. A map of the study area was utilized to gather feedback on issues and opportunities in the study area with regards to the preliminary developed alternatives. Detailed feedback received is in **Appendix A**.

At the first focus group meetings, the study team learned:

There was concern from property owners about having to donate land/right-of-way as part of the Southwest Beltline development process.

There was desire from attendees to minimize environmental impacts during construction. The study team made alignment changes in the north segment (north of CSAH 75) to reduce impacts to businesses.

The study's second focus group meetings were held in October 2021. There were 19 attendees consisting of large tract property owners, businesses, and other key stakeholders. Once again, there were virtual and in-person meetings. Each meeting included a brief presentation followed by an open discussion with attendees. A map of the study area with alignment alternatives was utilized to gather feedback and comments on the various alternatives. Detailed feedback received is in **Appendix A**.

At the second focus group meetings, the study team learned:



Property owners and businesses would like to see transparency and continued engagement as the process continues.



Concern about **property values and assessments**.



Concern about having to **donate land/right-of-way** as part of the Southwest Beltline development process.



#### **PUBLIC OPEN HOUSE**

The study's second public input opportunity was conducted during October 2021. A total of 106 people responded to a community survey and 52 responded to the interactive comment map. Community feedback received is in **Appendix A**.

Findings of the community survey indicate that the red alignment was preferred, with about 50% of respondents (see map of alignment alternatives on Page 14).

From this event, we also heard:



Concern about **potential environmental impacts** (e.g., wetlands, Quarry Park and Nature Reserve).



Concern over expense to the taxpayer.



The purple alignment would be more **impactful to property owners**; the red alignment is a more direct route (see map of alignment alternatives on Page 15).



Consider a grade-separated crossing at Highway 23.

#### **COMMUNITY WORKSHOPS**

A second round of community workshops were held in November 2021. The focus was to provide an overview of the study goals and objectives, purpose and need, study schedule, public input opportunities and alignment alternatives and evaluation, and discuss next steps with Council staff. Presentation materials are in **Appendix A**.



# IMPLEMENTATION AND FUNDING

# **IMPLEMENTATION STRATEGIES**

Following selection of the locally preferred alignment alternative, implementation strategies were developed. It is anticipated that full implementation of the Southwest Beltline corridor will take many years to come to fruition and will be driven by area development. Additional detailed analysis, design, and significant environmental review will also need to occur.

Implementation strategies were categorized into short-, mid-, and long-term projects (see **Figure 12** and **Table 3**) Planning-level cost estimates on a per mile basis utilizing the hybrid cross section were also developed for each project. Right-of-way costs were not accounted for in the planning-level cost estimates. Additionally, a concept-level layout was created for Phase A and is in **Appendix B**.

TABLE 3. IMPLEMENTATION PHASING

Phase	Project	Planning- Level Cost (\$)
Α	Construct segment between CSAH 137 and Highway 15, install signal or roundabout at CSAH 137 intersection	\$5.75 million
В	Construct segment between Highway 23 and Old Highway Road, install at Highway 23 intersection	\$1.9 million
С	Construct segment between CSAH 75 and County Road 121 (temporary beltline connection to CR 121 until connection south is completed)	\$3.5 million
D	Construct segment between CSAH 137 and Highway 23	\$3.85 million
E	Construct segment between CR 121 and Old Highway Road, install side-street stop at CSAH 138, construct new bridge over Sauk River	\$9.15 million
F	Construct interchange at intersection of Highway 23	\$15 million



The following traffic control and intersection geometry was assumed for the major intersections along the corridor (see **Table 4**). Intersection geometry and traffic control was selected with the goal to provided acceptable operations at each intersection. The planning-level costs for the traffic control and intersection geometry were included in the overall costs shown on **Figure 12**.

TABLE 4. INTERSECTION CONSIDERATIONS (ALTERNATIVE A2)

Intersection	Traffic Control	Intersection Geometry	Planning- level Unit Cost (\$)
CSAH 75	Signal	<ul> <li>Beltline: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li>CSAH 75: Two thru lanes in both direction with dedicated left- and right-turn lanes</li> </ul>	\$500K
CSAH 138	Side-street Stop	<ul> <li>Beltline: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li>CSAH 138: Shared thru/left-turn lane in both directions with dedicated right-turn lane</li> </ul>	\$100K
Highway 23	Signal	<ul> <li>Beltline: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li>Highway 23: Two thru lanes in both direction with dedicated left- and right-turn lanes</li> </ul>	\$500K
CSAH 137	Signal/ Roundabout <sup>1</sup>	<ul> <li>Beltline: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li>CSAH 137: Shared thru/left-turn lane in both directions with dedicated right-turn lane</li> </ul>	\$500K/ \$1 million

<sup>&</sup>lt;sup>1</sup>A signal or roundabout could also be considered at this location. The planning-level cost for a signal was included in the overall implementation plan costs.

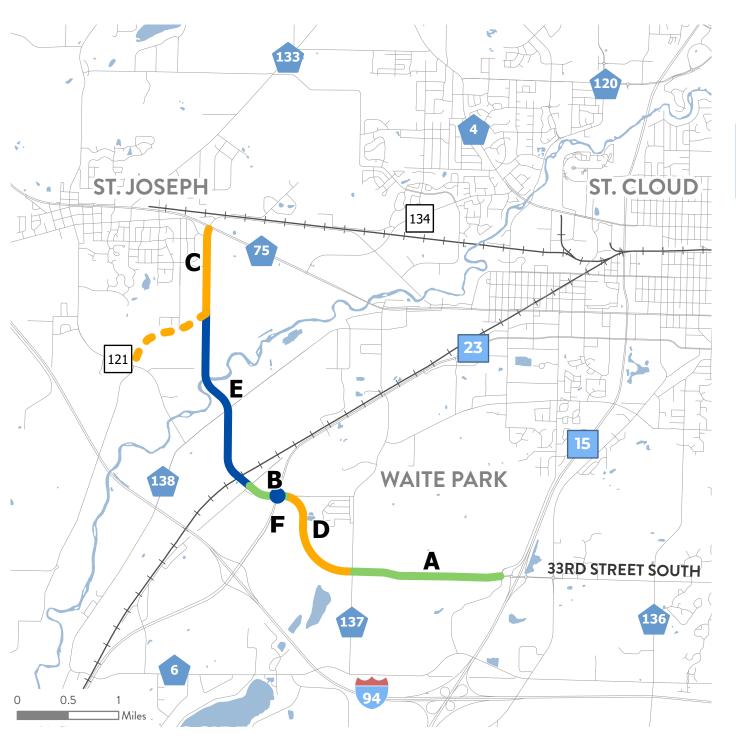




FIGURE 12.

IMPLEMENTATION
PHASING

SHORT-TERM

MID-TERM

MID-TERM (TEMPORARY)

LONG-TERM

PHASE	PLANNING-LEVEL COST		
А	\$5,750,000		
В	\$1,900,000		
С	\$3,500,000		
D	D \$3,850,000		
E	\$9,150,000		
F	\$15,000,000		



# **FUNDING STRATEGIES**

Funding from many sources will likely be needed to fully implement the Southwest Beltline corridor. The following tables provide potential funding sources to consider for the Southwest Beltline corridor. Some of these will require legislative action (e.g., state aid funds or state bonding), some will require external funding (e.g., a request to MnDOT for Highway Safety Improvement Program (HSIP) funds), but all others (e.g., taxes and bonding) can be implemented by the County Board of Commissioners or City Council, at their discretion. Cost-sharing between agencies will also need to occur as the project moves forward.

TABLE 5. FUNDING STRATEGIES (EXTERNAL)

Funding Sources	Repayment Req'd	Match Req'd	Probability of Securing	Max Request	Competitive Solicitation
Infrastructure for Rebuilding America (INFRA)	No	Yes	Very Low	No Max	Annually
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	No	Yes	Very Low	\$25 million	Annually
Highway Safety Improvement Program (HSIP)	No	Yes (10% min)	Medium	\$500K	2023
Transportation Economic Development (TED)	No	Yes	Low	\$10 million	2023
Surface Transportation Program (STP)	No	Yes (20% min)	High	N/A	Annually
State Bonding	No	Yes	High	N/A	2022
Local Road Improvement Program (LRIP)	No	Yes	High	\$1.25 million	2022
Local Partnership Program (LPP)	No	No	High	\$710K	2022
State Aid Funds <sup>1</sup>	No	No	High	N/A	N/A

<sup>&</sup>lt;sup>1</sup>Would require a mileage request or reallocation of CSAH system funds.



TABLE 6. FUNDING STRATEGIES (INTERNAL - TAXING)

Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
County Wheelage Tax	No	No	High	N/A
Local Option Sales Tax <sup>1</sup>	No	No	High	N/A
Ad Valorem Tax Levy (Local Property Tax)	No	No	High	N/A
Tax Increment Financing (TIF)	No	No	Medium	N/A
Tax Abatement	No	No	Medium	N/A
Special Tax Levy for Transportation	No	No	Low	N/A

<sup>&</sup>lt;sup>1</sup>Could consider increasing from 1/4 to 1/2 for additional revenue.

TABLE 7. FUNDING STRATEGIES (INTERNAL - BONDING)

Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
Local Bonds (GO Bonds)	Yes	No	Medium	N/A
Special Reconstruction Bonds	Yes	No	Medium	N/A
Special Assessment/Bonds	Yes	No	Low	N/A



TABLE 8. FUNDING STRATEGIES (INTERNAL - COST PARTICIPATION)

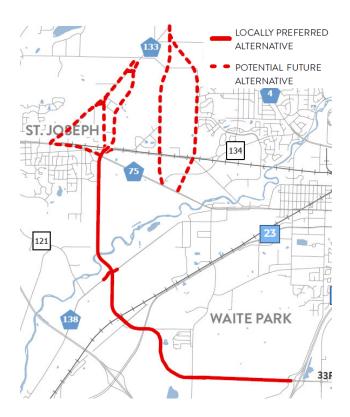
Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
Negotiated Developer Fees for Specific Development	No	No	Low	N/A
Third Party Agreements	No	No	Medium	N/A
Cooperative/Cost Sharing Agreements	No	Yes	Medium	N/A

# STUDY RECOMMENDATIONS AND NEXT STEPS

The Southwest Beltline corridor will provide an important east-west connection within an urbanizing area that otherwise lacks this type of route continuity in the region. The corridor will improve mobility between Highway 15 and CSAH 75, while supporting development opportunities and multimodal initiatives. The goal of this study was to identify a locally preferred alignment alternative for the Southwest Beltline corridor between Highway 15 and CSAH 75.

Based on the technical analysis completed and the public and stakeholder feedback received, the locally preferred alignment alternative for the Southwest Beltline corridor between Highway 15 and CSAH 75 is the A2 alignment (see **Figure 13**). Study partners agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no recommendation for a locally preferred alignment alternative was determined.

FIGURE 13. LOCALLY PREFERRED ALTERNATIVE (DETAIL)





As study partners move forward with the next phases of development of the Southwest Beltline corridor, the following key study recommendations and preservation policies should be considered in the future.

- All jurisdictions in the study area adopt or provide letters of support for the Southwest Beltline Corridor Study.
- Key elements of the study, such as potential alignments and access guidelines are included in updates to their comprehensive and/or transportation plans.
- Local agencies should <u>protect 150 feet of right-of-way</u> for the future Southwest Beltline corridor.
- An <u>off-street trail facility should be included</u> as part of future Southwest Beltline corridor. Accommodations for safe crossings at major intersections should also be accounted for during design.
- Local agencies should review their land use plans and subdivision ordinances and
  make appropriate changes to preserve the development of a future minor arterial
  corridor. Municipalities should continue to zone property in the area as agricultural
  land until such time as it is ready to be developed and platting of the property
  occurs. This will increase the communities' ability to guide development and/or
  preserve right-of-way for a future corridor.
- Access in the corridor should be managed using the following principals and policies identified in Table 9.
- The implementing agency (agency that develops construction/improvement projects) will be required to <u>prepare environmental reports</u> for each phase of the project and include the following criteria: Wetlands; Cultural Resources; Endangered Species; Section 4(f)/6(f); Water Resources; and Contaminated Sites.
- Local agencies should continue to <u>engage with the public and key stakeholders</u> as the development process moves forward.



# TABLE 9. ACCESS CONSIDERATIONS

Access Consideration	Policy
Major crossings of controlled access facilities (free-flow facilities) should be developed to minimize conflicts and impact to major traffic flows.	Future grade separation of the intersection with State Highway 23 should be considered in the future.
Signalized access should be managed to ensure that corridor mobility is maintained.	Signalized intersections should be promoted first with non-freeway principal arterial routes, then with minor arterial routes, then with collector routes. The minimum spacing of these intersections should be 1/4 to 1/2 mile. Local communities should plan arterial and collector routes to accommodate this spacing guideline.
Other access should be minimized to reduce the number of conflicts in the corridor.	Intermediate access points (other than at 1/4 mile) may be permitted provided a minimum spacing of 880 feet (1/6 mile) exists with other intersections. These access points should not be signalized and should be limited to right-in/right-out.
Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.	Turn lanes should be provided at all public access points and at major traffic generators.
Private access should be minimized or eliminated, whenever possible, for safety reasons and to protect the integrity of the corridor.	No additional direct private access and business access should be permitted; existing private residences that have access should be limited to one access point; residences next to a side street (corner lot) should be accessed from the side street. Finally, access restriction should be considered (right-in/right-out) for access points that cannot be served by a public street.
Agencies need to control parcel splits along the proposed corridor. The ability to control access to maintain safety and mobility can be lost when parcels are divided and split to create new parcels. This can result in agencies having to provide access to each additional parcel to the detriment of the whole corridor. Other access should be minimized to reduce the number of conflicts in the corridor.	No additional parcel splits should be permitted unless the resulting new parcels are served by and access point that won't affect the future corridor. If additional parcel splits occur, access should be provided from an adjacent public street.
Agencies need to focus development efforts towards providing access at designated full access intersections (intersections that are consistent with identified spacing guidelines).	Proposed subdivisions adjacent to the corridor must be consistent with the access policies and spacing guidelines that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage and/or package roads to achieve the overall access goals. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.



# **APPENDIX A – PUBLIC AND STAKEHOLDER ENGAGEMENT**



# **Public Involvement Plan**



# SW Beltline CORRIDOR STUDY

Prepared by:



May 18, 2021



# **Table of Contents**

Introduction	2
Purpose of the Public Involvement Plan	
Background Information	2
Study Partners	
Community Understanding	
Study Goals	
Engagement Approach	4
Engagement During the COVID-19 Pandemic	
Stakeholder Engagement	5
Stakeholder Identification and Engagement	
Community Workshops	
Focus Groups	(
Resident Engagement Strategies	
Virtual Prescence	
Community Engagement Meetings	
Communication Strategies	8
Promotional Strategies and Resources	(
Promotional Coordination Contacts:	(
Engagement Timeline	10



## Introduction

## Purpose of the Public Involvement Plan

This Public Involvement Plan (PIP) defines the engagement goals, strategies, key audiences and schedule for two rounds of stakeholder and community engagement. The PIP will promote adaptable and dynamic engagement strategies that can be refined throughout the process.

Community and stakeholder engagement tasks are expected to include:

- Community workshops / discussions
- Two open houses (virtual or hybrid)
- Surveys, website, and virtual presence
- Robust promotion

- Two rounds of focus group meetings
- Timely engagement summaries
- Documentation of public input received

Engaging residents and stakeholders will be critical to the success of this project. Successful engagement will help to ensure a community supported vision of the corridor for all people, all ages and all abilities.

Public engagement is a dynamic process; as such, this plan is considered a living document and will be updated to reflect input received from study partners, stakeholders and the public as the study progresses. This document will be aligned with the St. Cloud APO's <u>Stakeholder Engagement Plan</u> (SEP) and refined with input from Project Management Team (PMT) to more effectively guide each phase of engagement.

### **Background Information**

For more than 30 years, the arterial corridor in the southwest portion of the Saint Cloud Metropolitan Area has been a key transportation topic within the region. This corridor was identified in the 1980s and subsequently included in the 1991 APO plan and further identified in the Stearns County Transportation Plan in 1998. The primary rationale for the arterial corridor is to provide an east-west connection within an urbanizing area that otherwise lacks this type of route continuity in the region.

The Southwest Beltline Corridor Study will re-initiate the planning process for the southwest portion of the beltline between the westerly connection of CSAH 75 and TH 15. The project will look to conduct targeted engagement with key stakeholders as well as broadly inform and involve the public to affirm and re-establish key corridor issues, goals, and priorities.



The study area focuses between TH 15 and CSAH 75 in St. Joseph, although connectivity to the north of CSAH 75, as well as other future beltway segments need to be considered from a planning level perspective.

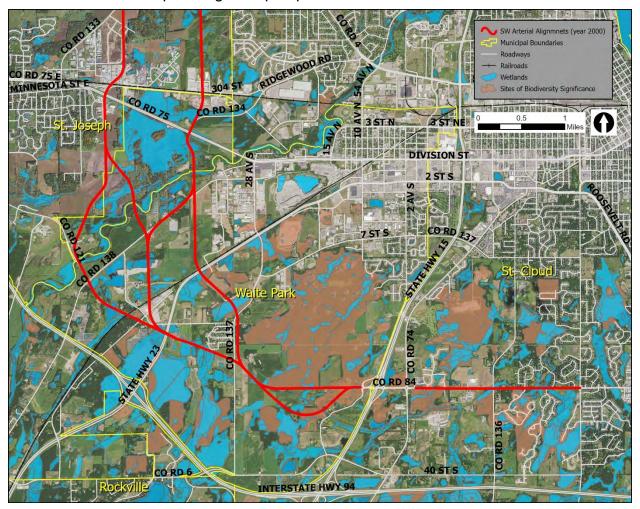


Figure 1: 2008 SW Beltway alignment options as identified by NEPA scoping work.

## **Study Partners**

The Southwest Beltline Corridor Study will be led by the St. Cloud APO in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County, and the Minnesota Department of Transportation (MnDOT). Throughout the study, stakeholder engagement will look to inform, involve, and collaborate with residents and elected officials from each of these jurisdictions.

### **Community Understanding**

The St. Cloud metropolitan area's population and economy are one of the fastest growing regions of Minnesota, with significant growth envisioned for the southwest beltline area by 2045. A multi-faceted transportation system that is safe and efficient to



support this growth is crucial to reduce burdens on the current system and better balance transportation demands.

## **Study Goals**

The Southwest Beltline Corridor Study will re-start the planning process and confirm viable alternatives through an analysis of travel pattern impacts and benefits, alignments and cross-sections, intersection locations, traffic controls, multimodal facilities and crossings, and access management policies. Throughout the process, stakeholder and public engagement will augment technical analysis. Once completed, the study will provide clear benefits of the Southwest Beltline to the region and adjacent communities, identify recommendations for corridor preservation and priorities, and set the stage to move towards design development.

As with most studies for the APO, compliance with federal requirements is essential. This study will build upon the vision, purpose, and need discussed within the <u>2045</u> <u>Metropolitan Transportation Plan</u> (MTP) and identify how a Southwest Beltline Corridor would help achieve performance measures and targets for the region.

There are also significant environmental constraints, including parks, wetlands, habitats, topography, and architectural, cultural, and hazardous material sites, that will require additional consideration. Specific considerations identified at the outset of the project include the Waite Park Scientific and Natural Area, Bell Claire Estes, and railroad crossings along the corridor.

Once completed, the study will clearly outline the process, evaluations, discussions, and outcomes completed in order to set the stage for implementation.

# **Engagement Approach**

The Southwest Beltline Corridor Study includes three key study phases, with stakeholder and community engagement threaded throughout the timeline:

- Phase 1 Purpose and Need Update
- Phase 2 Alternative Development and Evaluation
- Phase 3 Adoption, Preservation, and Documentation



Throughout the process, engagement will align with guidance from the APO's SEP and seek to promote the project with visually appealing engagement materials designed to inform, involve, and collaborate with a broad set of community stakeholders and residents.



The study is in the pre-NEPA (National Environmental Policy Act) phase and will follow a Planning and Environmental Linkages (PEL) process to support the project as it moves towards design development. Community engagement and outreach will help support the PEL process by being transparent and providing ample opportunity for public input. The study also intends to follow a linear decision-making process from purpose and need identification, alternative development, and evaluation, through the alternative refinement and selection phase. This process will be clearly communicated to stakeholders and community members to build awareness and support over the course of the study.

## **Engagement During the COVID-19 Pandemic**

During the COVID-19 pandemic, we have learned that engagement must be adaptable and outreach efforts need to go the extra mile to ensure broad representation and accessible opportunities to participate. Over the course of the study, we will continue to monitor state and local health guidelines and will be prepared to refine engagement to best reach stakeholders in safe, fun, and effective ways.

As engagement progresses, the study will look to conduct socially distant in-person stakeholder workshops and robust interactive online engagement opportunities for residents. The following sections identify specific stakeholder and residential engagement tasks.

# Stakeholder Engagement

## Stakeholder Identification and Engagement

Stakeholder engagement is an important point of emphasis for the Southwest Beltline Corridor Study, and the study includes a series of meetings and workshops with Stearns County, St. Joesph and Waite Parke officials at each phase in the process as well as targeted focus group discussions to help inform key topic areas. The following sections identify key stakeholder engagement tasks that are included in the study process. Input received from each stakeholder activity identified in the following sections will be documented and a summary will be shared with the study PMT.

## **Community Workshops**

To help inform the study and ensure key issues and opportunities are identified, the study will prepare for and attend up to eight (8) meetings with City and/or County elected officials in a council or commission workshop setting. These stakeholder meetings with elected officials from St. Joseph and Waite Park, with representation from Stearns County expected to be present, will allow study partners to better understand or clarify the following:

• Do elected official support the vision for the Southwest Beltline?



- What transportation characteristics should be prioritized (i.e. safety, mobility, multimodal connectivity, economic opportunity, costs)?
- Where and what type of access should be provided?
- How will other key routes in the region benefit or be impacted?
- Can the beltline facilitate access to the regional system and development?
- What type of active transportation facilities should be incorporated?
- How can communities preserve and implement the corridor as opportunities arise?

Two (2) rounds of community workshop meetings are expected. The purpose of each is detailed below.

- Workshop Round 1 will review existing conditions, identify changes from previous studies, and define the corridor vision and key priorities.
- Workshop Round 2 will review alternatives, evaluations, and policies.

## **Focus Groups**

In addition to hosting community workshops with local elected officials, the study team will facilitate up to four (4) focus group meetings with stakeholders and residents representing specific topic areas, such as large tract property owners or key businesses along the corridor. We propose two sets of two focus group meetings that align with key phases of the study. Specific focus group topics and engagement strategies will be determined with input from the PMT.

It is anticipated that focus group meetings will be most effective if they occur during Phases 2 and 3 of the project, after alternatives have been identified and are available for review and discussion with stakeholders.

Focus group meetings are anticipated to be hosted virtually and SRF staff will prepare for and facilitate all components of the focus group meetings. Zoom has proven to be an effective online meeting platform used to host a variety of remote calls and video conferences. The platform includes features like an interactive "white board" and online polling to help facilitate engagement.



# **Resident Engagement Strategies**

The study will utilize a suite of engagement tools to inform, involve, and collaborate with the public. Tools and strategies that will be used to engage the public include:

- Two open houses
- Surveys, website, and virtual presence
- Robust promotion

- Timely engagement summaries
- Documentation of public input

All initial engagement activities will be conducted virtually due to COVID-19 restrictions. Our approach can be tailored to respond to current health guidelines and to ensure that a wide variety of community members are informed and able to participate throughout the study process by sharing input and ensuring accessible materials are available for review on the project website.

#### **Virtual Prescence**

The study will establish a page on the St. Cloud APO'S website and prepare a virtual engagement webpage to help ensure meaningful opportunities for the public to participate in the Southwest Beltline Corridor Study. Study information, such as goals, schedule, meeting materials and contact information will be available to the public for the duration of the study. Additionally, an engagement website will be promoted at key phases in the study to gather public input and encourage public participation in the process.

- Study information shared through the <u>St. Cloud APO website</u>
- Launch engagement website at key phases in the study to articulate the story of the study, promote community surveys and encourage participation in virtual community meetings.

## **Community Engagement Meetings**

The study will host two (2) open houses during the process to identify key issues and opportunities, conduct a visioning process, gather public feedback on alternatives and to work with community to help refine the future vision for the corridor.

- The first open house will highlight existing conditions, provide study background and objectives, and gather community input to define the corridor vision and key priorities.
- The second open house will present potential Southwest Beltline alternatives and evaluation criteria, with opportunity to residents to provide more specific feedback on potential benefits, impacts or concerns.



It is anticipated that the open houses would be generally virtual, passive (limited or no live interactive functionality), and active for approximately one month to allow for adequate opportunity to advertise and obtain feedback. Narrated video presentations could be provided to help communicate the story of the study and highlight key information regarding the study process and procedures. Each virtual open house will include a community survey to understand transportation needs and priorities as well as demographic data of participants. A wikimap could also be created to gather location specific community input.

Virtual community events will be planned in coordination with the APO and PMT to help plan and promote input and feedback opportunities. Promotional strategies include a press release, email notifications, social media posts and website content for each round of engagement.

Meeting summaries, including survey demographics and comments received (verbal and written), will be documented and summarized for PMT review. Additionally, a public facing "What we heard" handout will be prepared and available on the APO's project website after each round of engagement. This document will summarize who we heard from, key themes from engagement and how input will be incorporated into the study.

Over the course of the study, SRF will prepare visually appealing study materials as well as traditional and digital promotional strategies. During the pandemic we have successfully facilitated a wide variety of community meetings and our approaches are designed to ensure accessibility for all, including accessible web design standards, targeted outreach to underrepresented communities and the opportunity to request translation services or other meeting accommodations.

# **Communication Strategies**

We understand promoting engagement opportunities is more important than ever. We recommend sharing regular study updates and promoting input opportunities via website updates and targeted social media. For each round of engagement, limited funds will be available to conduct targeted social media advertising and paid promotion in local community newspapers.

Communications will correspond with engagement events, with regular updates to the study website. SRF staff will develop study communications in collaboration with our inhouse graphic designers. Community meeting notifications will include the option to request reasonable meeting accommodations.

St. Cloud APO Stakeholder Engagement Plan and Social Media Plan https://stcloudapo.org/current-plans/current-sep-title-vi-doc/



## **Promotional Strategies and Resources**

The study will look to promote public input opportunities via study partner's existing social media channels and other opportunities to share community updates. The table below identifies potential promotional strategies for each study partner. In order to effectively coordinate study promotion, a communications contact person should be identified to support the review and posting of project materials.

St. Cloud APO	St. Joesph	Waite Park	St. Cloud	Stearns County	MnDOT
Facebook.	City Website	Facebook	<u>Facebook</u>	Facebook	<u>Facebook</u>
Instagram.		<u>City</u> <u>Newsletter</u>	Twitter	Twitter	Twitter
APO Website			City Newsletter	County Website	

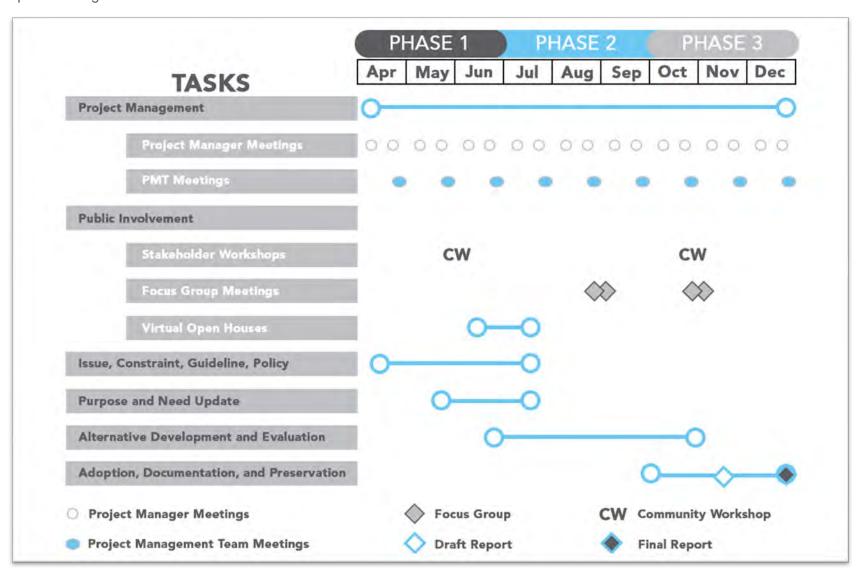
#### **Promotional Coordination Contacts:**

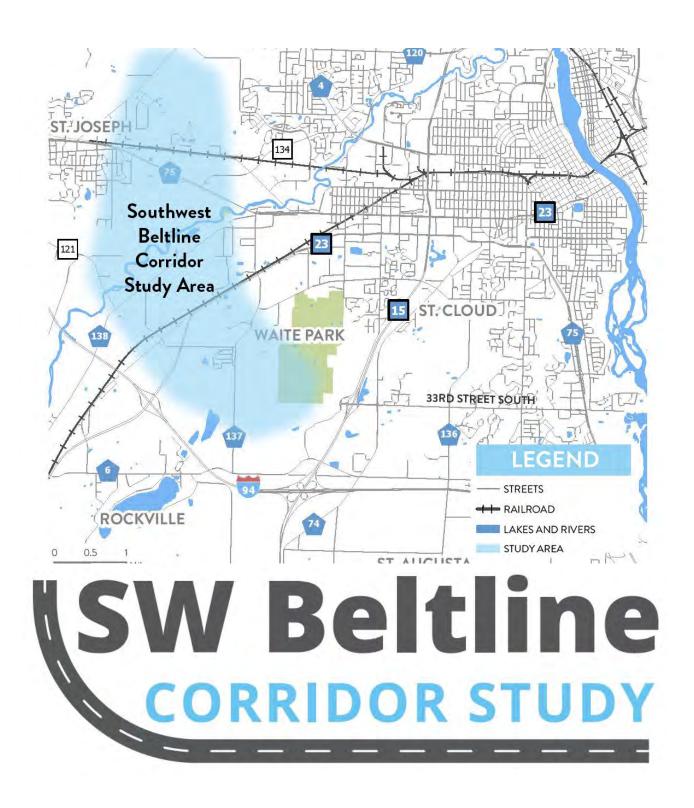
- St. Cloud APO
  - Brian Gibson gibson@stcloudapo.org
- City of St. Joseph
  - o Randy Sabart rsabart@sehinc.com
- City of Waite Park
  - o Jon Halter jhalter@sehinc.com
- City of St. Cloud
  - o Matt Glaesman matt.glaesman@ci.stcloud.mn.us
- Stearns County
  - o Jodi Teich jodi.teich@co.stearns.mn.us
- Minnesota Department of Transportation (D3)
  - o Tom Cruikshank thomas.cruikshank@state.mn.us



# **Engagement Timeline**

A detailed engagement timeline will be prepared for each round of engagement. The timeline will include a schedule for developing and reviewing materials, promotional strategies, web content, notification periods as well as public input opportunities. \*Round 1 engagement anticipated to begin in June 2021.





# St. Joseph Community Workshop

June 22, 2021

# **Visioning Process**

1)	How supportive are you of the construction of the SW Beltline Corridor?  (5 = Highly Supportive, 1 = Not Supportive at All)						
	5	4	3	2	1		
	If you do not suppo	ort the construction of	the SW Beltline,	please state v	why.		
2)	How quickly should	I the SW Beltline Cor	ridor be construct	ed?			
	0-5 Years	5-10 Years	10-15 Years	15-20 Years		20+ Years	
3)	What type of attribu	utes should be includ	ed in the SW Belt	line corridor	-		

b) Divided versus Undivided (Two-Way Left-turn Lane versus Parkway/Median)?

• One Side versus Two-Sides

a) Rural versus Urban Facility (no curb versus curb)?

• On-Street Bike-Lanes (Yes or No)

• Shared-Use Path/Trail (Yes or No)

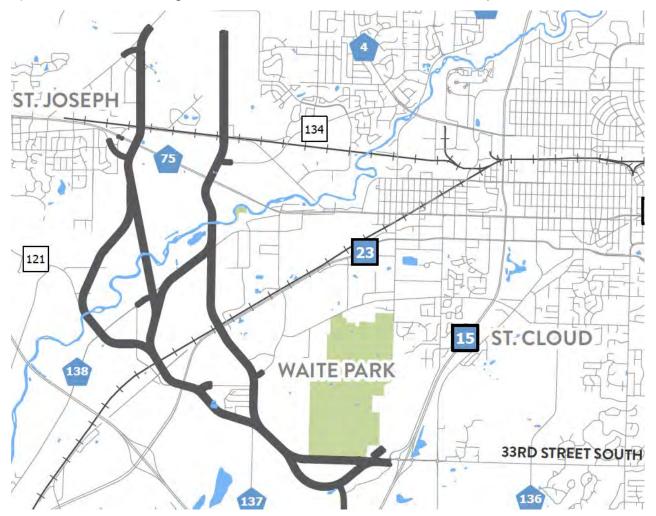
d) On-Street Parking (Yes or No)?

(circle those that apply)?

c) Multimodal Facilities?

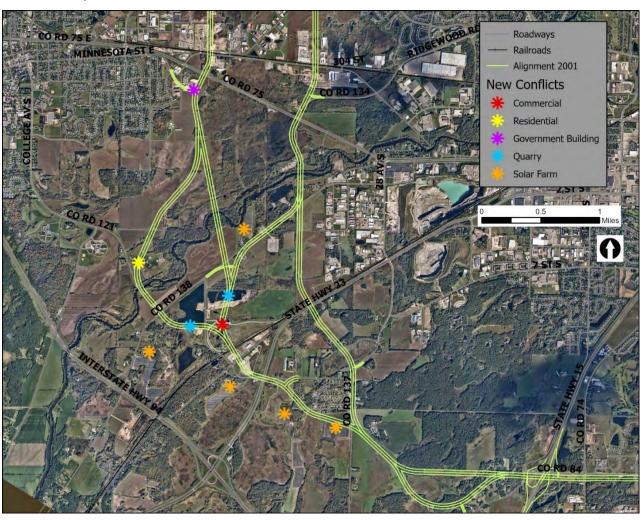
Name

- 4) Please rank your priorities for the SW Beltline corridor (1 being most important).
  - a. Safety\_\_\_
  - b. Mobility\_\_\_\_
  - c. Access\_\_\_\_
  - d. Multimodal Connectivity\_\_\_\_
  - e. Economic Opportunities\_\_\_\_
  - f. Project Costs\_\_\_\_
- 5) Please circle the segment of the beltline corridor that should be prioritized.



6) Are there particular stakeholders (large tract property owners, specific businesses, interest groups, etc.) that we should engage as part of this corridor study?

7) Please provide/note any issues areas and/or constraints that should be considered by the study team.



## **Project Context Map**

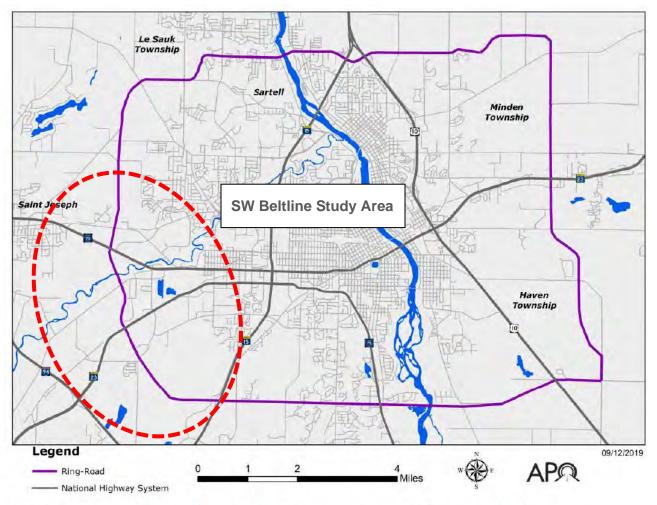


FIGURE 9.61 - URBAN ARTERIAL BELT LINE CORRIDOR (CONCEPTUAL ALIGNMENT)

# How to Stay Involved?

Visit the St. Cloud APO website

#### **Project Contact:**

Brian Gibson - Executive Director St. Cloud Area Planning Organization

Email: gibson@stcloudapo.org

Phone: 320-252-7568

#### **Project Contact:**

Matt Pacyna - Project Manager SRF Consulting Group

Email: mpacyna@srfconsulting.com

Phone: 763-249-6726

Visit the project website: https://sw-beltline-corridor-study-srfconsulting.hub.arcgis.com/

<sup>\*</sup>Figure taken from St. Cloud APO Mapping 2045 Final Document

# Southwest Beltline Corridor Study

Community Workshop

City of St. Joseph June 22, 2021



# Background and History



The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT) is leading the Southwest Beltline Corridor Study.

For more than 30 years, the arterial corridor in the southwest portion of the Saint Cloud Metropolitan Area has been a key transportation topic within the region.



# Background and History



The SW Beltline corridor was identified as a priority in the St Cloud Area Planning Organization Mapping 2045 document completed in 2019.

The Beltline corridor would add approximately 77-miles of roadway.

The addition of the Beltline corridor would reduce the number of lane miles approaching or at capacity by approximately 33 percent.

Forecasted volume for the SW Beltline corridor is 13,600 vehicles per day (2045 Conditions).

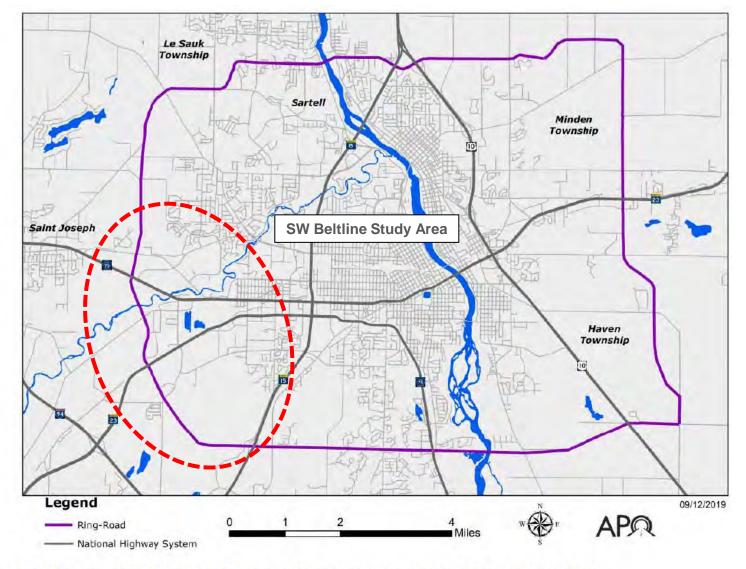


FIGURE 9.61 - URBAN ARTERIAL BELT LINE CORRIDOR (CONCEPTUAL ALIGNMENT)

# Study Goals and Objectives



The Southwest Beltline Corridor Study will look to identify the purpose, need, and benefits of the corridor, evaluate potential alignment, cross-section, and traffic control needs, and build support and policies to set the stage for future implementation.



# **Identify**

the purpose, need, and benefits of the corridor.



# **Evaluate**

potential alignment, cross-section, and traffic control needs.



# Build

support and policies to set the stage for future implementation.

# Alternative Considerations



Alignments previously developed in 2001 will be revamped and new alignments will be considered.

Assessment will consider environmental impacts and community goals and priorities.



# Schedule and Next Steps

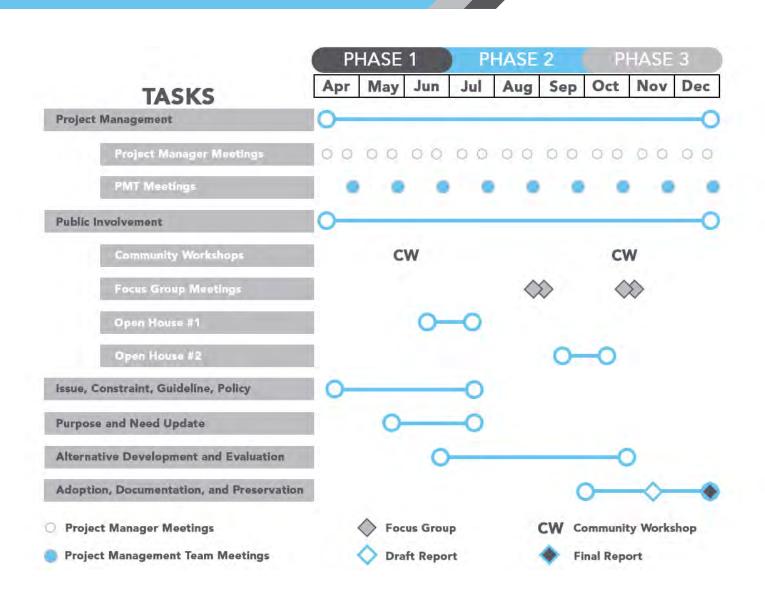


The Southwest Beltline Corridor Study includes three key study phases, with stakeholder and community engagement threaded throughout the timeline:

Phase 1 – Purpose and Need Update

Phase 2 – Alternative Development/Evaluation

**Phase 3** – Adoption/Preservation Policy

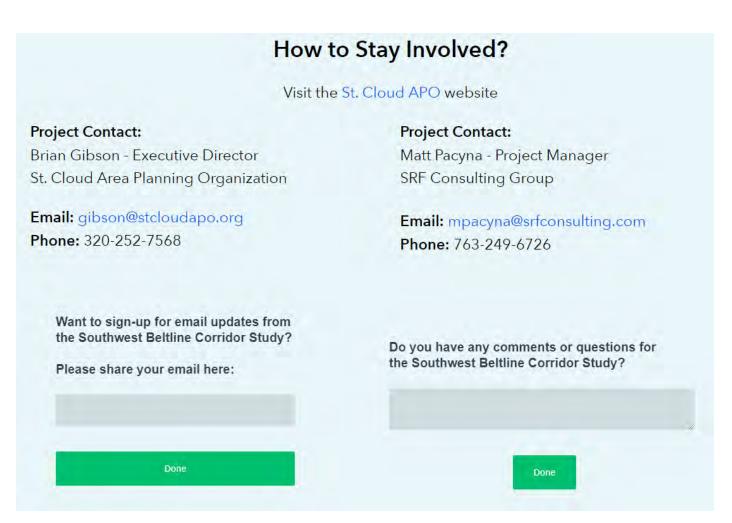


# Engagement Overview



The project will look to conduct targeted engagement with key stakeholders as well as broadly inform and involve the public to affirm and re-establish key corridor issues, goals, and priorities.

- Visit the project website: bit.ly/SWbeltline
- Community Workshops with Waite Park and St. Joseph
- Focus Group Meetings (Late Summer)
- Open Houses and Community Survey



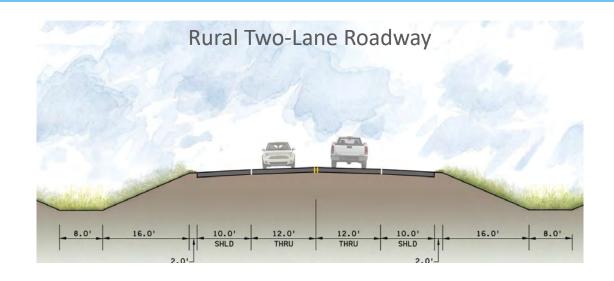
# Visioning Process

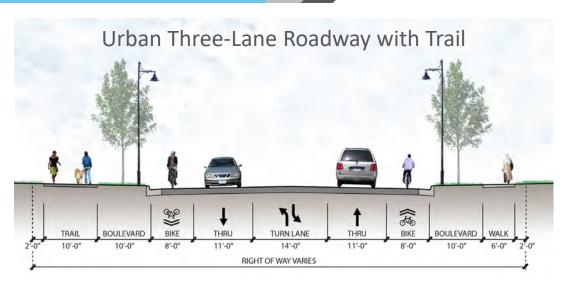


SEE PACKET HANDOUT

# Alternative Considerations









# SW Beltline Corridor Study Community Work Session #1 Feedback

Waite Park Community Work Session: June 7, 2021

• Total Responses: Waite Park: 8 (total of 10 in attendance)

St. Joseph Community Work Session: June 22, 2021

- Total Responses: St. Joseph: 4 (total of 10 in attendance)
- How supportive are you of the construction of the SW Beltline Corridor?
   (5 = Highly Supportive, 1 = Not Supportive at All)

5

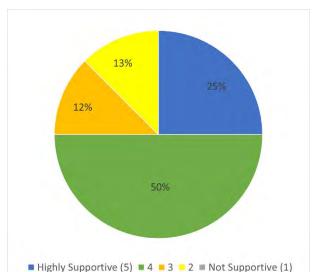
4

3

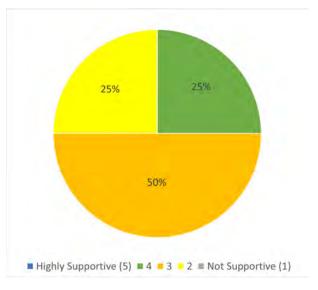
2

1

Waite Park: Average 4



St. Joseph: Average 3



If you do not support the construction of the SW Beltline, please state why.

#### Waite Park:

- Not sure I would use it at all, but believe relieving east-west congestion through city would be helpful. Most likely won't see it constructed due to age.
- Needs full funding
- funding

#### St. Joseph:

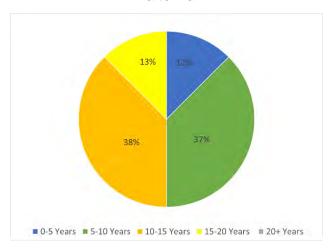
- no comments
- 2) How quickly should the SW Beltline Corridor be constructed?

0-5 Years 5-10 Years

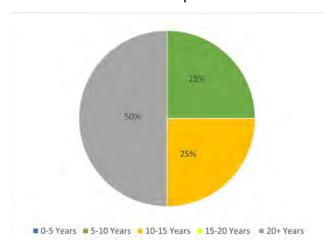
10-15 Years 15-20 Years

20+ Years

#### Waite Park



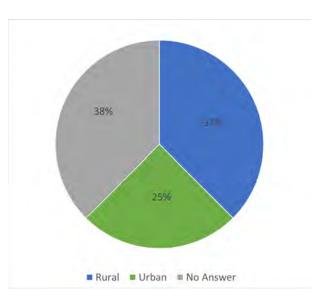
#### St. Joseph

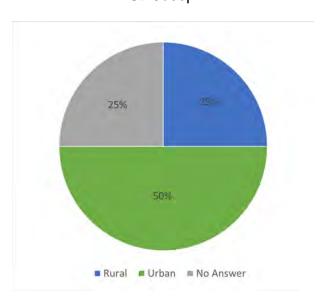


- 3) What type of attributes should be included in the SW Beltline corridor (circle those that apply)?
  - a) Rural versus Urban Facility (no curb versus curb)?

Waite Park

St. Joseph





b) Divided versus Undivided (Two-Way Left-turn Lane versus Parkway/Median)?

Waite Park

St. Joseph





### c) Multimodal Facilities?

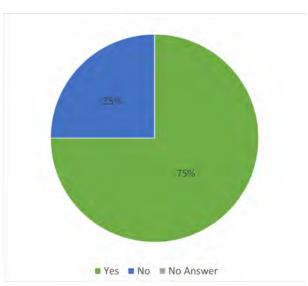
- On-Street Bike-Lanes (Yes or No)
  - Waite Park

25%

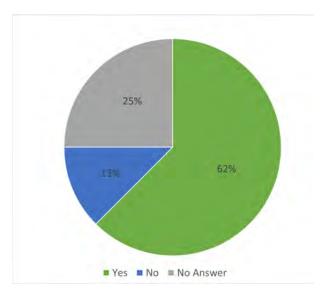
25%

■ Yes ■ No ■ No Answer

St. Joseph



- Shared-Use Path/Trail (Yes or No)
  - Waite Park



St. Joseph

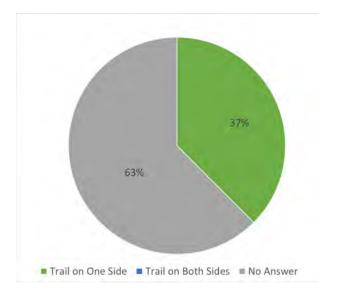


Sidewalk (Yes or No)
 Waite Park

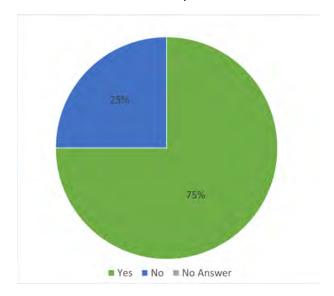
13%
25%

■ Yes ■ No ■ No Answer

One Side versus Two-Sides
 Waite Park



St. Joseph



St. Joseph



# d) On-Street Parking (Yes or No)?

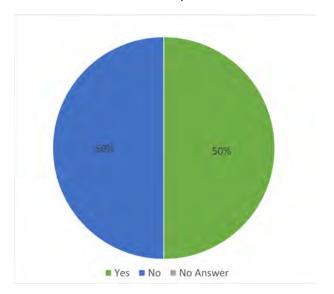
Waite Park

13%

87.5

■ Yes ■ No ■ No Answer

St. Joseph



- 4) Please rank your priorities for the SW Beltline corridor (1 being most important).
  - a. Safety\_\_\_
  - b. Mobility\_\_\_\_
  - c. Access\_\_\_\_
  - d. Multimodal Connectivity\_\_\_\_
  - e. Economic Opportunities\_\_\_\_
  - f. Project Costs\_\_\_\_

#### Waite Park

	Respondent 1	Respondent 2 Respondent		Respondent 4	Average Score	
Project Costs	2	2	1		1.7	
Safety	1	1	5		2.3	
Access	2	3	4	1	2.5	
Economic Opportunities	2	4	3		3.0	
Mobility	1	5	6	1	3.3	
Multimodal Connectivity	2	6	2		3.3	

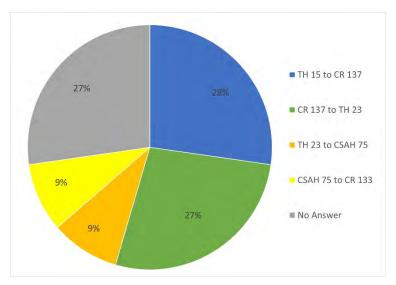
#### St. Joseph

	Respondent 1	Respondent 2	Respondent 3	Respondent 4	Respondent 5	Respondent 6	Respondent 7	Respondent 8	Average Score
Safety	1	5	2	2	1	3	2	1	2.1
Mobility	6	4	1		4	1	1	2	2.7
Project Costs	3	1	5	1	2	4	6	1	2.9
Access	2	3	3		3		4	5	3.3
Economic Opportunities	4	2	4		6	2	3		3.5
Multimodal Connectivity	5	6	6		5		5	6	5.5

5) Please circle the segment of the beltline corridor that should be prioritized.

Waite Park

St. Joseph (No response)



6) Are there particular stakeholders (large tract property owners, specific businesses, interest groups, etc.) that we should engage as part of this corridor study?

#### Waite Park:

- Businesses operating in industrial park provide between access to Highway 23 and I-94. Landowners (large and small), Zabinski Brothers Developers.
- Property owners along CR 137 and off of CR 137 (e.g. Trisko, Zabinski). Need to determine which properties are being actively marketed for development, especially in the near-term (5-10 years) (e.g. Zabinski)
- Zabinski, Quarry Park, Bel Clare Acres, Miller Builders
- Large tract property owners

#### St. Joseph:

- Large tract property owners
- Please provide/note any issues areas and/or constraints that should be considered by the study team.

#### Waite Park:

- Possible gravel pit request (tentative summer of 2021) near 33rd Street and TH 15
- Granite, wetlands
- My concern would be needing more info for alignment

#### St. Joseph:

- Kennedy Comm School (located south of CR 121 at Jade Road) has a large open enrollment population, better access to school from south ideal since access from I-94 is not convenient
- Crossing of Sauk River is a concern, distance between existing crossings will need to be considered

#### 8) General Comments.

#### Waite Park:

- Mayor not supportive if paying for it
- Beltline should be more of a highway
- Need to engage Big farmers, Miller (industrial west), Zabinski brothers, Bel Clare Acres, Quarry Park (border of alignment)
- Alternate route to TH 23 would be a benefit when going to Willmar to the west
- Concern with freight and agricultural traffic
- would like to see beltline more of a divided, rural roadway
- Need to engage Bel Clare Acres and Miller family

#### St. Joseph:

- Avoid East Park development south of CR 134 between 3rd Avenue SE, E Baker Street and 7th Avenue SE
- Challenges with crossing the railroad
- Should engage the school district with this study
- Should engage large property owners with this study
- Highway 23 Coalition concern with bringing truck traffic through St. Cloud

# Southwest Beltline Corridor Study

St. Joseph City Council November 1, 2021





# Welcome

SW Beltline CORRIDOR STUDY

- Study Goals and Objectives
- Purpose and Need
- Schedule
- Public Input Opportunity 1
- Alignment Alternatives & Evaluation
- Cross Section Alternatives & Evaluation
- Public Input Opportunity 2
- Next Steps





# Study Goals and Objectives



The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.



# Identify

the purpose, need, and benefits of the corridor.



# **Evaluate**

potential alignment, cross-section, and traffic control needs.



# Build

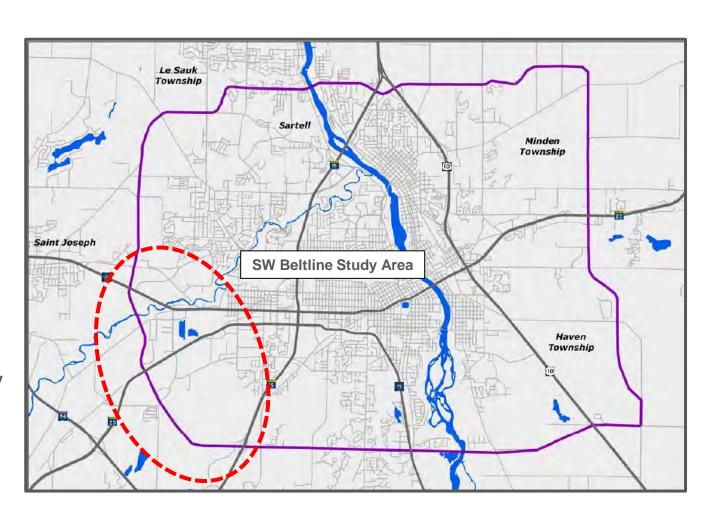
support and policies to set the stage for future implementation.



# Purpose and Need



- The Beltline corridor was identified as a priority in the recent Metropolitan Transportation Plan.
- The purpose of the SW Beltline corridor is to improve mobility between Highway 15 and County Road 75, while supporting development opportunities and multimodal initiatives.
- The entire Beltline corridor would improve roadway capacity and reduce system delay by approximately 33 percent in the year 2045.
- The SW Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day.





## Schedule



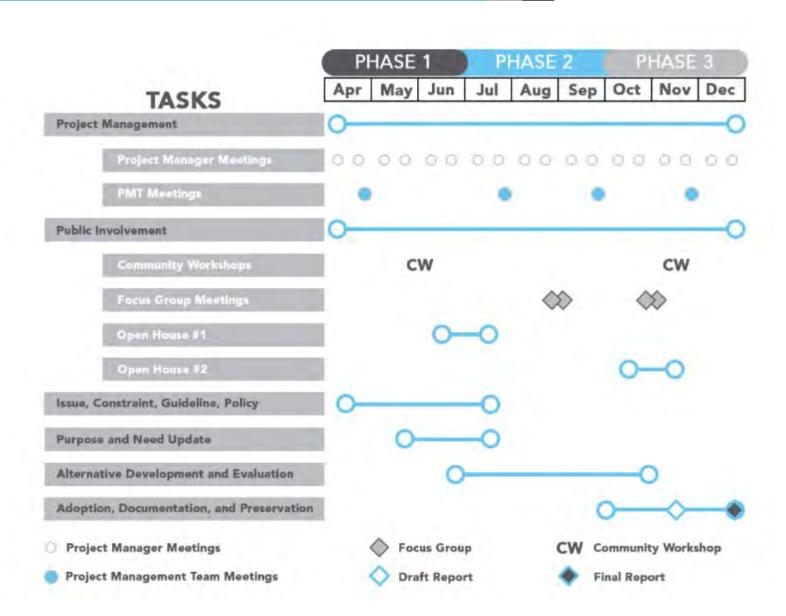
The Study includes three key phases, with stakeholder and community engagement threaded throughout the timeline:

Phase 1 – Purpose and Need Update (complete)

Phase 2 – AlternativeDevelopment/Evaluation

Phase 3 – Adoption/
Preservation Policy



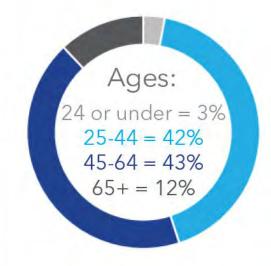


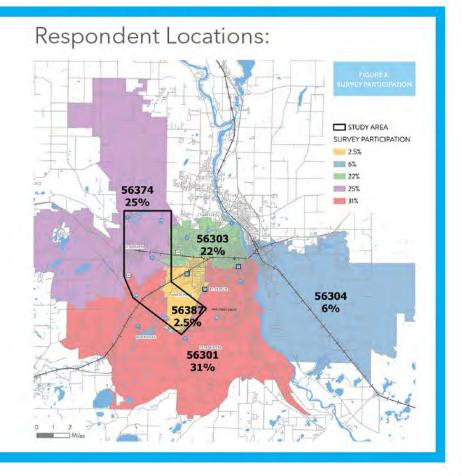


The study's first public input opportunity was conducted during the summer of 2021 and included a narrated presentation and community survey.



# The survey received 243 responses:











Strong support for "Mobility" as the primary purpose of the Southwest Beltline corridor.

Majority would like to see improvements "as soon as possible".

Desire to prioritize construction of the segment between Highway 15 and Highway 23.







WHAT
FEEDBACK
DID WE HEAR?



The potential **environmental impacts** to the area should be evaluated and **avoided at all costs**.



Strong support for a **raised median** and **pedestrian amenities** adjacent to the roadway.



Building the corridor would help to **alleviate traffic congestion**, especially for commuters.



The cost of construction should be evaluated so that taxpayer costs are minimized.



## Focus Group 1



The study's first focus group meetings were held in August of 2021. There were 17 attendees consisting of large tract property owners, businesses and other key stakeholders. The meetings included either a virtual or in-person option.



Concern about having to donate land/right-of-way as part of the Southwest Beltline development process.

Alignment modifications made in the north segment to reduce impacts to businesses.

Desire to minimize environmental impacts during construction.

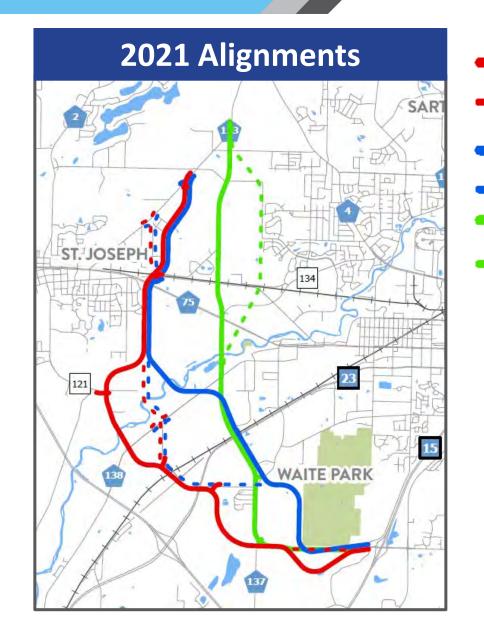


## Alignment Alternatives



## Alignment Development Process:

- Utilized alignments developed during a study completed in 2008.
- Refined alignments based on current impacts and input from PMT.
- Presented alignments during the first focus group meeting and refined based on input received.
- 2021 alignments include western, central and eastern alignment.





## **Evaluation Criteria**



## **Transportation:**

Mobility, 2045 Volume, Safety, Railroad Impacts, Reliability,
 Compatibility with Transportation Network, Interchange Feasibility

## **Property/Land Use:**

 Property Impacts, Environmental Justice, Proximity to Neighborhoods, Future Land Use

#### **Environmental:**

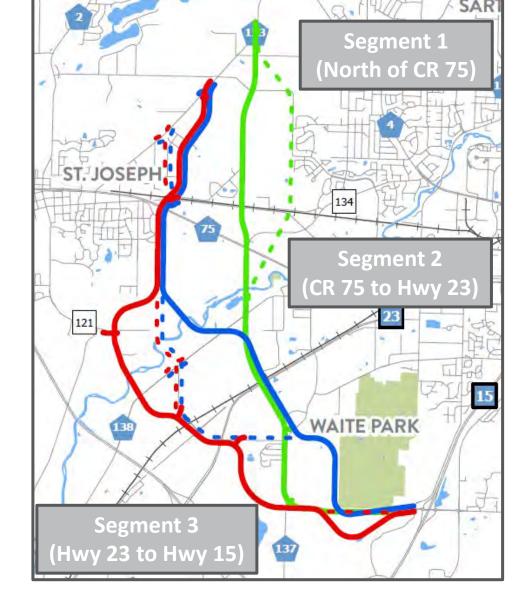
Biodiversity, Wetlands, Native Plan Communities, Granite Outcrops

### **Economic:**

Business Impacts, Cost

## Multimodal:

• Rider Comfort, Proximity to Neighborhoods, Proximity to Schools





# North Segment Evaluation

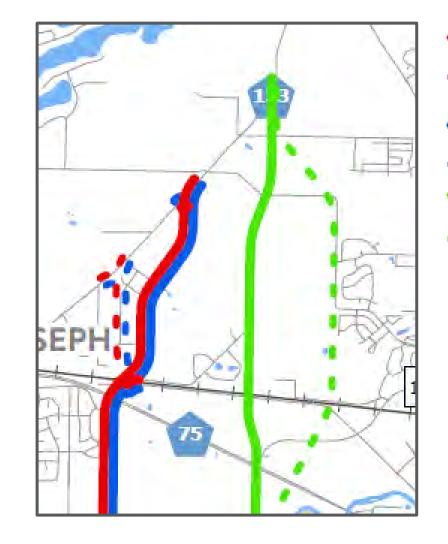


B1

B2

C<sub>1</sub>

	County Road 133 to County Road 75				
Evaluation Criteria	A1/B1	A2/B2	C1	C2	
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					





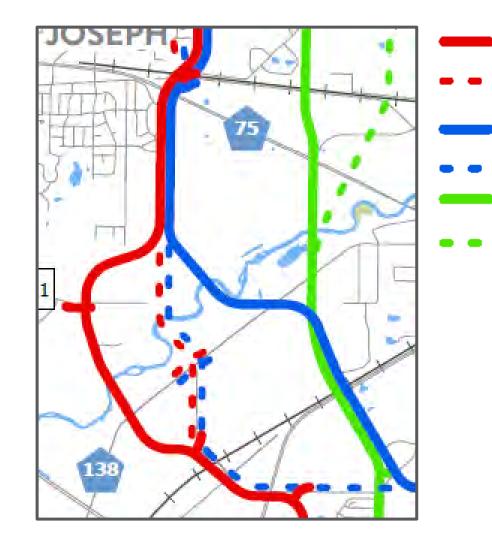


## Middle Segment Evaluation



B2

	County Road 75 to Highway 23					
Evaluation Criteria	<b>A1</b>	A2	B1	B2	C1	C2
Transportation						
Property/Land Use						
Environmental						
Economic						
Multimodal						
Total						



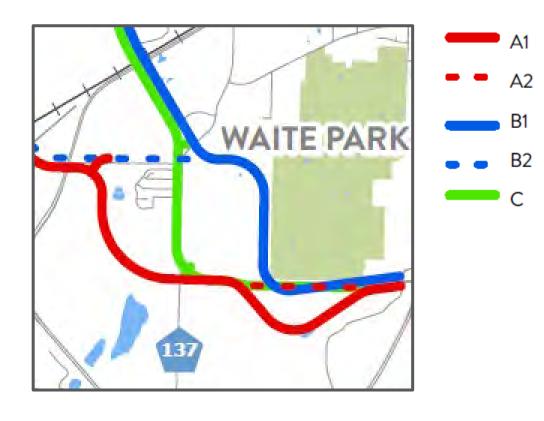




# South Segment Evaluation



	Highway 23 to Highway 15				
Evaluation Criteria	A1	A2	B1	B2	С
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					



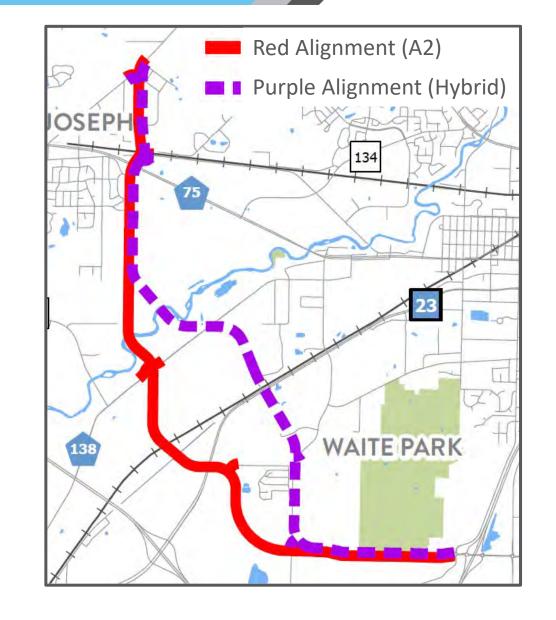




# Evaluation Summary



	Alignment Alternative	Total Score			
Г	A2				
L	Hybrid (A2/B2 – B1 – C)				
	B2				
	C1				
	C2				
	A1				
	B1				
	Good Acceptable	Moderate			
	Less Desirable Poor				

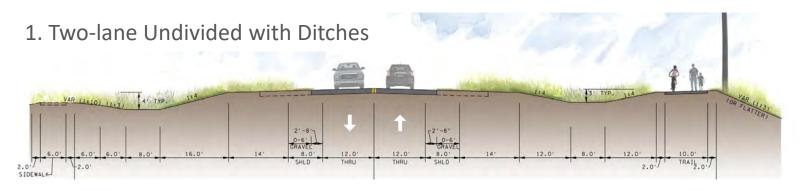


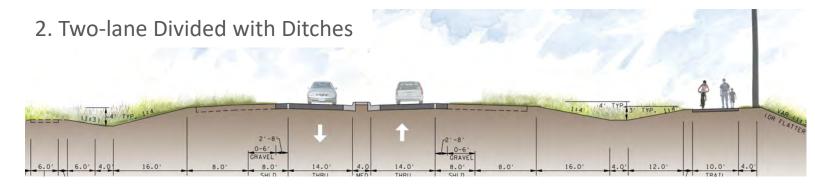


## Cross Section Alternatives



Evaluation Criteria	1	2	3
Cost			
Safety			
Conflict Points			
Expandability/ Constructability			
Multimodal Comfort			
Total			





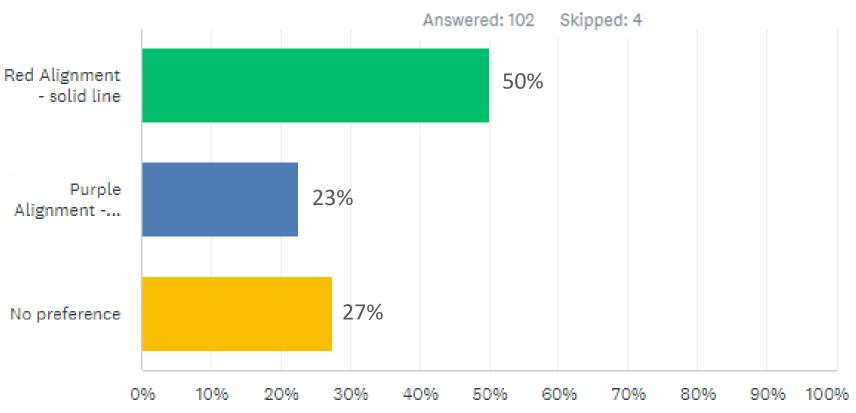


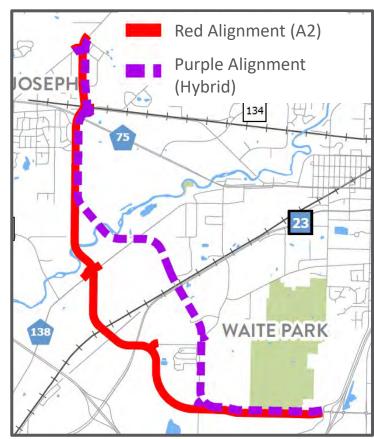






The study's second public input opportunity was conducted during October of 2021 and included a narrated presentation, community survey, and interactive comment map. There were 106 survey responses and 52 interactive comment map responses.











Concern with potential environmental impacts (e.g., wetlands, Quarry Park and Nature Reserve).

The purple line would be more impactful to property owners, red alignment is a more direct route.

Concern over expense to the taxpayer.

Consider a grade-separated crossing at Highway 23.



## Focus Group 2



The study's second focus group meetings were held in October of 2021. There were 19 attendees consisting of large tract property owners, businesses and other key stakeholders. The meetings included either a virtual or in-person option.



Property owners and businesses would like to see transparency and continued engagement as the process continues.

Concern about property values and assessments.

Concern about having to donate land/right-of-way as part of the Southwest Beltline development process.



## Next Steps



- Develop adoption and preservation policies
- Identify funding strategies
  - BUILD/INFRA grants
  - Transportation Economic Development (TED) grants
  - Surface Transportation Program (STP) funds
  - State bonding
  - Capital Improvement Program (CIP) funds
  - County wheelage tax or local option sales tax
  - Public/private partnership
- Complete the study report, which will be available on the study website for public review and comment

## Thank You!



## Questions?

### Contact us:

Brian Gibson – Executive Director St. Cloud Area Planning Organization gibson@stcloudapo.org 320-252-7568



Molly Stewart – Project Manager SRF Consulting Group <a href="mailto:mstewart@srfconsulting.com">mstewart@srfconsulting.com</a> 763-452-4784



# Southwest Beltline Corridor Study

Focus Group Meeting August 25, 2021





## Welcome

SW Beltline CORRIDOR STUDY

- History and Overview
- Goals and Objectives
- Schedule
- Open House 1 Feedback
- Alignment Alternatives
- How to stay involved & share input

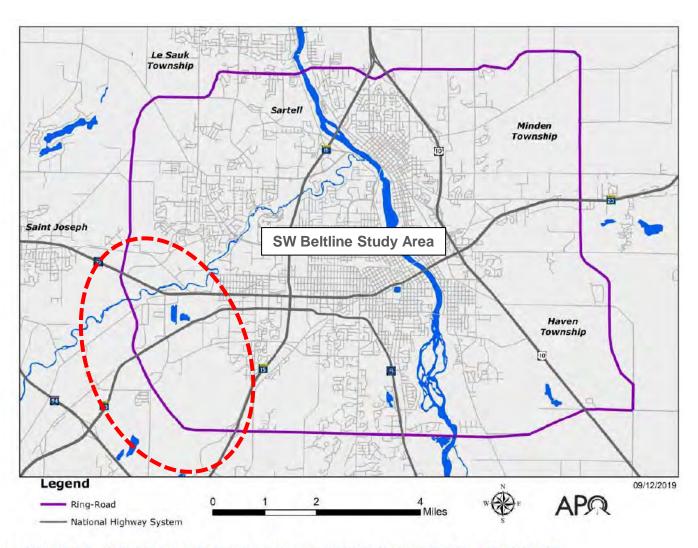




# Background and History



- For more than 30 years, an arterial corridor in the southwest portion of the Saint Cloud Metropolitan Area has been a key component of the transportation vision for the region.
- The Beltline corridor was identified as a priority in the recent Metropolitan Transportation Plan.
- The entire Beltline corridor would add approximately 77-miles of roadway but would reduce the number of lane miles approaching or at capacity by approximately 33 percent in the year 2045.
- Forecasted volume for the SW Beltline corridor is 13,600 vehicles per day (2045 Conditions).







## Study Goals and Objectives



The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.



## **Identify**

the purpose, need, and benefits of the corridor.



## **Evaluate**

potential alignment, cross-section, and traffic control needs.



## Build

support and policies to set the stage for future implementation.



## Schedule



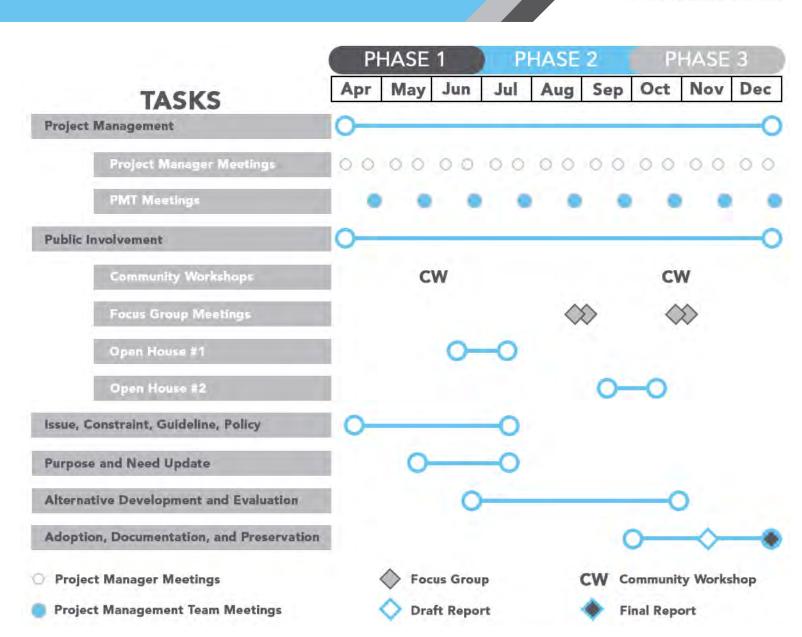
The Study includes three key phases, with stakeholder and community engagement threaded throughout the timeline:

Phase 1 – Purpose and Need Update (complete)

Phase 2 – AlternativeDevelopment/Evaluation

Phase 3 – Adoption/
Preservation Policy





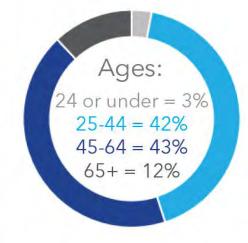
## Open House 1 Feedback

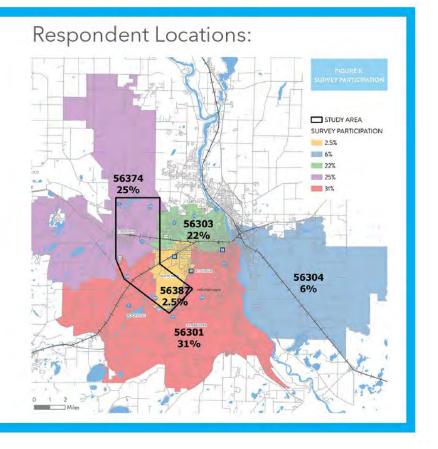


The study's first virtual open house was active from June – July 2021. The open house included a community survey which received 243 responses.



## The survey received 243 responses:







## Open House 1 Feedback



76% of respondents would like to see improvements "as soon as possible" or "as needed to support development".

## Mobility was identified as the primary purpose for the SW Beltline:

**57%** of responses strongly support "Mobility" as the primary purpose of the SW Beltline.

22% were evenly split between "Mobility" and "Access to Adjacent Properties".

15% strongly support "Access to Adjacent Properties" as the primary purpose of the SW Beltline.

## **Corridor attributes that were supported:**

Rural roadway design (Rural 46%, urban 31%, "I don't know" 22%)

Raised median (Yes 47%, No 29%, "I don't know" 23%)

**Pedestrian amenities** (81%)

The segment between Highway 15 and Highway 23 was voted as a higher priority for constructing first (58%).



## Open House 1 Feedback





WHAT
FEEDBACK
DID WE HEAR?



The potential **environmental impacts** to the area should be evaluated and **avoided at all costs**.



Building the corridor would help to **alleviate traffic congestion**, especially for commuters.



Strong support for a **raised median** and **pedestrian amenities** adjacent to the roadway.

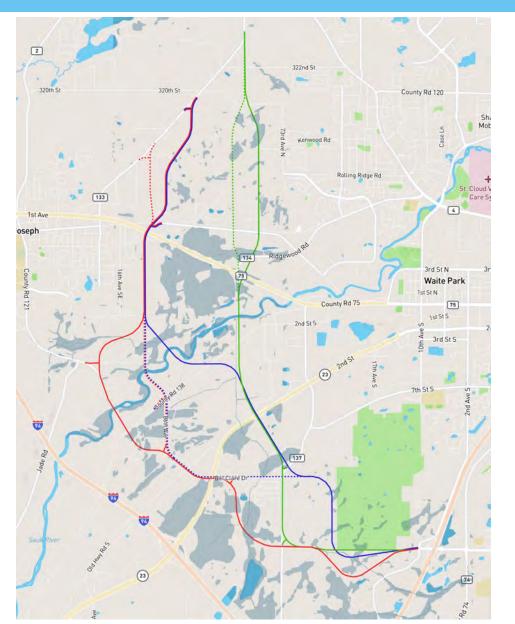


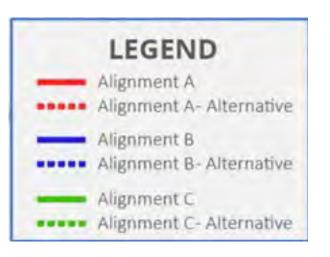
The cost of construction should be evaluated so that taxpayer costs are minimized.



## Alignment Alternatives









## Discussion Questions



- Initial thoughts/questions on the SW beltline corridor?
- What can you share about plans for the parcels that you own in the area?
- How would the corridor benefit you? If so which segment would be more beneficial or entire corridor?
- What are you seeing from a development activity perspective
- Do you know of any issues and/or constraints that should be considered by the study team?
- How quickly should the SW Beltline Corridor be constructed?
  - As soon as possible, as need to support development, only when necessary, no preference

Should the corridor be more urban or rural in character?

- a. Rural (e.g., open drainage ditches)
- b. Urban (e.g., curb and gutter)
- c. Don't Know or No Preference

Example of a rural roadway with open drainage ditches.



Example of an urban roadway with curb and gutter.



## Alignment Alternatives – Hwy 23





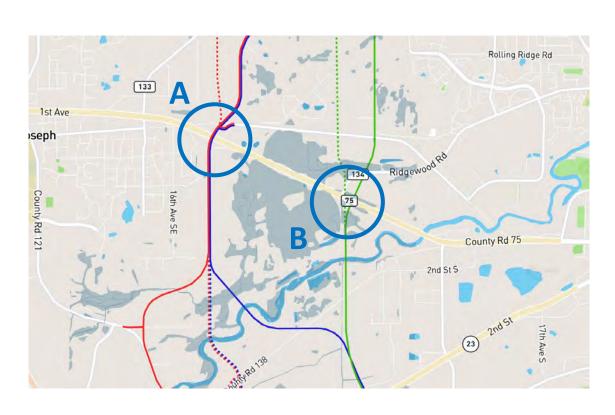
# Where do you prefer a potential Highway 23 crossing location?

- a. Hwy 23 & 36<sup>th</sup> Avenue South
- b. Hwy 23 & Bel Clare Drive
- c. No Preference



## Alignment Alternatives – CSAH 75





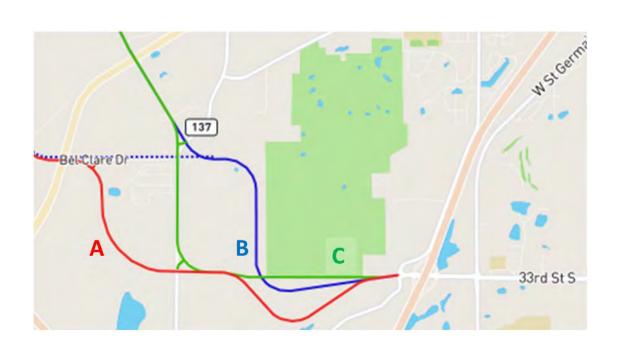
# Where do you prefer a potential County Road 75 crossing location?

- a. County Road 75 and 20<sup>th</sup> Avenue SE
- b. County Road 75 & County Road 134
- c. No Preference



## Alignment Alternatives – South





# What is your preference for the south segment?

- a. Alignment A Red
- b. Alignment B Blue
- c. Alignment C Green
- d. No Preference



## How to Stay Involved



The study will look to conduct targeted engagement with key stakeholders as well as broadly inform and involve the public to affirm and re-establish key corridor issues, goals, and priorities.

- Visit the study website: tiny.cc/SWbeltline
- Share your feedback on the website!
- Sign up on the email list to receive study updates
- Contact us:

Brian Gibson – Executive Director St. Cloud Area Planning Organization gibson@stcloudapo.org 320-252-7568



Matt Pacyna – Project Manager SRF Consulting Group <a href="mpacyna@srfconsulting.com">mpacyna@srfconsulting.com</a> 763-249-6726





**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 8/25/2021

**Subject:** SW Beltline Corridor Study – Virtual Focus Group (Minutes)

**Attendees:** Matt Symalla – former APO committee and farm owner within the study area

Mark Johnson – pastor of Jubilee Worship center and area resident

Dan Rassier – represents Rassier farms

Craig Rempp - TripCap

Brian Gibson (APO Executive Director),

Nate Keller (St. Joseph Community Development Director),

Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna, Molly Stewart, Natalie Ierien (SRF)

From: Molly Stewart

#### 1. Introductions

#### 2. Study Overview/Engagement Summary

a. Matt Symalla – asked about the study limits shown on the graphic, SRF noted that is just a planning-level graphic and more detailed alignments will be shown later in the presentation. SRF also explained to the group that the goal is to take the three alignments and find the combination that has the most consensus from stakeholders.

#### 3. Alignment Alternatives

- a. Matt Symalla concerned about beltline and the long-term vision for the surrounding area and how the area develops. There is need to understand future develop after the beltline corridor is constructed and how to facilitate next steps. Red alignment would not impact him much. Favors corridor A (red) in terms of long-term planning because he believes the next 20-30 years will bring a lot of development to the overall area. Does not have a future vision for his farmstead, would leave it up to his kids to determine.
- b. Craig Rempp no comments at this time.
- c. Dan Rassier farm surrounds to Karen Saatzer's land and his family owns the parcels that alternative A bisects. The current A alignment cuts off the barn today. He noted past concern with communication from the City of St. Joseph particular with the

development directly north of his parcel (Vista Apartments). He felt the communication with the roadway infrastructure as part of that development was poor and the City did not engage existing property owners during the development process. Red line shifting to the east is not ideal to continue farming. Anything through the property will be impactful, and likely to impact the business/farming activity. Has a lack of trust in community leadership/elected officials.

- d. Nate Keller how much of the Rassier property is lowland versus farmable? SE area is farmable, only the eastern side; mentioned that CLC may have sold a portion of their land to a hunter who intends to protect/preserve it. Nate doesn't believe it was sold.
- e. Mark Johnson doesn't see any of the alignments impacting the church, likes the concept of the beltline as it would increase accessibility to the church; about 50 percent of membership comes from St Cloud, the other half is spread out. The 33rd Street extension was very beneficial to them.
- f. Mark Symalla noted a few parcels east of the blue alignment that are currently in the planning process (southeast of Hwy 23). Ardolf's property is up for sale for development, and Trisko's property has been approved for development.
  - Mark Symalla and Matt Pacyna (SRF) had an additional discussion outside of the focus group meeting. Matt S. asked about shifting the green alignment to the west near the drainage ditch, wanted to avoid bisecting his houses, if possible Matt P. noted that it was considered, but the 3-rail crossings would be a challenge giving switching conditions, hence it was best to avoid it. Matt S. understood the response.

#### 4. Next Steps

- a. SRF provided an overview of the website, upcoming engagement, etc.
- b. Matt Symalla wondering if the information can be available via hard copy? Brian Gibson noted that we can have hard copies available at the APO. Brian will send a hard copy to Matt.
- c. Dan are there any other alternatives being considered? SRF noted that the alignments shown may be tweaked but are not likely to completely change. Dan asked to about the facility type and if it compared to an I-494/I-694 type of facility. SRF noted that is unlikely and it would be more of a local/county type of facility; it will have a mobility function, but also serve an access function to support existing and future development.
- d. Craig Rempp— sees the beltline helping traffic operations but will look into more detail.



**Location:** Stearns County Public Works

Client: St Cloud APO

**Date:** 8/25/2021

**Subject:** SW Beltline Corridor Study – In-Person Focus Group (Minutes)

Attendees: Bruce Batzer (ASTech),

Karen Saatzer (Property Owner),

Floyd Ostendorf (Property Owner),

Kevin Cox (C&L Excavating),

Tom Bosl (Miller Architects & Builders),

Cory Ehlert (CLC Partners),

Mike Rassier (Property Owner),

Lenny Gillitzer (Property Owner),

Wally Stang (Property Owner),

Pat Huesers (Pam's Auto),

Paul Donovan (Property Owner),

Colleen Donovan (Property Owner),

Len Bechtold (Property Owner),

Brian Gibson (St. Cloud APO)

Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna, Molly Stewart (SRF).

From: Molly Stewart

#### 1. Introductions

#### 2. Study Overview/Engagement Summary

- a. Is condemnation a possibility? SRF noted that it is a possibility, but that it's a last resort and we are just in the planning/corridor preservation phase.
- b. What about residents and other users? SRF noted that the goal of the focus group is to understand likes/dislikes and provide input to refine the alignments before bringing forward to the general public. It's important to get some level of support/alignment refinements before presenting to the general public.

- c. Is mass transit being considered? SRF noted that in general, it's a potential future consideration that could leverage the alignment. That is a decision that would be made in the future.
- d. Lloyd noted that he sees the corridor needing to serve a mobility function
- e. Bruce noted he wanted clarity on the need for the corridor. SRF noted that it would provide a regional benefit to busy corridors such as Hwy 15 and Hwy 23 by diverting traffic away from those areas, as well as help serve existing and future development. The study wants to identify a corridor supported by key stakeholders (Cities, Counties, MnDOT, etc.) to be able to preserve the alignment as development opportunities arise.
- f. Concerned about having to donate land/right-of-way as part of development process? SRF noted that those are negotiations as part of specific developments but noted the concern.
- g. Is there a target date for implementation? SRF noted that it will come down to funding. The corridor is not likely to be built as one project and will need to leverage a variety of potential funding sources. There are several environmental assessment and design steps that would need to occur as well. This study is in the initial stages of project development.
- h. What about a future interchange at CR 138 and I-94? Brian Gibson noted that it has been identified as desire by area communities, but there is no funding at this time.

#### 3. Alignment Alternatives

- a. Green alignments as shown would be impactful to Pam's Auto and other businesses, including future expansion plans. Pam's auto noted previous planning had identified an alignment further east and they would be more amenable to that.
- b. CLC partners noted that the dashed red alignment north of CSAH 75 was more feasible from their perspective.
- c. Brian Gibson noted that a key component to development of the alignments was to leverage existing corridors, where possible, to keep costs down.
- d. FG noted that the green alignment would provide less development potential, particularly south of CSAH 75, given the environmental constraints; the red alignment would provide more access to potential development.
- e. The group noted the amount of railroad crossings and the operations of those (i.e., slow moving trains and increase activity planned); a suggestion was made to make sure those are considered as part of the alignments; SRF noted these are being considered, particularly as they related to travel time reliability/expectations.

- f. CLC partners noted future lift-station locations on layout map that are being considered near the red alignment north of the Sauk River.
- g. Lloyd noted there are utilities to serve some of his parcels for future development, but also that there are significant resources on the parcel that may be mined first.
- h. Focus Group attendees noted that they want the process to be transparent and asked how best to stay involved; SRF noted the group will continue to be communicated with, as well as to continue conversations with their elected officials and city staff.
- i. CLC noted they are okay with the blue/red alignments in the middle areas, red alignment makes sense, particularly with the red dashed area, doesn't like the red alignment near the school, light green dashed doesn't work for them, would like to see the Westwood Parkway extension built sooner than later.

#### 4. Next Steps

a. SRF will send a graphic of the preliminary alignments shown, along with a link to the website, etc. (COMPLETE)

# Southwest Beltline Corridor Study

Focus Group
October 14, 2021





# Welcome

SW Beltline CORRIDOR STUDY

- Recap from last Focus Group Meeting
- Alignment Alternatives
- Alternatives Evaluation
- Next Steps & How to Share Your Input



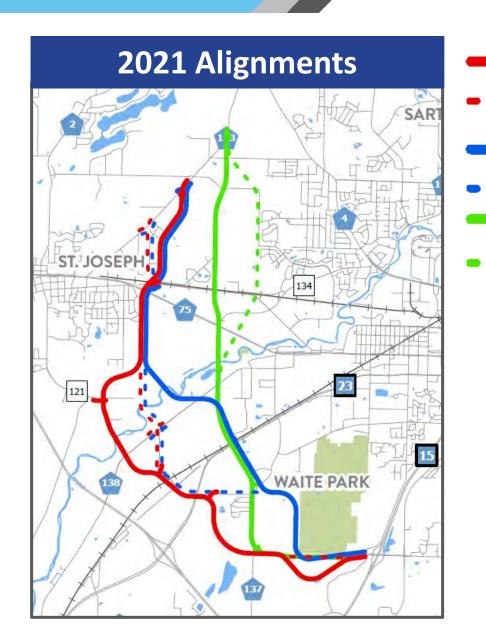


# Alignment Alternatives



Previous Focus Group held on August 25, 2021

- Presented preliminary alignments
- Following focus group meeting alignments were refined based on stakeholder input
- Next study team completed an evaluation of alternatives





## **Evaluation Criteria**



## **Transportation:**

Mobility, 2045 Volume, Safety, Railroad Impacts, Reliability,
 Compatibility with Transportation Network, Interchange Feasibility

## **Property/Land Use:**

 Property Impacts, Environmental Justice, Proximity to Neighborhoods, Future Land Use

## **Environmental:**

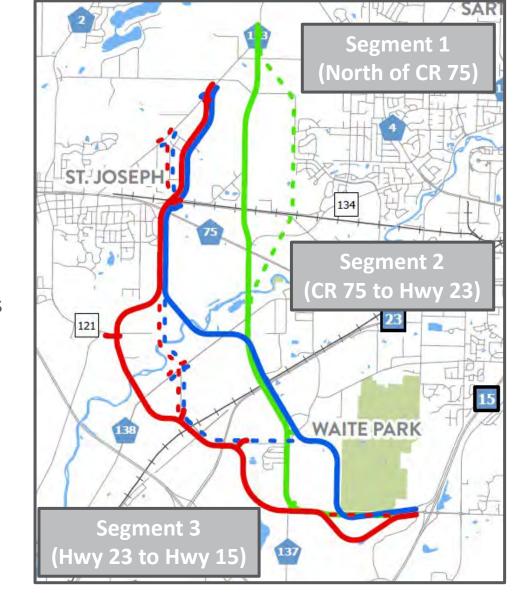
• Biodiversity, Wetlands, Native Plan Communities, Granite Outcrops

## **Economic:**

Business Impacts, Cost

## Multimodal:

• Rider Comfort, Proximity to Neighborhoods, Proximity to Schools





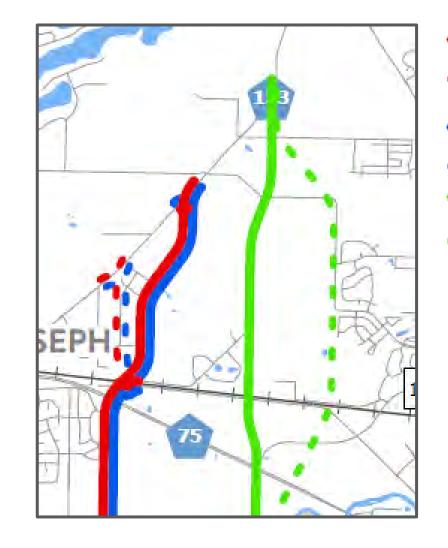
# North Segment Evaluation



B1

B2

	County I	County Road 133 to County Road 75			
Evaluation Criteria	A1/B1	A2/B2	C1	C2	
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					





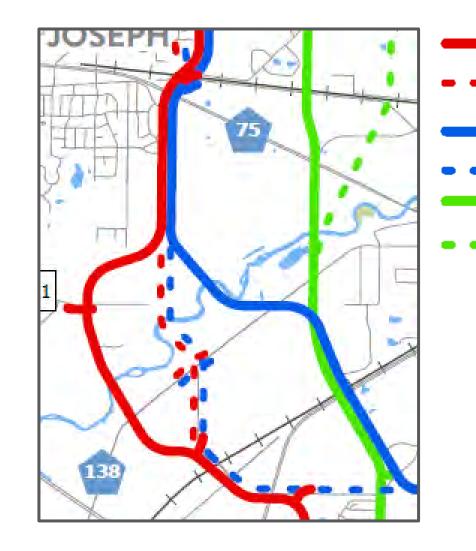


# Middle Segment Evaluation



B2

		County Road 75 to Highway 23				
Evaluation Criteria	A1	A2	B1	B2	C1	C2
Transportation						
Property/Land Use						
Environmental						
Economic						
Multimodal						
Total						



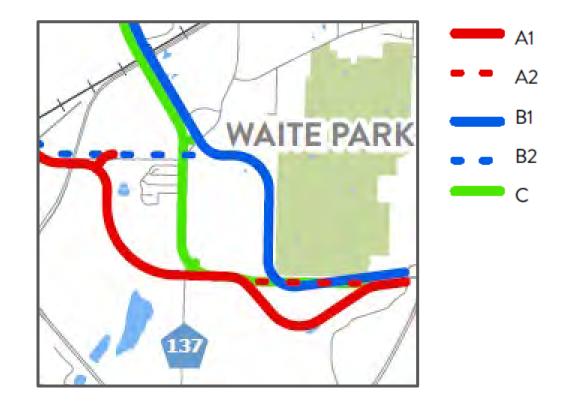




# South Segment Evaluation



	Н	Highway 23 to Highway 15				
Evaluation Criteria	A1	A2	B1	B <b>2</b>	С	
Transportation						
Property/Land Use						
Environmental						
Economic						
Multimodal						
Total						



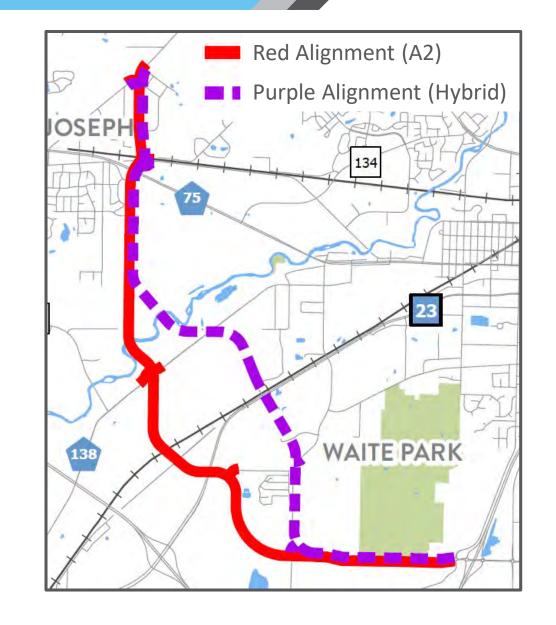




# Evaluation Summary



	Alignment Alternative	Total Score
Г	A2	
L	Hybrid (A2/B2 – B1 – C)	
	B2	
	C1	
	C2	
	A1	
	B1	
	Good Acceptable	e Moderate
	Less Desirable	Poor

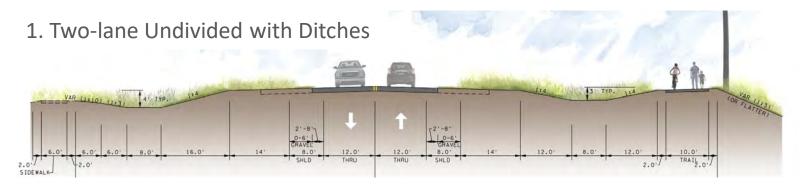


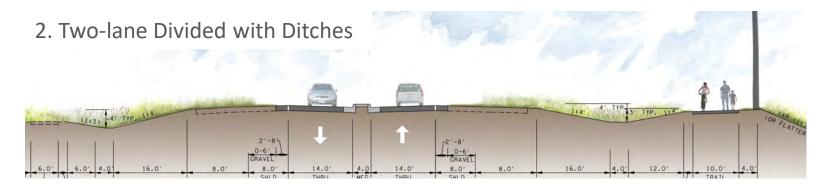


## Cross Section Alternatives

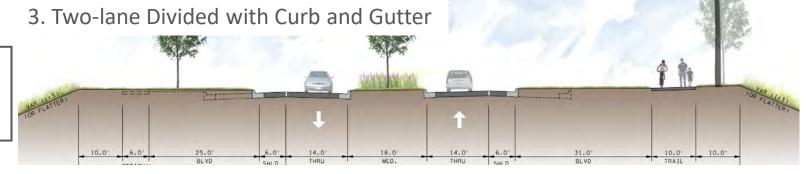


Evaluation Criteria	1	2	3
Cost			
Safety			
Conflict Points			
Expandability/ Constructability			
Multimodal Comfort			
Total			











# Next Steps



- Incorporate feedback received during this public input opportunity
- Collaborate with elected officials in St. Joseph and Waite Park
- Develop adoption and preservation policies
- Identify funding strategies
- Complete the study report, which will be available on the study website for public review and comment

# How to Share Your Input



- Visit the study website <u>tiny.cc/SWbeltline</u>
- Take the Survey! <u>www.surveymonkey.com/r/SWbeltline2</u>
- Visit the interactive map to share your feedback wikimapping.com/Southwest-Beltline.html
- Sign up on the email list to receive study updates
- Contact us:

Brian Gibson – Executive Director St. Cloud Area Planning Organization gibson@stcloudapo.org 320-252-7568



Molly Stewart – Project Manager SRF Consulting Group <a href="mailto:mstewart@srfconsulting.com">mstewart@srfconsulting.com</a> 763-452-4784





**Location:** Stearns County Public Works

Client: St Cloud APO

**Date:** 10/14/2021

**Subject:** SW Beltline Corridor Study – In-Person Focus Group (Minutes)

Attendees: Karen Saatzer (Property Owner), Floyd & Teresa Ostendorf (Property Owner),

Tom Bosl (Miller Architects & Builders), Cory Ehlert (CLC Partners), Mike Rassier

(Property Owner), Lenny Gillitzer (Property Owner), Wally Stang (Property Owner), Pat Huesers (Pam's Auto), Bob Anderson (Property Owner), Lori Schultz

(Property Owner), Matt Symalla (Property Owner), Bev Riley (Property Owner), Everett Philipsek (Property Owner), Russell Philipsek (Property Owner), Doug Fredrickson (St. Joseph Township), Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna (TC2) Molly Stewart (SRF).

From: Molly Stewart/Matt Pacyna

#### 1. Alignment Alternatives

- a. How does the group feedback get incorporated into the evaluation? SRF noted that the feedback is reviewed and documented as part of the study, and shared with the elected officials, in addition to the technical evaluation.
- b. How did notifications go out? SRF noted that mailers were sent to large track property owners given the meeting is a focus group; the general public and other property owners have the opportunity to provide feedback through the end of the month via the community survey and interactive map; SRF noted that there are different notification requirements given this is a study as opposed to a specific project, which has defined notification requirements.
- c. What is the future land use? John Halter noted that the City's comp plan guides land use, but there is always the potential it could change; he noted that they are seeing more residential interest in the study area
- d. Several residents expressed concerns about property values and assessments SRF noted the study is in the early planning stages of the project development phase and noted the concern; SRF discussed funding scenarios and that these options will be documented as part of the study, no decision has been made on how to fund this project.
- e. Questions regarding roadway cross-section and right-of-way SRF noted that the two-lane facility is need initially but preserving the possibility for a future four-lane facility is likely what will happen.

- f. It was discussed that there is a 150KSF manufacturing development near 36<sup>th</sup> Avenue that is in the planning stages; current alignments do not appear to conflict with this potential development.
- g. Questions about how the roadway gets paid for SRF provided an overview of various funding scenarios (grants, CIP planning, assessments, public-private partnerships, etc.).
- h. Why now? SRF noted that development is beginning to encroach and establishing a preservation policy will be important to be fiscally responsible with public funds.
- i. Asked about how close right-of-way could be to a home before being considered a property acquisition John Halter noted that it depends on current standards and setbacks and would be a negotiation at the time of design, when more clear impacts can be understood.
- j. How are right-of-way/business impacts accounted for? SRF noted that since the study is at a planning level, most impacts are related to the number or area of impact; future environmental documentation would be used to identify such impacts/costs more clearly.
- k. What is the timeline for a decision? SRF noted that the study is expected to wrap up by the end of the year; the study team will be discussing the study findings and public feedback with Waite Park and St Joseph elected officials in November, and the public are expected to have the opportunity to review the study document in December. SRF also noted that the group could sign up for study updates and to receive notices for additional public feedback opportunities via the study website.
- l. How to provide feedback? SRF noted to share information with friends, family, and neighbors about the public input opportunity on the website, including the community survey and interactive comment map options; feedback can also be sent directly to <a href="mailto:mstewart@srfconsulting.com">mstewart@srfconsulting.com</a>.
- m. Why was the green alignment not considered further? SRF noted that the segment north of County Road 75 was more expensive than the B2 segments. It ranks similar in the middle segment to other options, but when looking at the entire southwest segment (from County Road 133 to Highway 15), the green route did not score as well technically as the two other routes.
- n. Some residents expressed concerns about traffic impacts, particularly related to truck traffic that may use the corridor comment noted.

#### 2. Next Steps

a. SRF to send a link to the website, survey, and wikimap (could include a pdf of the focus group presentation as well) (ACTION-COMPLETE)



**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 10/14/2021

**Subject:** SW Beltline Corridor Study – Virtual Focus Group Meeting 2 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Nate Keller (St Joseph Community

Development Director), Jon Halter (SEH/Waite Park City Engineer), Matt Pacyna (TC2), Molly Stewart (SRF), Alex Olin (Cemstone/AMCON), Craig Rempp (Tri-

cap), Dan Rassier (property owner)

From: Matt Pacyna/Molly Stewart

#### 1. Presentation

- a. Alex Olin noted concern about alignment A1 and B1, which would be a significant impact to business operations. The A1/B1 alternatives (dashed) would have less impact. Molly noted that may be some driveway impacts to accommodate the alignment, which may result in minor site modifications if/when designed and implemented. Cemstone/AMCOM only has access to the south today, but open to potential access modifications in the future.
- b. Alex Olin wants to make sure they are involved moving forward into the design development. Current site is maxed and needs all storage for operations.
- c. Brian Gibson noted that the focus of the study is from County Road 75 to Highway 15, but segment north of County Road 75 needs to be considered.
- d. Craig Rempp did not have any specific comments, was going to review materials online and provide feedback that way.
- e. Dan Rassier expressed concerns about City assessments/developments and overall impacts from the City of St Joseph's and Waite Park's decisions and processes. He asked about the timeline for implementation. Molly noted that it could take up to 15-20 years to implement. Nate noted that the extension of 20<sup>th</sup> Avenue SE is likely development driven. Dan noted that it may be more likely to have the County implement as opposed to the City. Molly noted the specific jurisdiction is still to be determined, along with the funding mechanism. Dan noted some relief that the corridor is potentially a longer-term consideration.

# Southwest Beltline Corridor Study

Open House #1 June – July 2021





# Welcome

SW Beltline CORRIDOR STUDY

- Background and History
- Goals and Objectives
- Schedule and Next Steps
- How to Share Your Input





# Background and History



For more than 30 years, an arterial corridor in the southwest portion of the Saint Cloud Metropolitan Area has been a key component of the transportation vision for the region.

The Beltline corridor was identified as a priority in the recent Metropolitan Transportation Plan.

The entire Beltline corridor would add approximately 77-miles of roadway but would reduce the number of lane miles approaching or at capacity by approximately 33 percent in the year 2045.

Forecasted volume for the SW Beltline corridor is 13,600 vehicles per day (2045 Conditions).

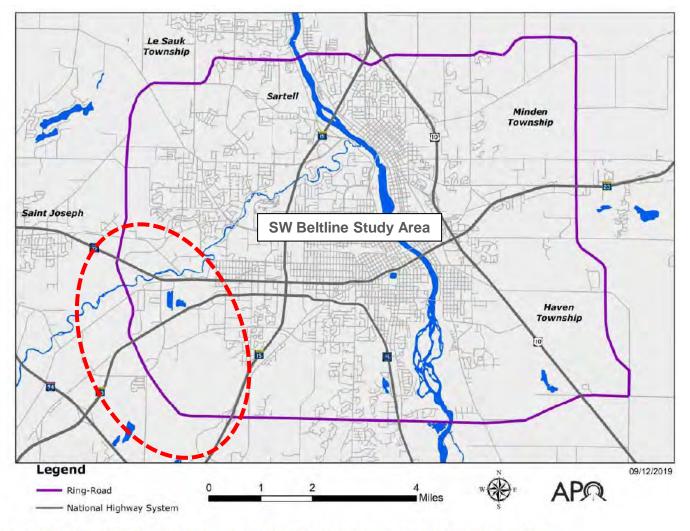


FIGURE 9.61 - URBAN ARTERIAL BELT LINE CORRIDOR (CONCEPTUAL ALIGNMENT)



# Study Goals and Objectives



The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.



## **Identify**

the purpose, need, and benefits of the corridor.



## **Evaluate**

potential alignment, cross-section, and traffic control needs.



## Build

support and policies to set the stage for future implementation.



# Schedule and Next Steps

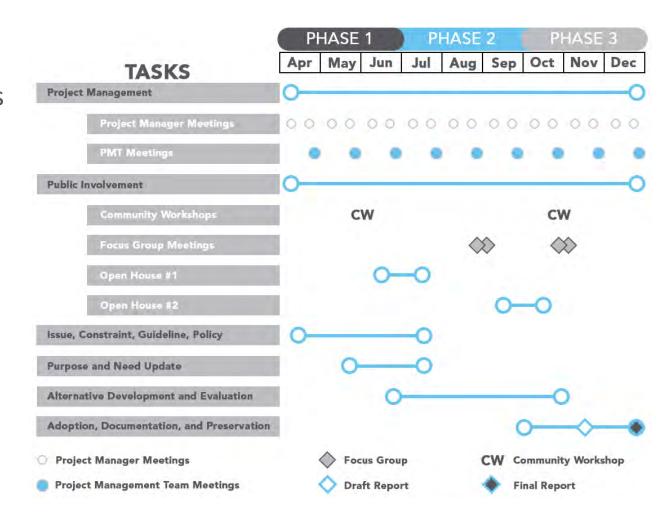


The Southwest Beltline Corridor Study includes three key study phases, with stakeholder and community engagement threaded throughout the timeline:

**Phase 1** – Purpose and Need Update

Phase 2 – Alternative Development/Evaluation

Phase 3 – Adoption/Preservation Policy





# We Want to Hear from You!



The study will look to conduct targeted engagement with key stakeholders as well as broadly inform and involve the public to affirm and re-establish key corridor issues, goals, and priorities.

- Visit the study website: tiny.cc/SWbeltline
- Take the survey!
- Sign up on the email list to receive study updates
- Contact us:

Brian Gibson – Executive Director St. Cloud Area Planning Organization gibson@stcloudapo.org 320-252-7568



Matt Pacyna – Project Manager SRF Consulting Group <a href="mailto:mpacyna@srfconsulting.com">mpacyna@srfconsulting.com</a> 763-249-6726





## Public Input Opportunity Southwest Beltline Corridor Study

The public is invited to visit the Southwest Beltline Corridor Study website to learn more about the study, compete a survey or share your comments.

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT), is leading the Southwest Beltline Corridor Study. The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.

A community survey will be available from Monday June 28 through Friday July 16, 2021. To learn more about the Southwest Beltline Corridor Study and complete the survey the public can visit the study website using the following link <u>tiny.cc/SWbeltline</u>

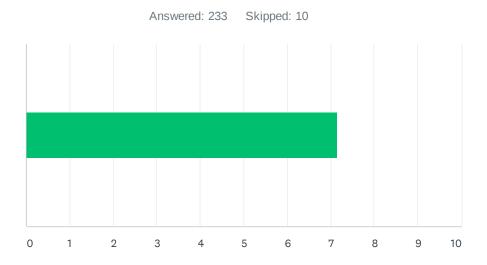
We encourage the public to sign up for email updates to stay informed about the study, and comments can also be submitted online through the Southwest Beltline Corridor Study website or via the comment form located on the study website, which can be printed, filled out, and mailed to: SRF Consulting, 3701 Wayzata Boulevard, Suite 100, Minneapolis, MN 55416-3791.

Please visit the study website at <u>tiny.cc/SWbeltline</u> for additional information about the study.

Study Contact:
Brian Gibson, Executive Director
St. Cloud Planning Organization
320-252-7568 | gibson@stcloudapo.org



## Q1 How supportive are you of the concept of the SW Beltline Corridor?



ANSWE	ER CHOICES	AVERAGE NUMBER		TOTAL NUMBER		RESPONSES	
			7		1,669		233
Total Re	espondents: 233						
#						DATE	
1	8					7/19/2021 1:01 PM	
2	5					7/19/2021 12:45 PM	1
3	2					7/19/2021 9:21 AM	
4	10					7/16/2021 12:17 PM	1
5	10					7/15/2021 1:00 AM	
6	5					7/14/2021 10:38 PM	1
7	7					7/14/2021 9:48 PM	
8	9					7/14/2021 3:39 PM	
9	7					7/14/2021 3:13 PM	
10	10					7/13/2021 9:45 PM	
11	7					7/13/2021 8:42 PM	
12	7					7/13/2021 7:57 PM	
13	10					7/13/2021 2:52 PM	
14	7					7/13/2021 7:55 AM	
15	8					7/12/2021 9:58 PM	
16	7					7/12/2021 9:06 PM	
17	2					7/12/2021 8:14 AM	
18	10					7/12/2021 7:26 AM	
19	0					7/11/2021 6:27 PM	
20	10					7/11/2021 2:28 PM	

21	1	7/11/2021 1:59 PM
22	0	7/11/2021 1:36 PM
23	8	7/10/2021 6:56 PM
24	8	7/10/2021 4:16 PM
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27	10	7/10/2021 6:16 AM
28	10	7/9/2021 10:11 PM
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30	10	7/9/2021 3:54 PM
31	9	7/9/2021 2:51 PM
32	10	7/9/2021 2:35 PM
33	8	7/9/2021 1:46 PM
34	9	7/9/2021 1:38 PM
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37	1	7/9/2021 10:19 AM
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39	0	7/9/2021 7:25 AM
40	10	7/9/2021 7:00 AM
41	10	7/9/2021 6:00 AM
42	10	7/8/2021 11:30 PM
43	10	7/8/2021 11:29 PM
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76	7	7/7/2021 1:03 AM
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78	7	7/6/2021 11:37 PM
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80	3	7/6/2021 9:20 PM
81	10	7/6/2021 9:09 PM
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83	9	7/6/2021 8:05 PM
84	9	7/6/2021 7:58 PM
85	10	7/6/2021 7:57 PM
86	8	7/6/2021 7:48 PM
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114	0	7/3/2021 8:40 AM
115	8	7/3/2021 8:12 AM
116	2	7/3/2021 6:53 AM
117	10	7/3/2021 6:05 AM
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120	10	7/2/2021 6:41 PM
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122	8	7/2/2021 1:53 PM
123	10	7/2/2021 12:15 PM
124	10	7/2/2021 11:50 AM
125	7	7/2/2021 9:30 AM
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127	0	7/2/2021 7:36 AM
128	10	7/2/2021 6:36 AM
129	10	7/1/2021 10:21 PM
130	10	7/1/2021 9:13 PM
131	7	7/1/2021 8:22 PM
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231	10	6/29/2021 1:58 PM
232	10	6/29/2021 12:51 PM
233	7	6/29/2021 10:26 AM

## Q2 If you do not support the construction of the SW Beltline, please tell us why.

Answered: 60 Skipped: 183

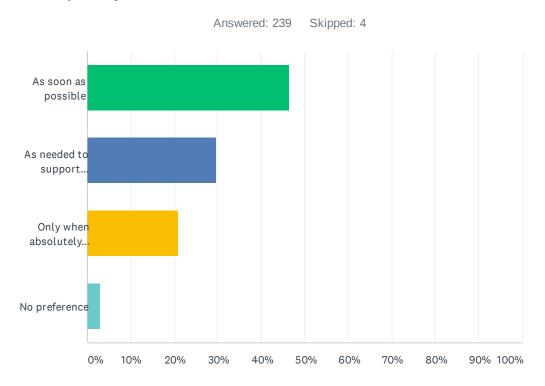
#	RESPONSES	DATE
1	My only major concern is if it gets too much into the city of St. Joseph, especially too close to Klinefelter Park and the SE neighborhoods.	7/19/2021 1:01 PM
2	I'm worried about the loss of quiet and green space, especially near Klinefelter Park in St. 7/19/2021 Joseph.	
3	I am not sure I see the need? Using 94 to get from S Saint Cloud up to St. Joe is quick and easy. If you didn't want to utilize an interstate there are a variety of different ways to make your way from 33rd street up to St. Joe, all taking less than 20 mins.	7/19/2021 9:21 AM
4	I'm not against the road but I am concerned about how close it is to Quarry Park. There are a lot of deer and animals that live there. My concern is the traffic to close to that park.	7/14/2021 10:38 PM
5	Ease traffic	7/13/2021 2:52 PM
6	Never heard of it. What's the plan?	7/13/2021 8:55 AM
7	I'm concerned that 33rd will become dangerous and not monitored for speeding. We will off 33rd and want to make sure our kids can safely use the sidewalks on that street without the threat of speeding cars. If you can assure us that speeding will be monitored them we are okay with the project	7/12/2021 8:14 AM
8	In light of the urgency of climate change, we should not destroy any more trees or destroy wild 7/11/2021 lands with additional roads. Additional roads kill wildlife and destroy habitat and lead to additional pollution in areas where it did not exist before.	
9	There is already a sw beltway, it's called Hwy 94 and adding another road directly adjacent to Quarry Park SNA is irresponsible. Just because Saint Cloud made the poor choice to move Tech High School out of the core of Saint Cloud is no reason to build more roads to service it, nor have more encroachments on the remaining natural areas of Saint Cloud.	7/11/2021 1:36 PM
10	I see the SW Beltline doing the same thing that I-94 serves. 7/9/2021 5:	
11	We need alternative route that avoid the congested downtown area.	7/9/2021 2:35 PM
12	Division Street Hwy 15 are critical for businesses. Tax revenue will be lost 7/9/202:	
13	94 should cross the river at its junction with 75 and proceed to hwy 10 - this creates a bypass using existing hwy 94 and hwy 10 intersecting hwy 15 north of Sauk Rapids. The proposed use of 33rd Street will only add to congestion and create bottlenecks which will require expansion in the future. It will stifle development and business now emerging in the study area. When the concept to create the beltway originated the conditions and the St Cloud area was different, it is no longer the booming metro area that was imagined in 1990.	7/9/2021 10:18 AM
14	Definitely NOT needed. A natural bypass already exists on the SW with I-94 from TH15-St. Joseph. We do NOT need more new highways within the growing metro area. And by the time this planned new corridor is complete the cities will have expanded beyond it. What IS needed and would be more cost effective, less wasteful of land, and more needed are controlled access cloverleafs on TH15 through St. Cloud. These should never have been on grade crossings to begin with andMnDOT made the APO aware of this at the time. Save taxpayer money (and land)—no new roads!!	7/9/2021 7:25 AM
15	I think adding more lanes to Highway 10, adding an overpass at the stoplight intersection on Highway 10 and Germain, and adding a bridge across the Mississippi in south St. Cloud would be a higher priority for improving traffic flow in and around St. Cloud. To accommodate for future growth, the Beltline should be planned more for vehicles to achieve highway speeds with possible lane expansion.	7/8/2021 8:46 PM

16	Quarry Park and Reserve is vital to maintain the future green space of Saint Cloud. If crime in this area is increasing and access needs to be expanded, then funds need to be put into low income supports for impoverished parts of Saint Cloud. Put safe houses with police, WiFi, volunteer tutors, old school textbooks and affordable childcare in each neighborhood.	
17	Through traffic needs to be addressed, not only from a congestion standpoint but also ease of travel through this part of the state	
18	I would be in support in the future if a new bridge were built farther South than 33rd Street South. I would support it if it and a future bridge did not disrupt the Parkland and trails. So it would need to line up with a bridge South of River Bluffs Parkie., around 94 Interchange at McStop or Opportunity Drive.	7/7/2021 1:05 PM
19	I don't want quantum mechanics in my back yard!	7/7/2021 9:37 AM
20	Bad for the environment	7/7/2021 9:36 AM
21	Building new roads is a fool's errand. We cannot continue to hold to the delusional belief that we are not making an adverse impact to the environment. Mass transit, bikes and pedestrian planning is the only transportation infrastructure we should be building in the next 100 years.	
22	I would only support it if the impact to the environment, existing park infrastructure was minimal.	7/7/2021 6:52 AM
23	Take care of the roads that are in this area now.	7/7/2021 12:03 AM
24	I don't know, it looks like what the cities has with one road the around St. Cloud.	7/6/2021 9:20 PM
25	Concerned about losing wildlife areas	7/6/2021 7:11 PM
26	LEAVE THE PARK ALONE	7/6/2021 6:07 PM
27	Traffic doesn't seem to be a problem In that area. Navigating central st. Cloud is bogger problem.	7/6/2021 4:20 PM
28	Not required and add extra traffic in areas that don't want extra traffic.	7/6/2021 6:09 AM
29	There are enough roads for access, our current roads are in dire need of fixing first!!!	7/5/2021 1:28 PM
30	Just wondering what this solves? Still have to travel thru worst part of traffic all the way through town on 23.	
31	I'm questioning the overall need. There are already trunk roads nearby (SH23, SH 15, I94) and existing county roads that can be expanded upon (CR121, CR138, CR137). I'm more supportive if we utilize the existing corridors and improve upon them, rather than making whole new road sections. New sections = more O&M costs, more permanent environmental impacts (and this area has lots of wetlands and rare features), and more development in these rare areas. We can improve CR 121, CR 138, CR 137 to make most of the corridor connections, limiting the need for new roadways for a smaller overall footprint.	
32	Stop pushing St Cloud out. As a person that lives south of 94, I would like to continue to enjoy the ruralness of the area.	7/4/2021 9:31 AM
33	We need to preserve our natural green space. Not build more	7/4/2021 8:25 AM
34	You will hurt businesses that rely on that traffic. In turn reduced sales tax and property tax	7/3/2021 8:40 AM
35	MN DoT must have too much money to keep pissing it away on projects they think we need. If this is part of building a route around STC then get over that too. If MN DoT doesn't have the funds to sync the stoplights which truly would improve traffic flow (no we don't enjoy stopping at each and every light) then why bother with this.	7/2/2021 7:36 AM
36	More people can use public transportation as a viable option in this area.	7/1/2021 8:35 AM
37	Increase traffic In residential areas	7/1/2021 5:31 AM
38	Do not need a direct route from south Saint Cloud to St. Joe - as a resident I like that St. Joe is removed from St. Cloud and maintain a smaller town feel.	6/30/2021 6:23 PM
39	It's not so much that I don't support it, as I think Hwy 15 needs to be our first priority. I did a survey and attended a meeting about the options and haven't heard anything since. I don't	6/30/2021 3:46 PM

travel this corridor area very often do am not familiar with the current issues.

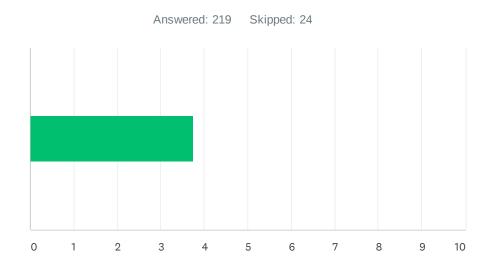
	traver this comuon area very often do an not ramiliar with the current issues.	
40	Its at least 10 years too late to be effective	6/30/2021 12:11 PM
41	Every time there is project to route traffic around the area those in the decision making process cater to special interests. I wish we had elected officials who use information from traffic professionals to do the planning. I have stopped shopping in St. Cloud due to the traffic mess created by Highway 15, 2nd street South, and the improper installation of roundabouts.	6/30/2021 11:08 AM
42	I do support it	6/30/2021 10:21 AM
43	We have way to many roads already. Give the environment a break.	6/30/2021 10:00 AM
44	Improve the roadways we have and major road intersections with non-stop intersections. stop the over use of round abouts.	
45	I would support, but as someone who has lived in rural St. Cloud, and has had our lives tainted by city life, the building of the corridor could disrupt the lives of the community already in place	6/30/2021 9:34 AM
46	It would go thru quarry park nature preserve. We need more parks not more roads.	6/30/2021 8:32 AM
47	Goes through too much rural area that is easy to go around as is	6/30/2021 8:28 AM
48	This is not a necessity to make travel easier. Please leave the farmland in that area alone.	6/30/2021 6:39 AM
49	Already have I 94 so close to the proposed section 6/30/2	
50	There is already a road between South St Cloud, and West Waite Park. COUNTY ROAD 6 & 137/28th Avenue S. I travel this road 10 times a week and rarely see traffic. Yet it's faster than HWY 15 & Division. Don't waste the tax payers \$\$\$ on another road just because people are too ignorant to go another way.	6/29/2021 10:42 PM
51	I'd like to know more of what land or people would be directly impacted for this to happen. 6/29/2021	
52	There are plenty of ways to travel from st Joe to South st cloud. I do it all the time. 6/29/20	
53	St Joseph does not need any more traffic. Stop spending tax dollars on new roads and fix the ones we already have . 6/29/2021 6	
54	You're running this through residential neighborhoods and all it will be is trafffic going around downtown and other businesses. You're destroying residential areas so you can build a road for out of town people.	6/29/2021 5:20 PM
55	We need to maintain our existing roadways first.	6/29/2021 5:06 PM
56	The current roads need upgrades and repairs	6/29/2021 4:43 PM
57	Quit making st.cloud bigger instead try making it better with what we have and get rid of the trashy city it's becoming	6/29/2021 3:57 PM
58	Nothing needs to change. If folks want to get from point A to point B, the solution already exists. This shouldn't be on the list of priorities.	6/29/2021 3:46 PM
59	194 serves the same purpose!	6/29/2021 3:14 PM
60	increased traffic in residential areas, pedestrian concerns and completely sick of round-abouts effecting the ability to easily get to locations.	6/29/2021 3:09 PM

## Q3 How quickly should the SW Beltline Corridor be constructed?



ANSWER CHOICES	RESPONSES	
As soon as possible	46.44%	111
As needed to support development	29.71%	71
Only when absolutely necessary	20.92%	50
No preference	2.93%	7
TOTAL		239

## Q4 What should be the primary purpose of the corridor if it were constructed?



ANSWER CHOICES		AVERAGE NUMBER	TOTAL NUMBER		RESPONSES
			1	821	219
Total Resp	ondents: 219				
#					DATE
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2	10				7/19/2021 12:45 PM
3	3				7/19/2021 9:22 AM
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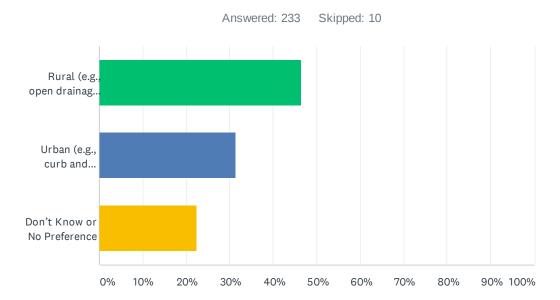
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201	10	6/29/2021 3:15 PM
202	2	6/29/2021 3:15 PM
203	1	6/29/2021 3:13 PM
204	1	6/29/2021 3:06 PM
205	1	6/29/2021 3:01 PM
206	1	6/29/2021 2:58 PM
207	1	6/29/2021 2:51 PM
208	7	6/29/2021 2:50 PM
209	3	6/29/2021 2:50 PM

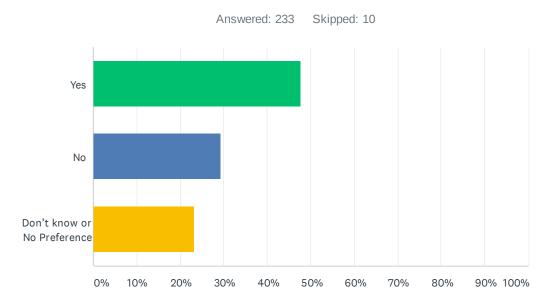
210	1	6/29/2021 2:50 PM
211	4	6/29/2021 2:43 PM
212	3	6/29/2021 2:41 PM
213	1	6/29/2021 2:16 PM
214	10	6/29/2021 2:12 PM
215	1	6/29/2021 2:08 PM
216	3	6/29/2021 2:03 PM
217	1	6/29/2021 1:58 PM
218	10	6/29/2021 12:51 PM
219	6	6/29/2021 10:26 AM

# Q5 Should the corridor be more urban or rural in character?



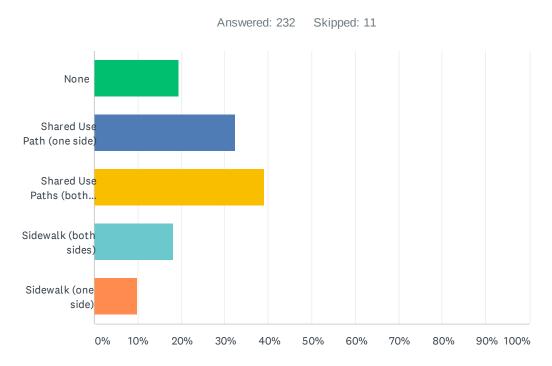
ANSWER CHOICES	RESPONSES	
Rural (e.g., open drainage ditches)	46.35%	)8
Urban (e.g., curb and gutter)	31.33% 7	73
Don't Know or No Preference	22.32%	52
TOTAL	23	33

# Q6 Should the roadway have a raised median in the center?



ANSWER CHOICES	RESPONSES	
Yes	47.64%	111
No	29.18%	68
Don't know or No Preference	23.18%	54
TOTAL		233

# Q7 What types of bicycle/pedestrian facilities would you like to see adjacent to the roadway (Check all that apply)?



ANSWER CHOICES	RESPONSES	
None	19.40%	45
Shared Use Path (one side)	32.33%	75
Shared Use Paths (both sides)	39.22%	91
Sidewalk (both sides)	18.10%	42
Sidewalk (one side)	9.91%	23
Total Respondents: 232		

# Q8 What do you think would be the biggest advantage of such a corridor?

Answered: 192 Skipped: 51

#	RESPONSES	DATE
1	Easier access between south St. Cloud and St. Joseph along with opportunities for future development	7/19/2021 1:06 PM
2	Better access to small businesses	7/19/2021 12:53 PM
3	The potential for new development in those lands. HOWEVER if the land owners are not interested in selling then construction of the corridor would be needless.	7/19/2021 9:27 AM
4	move traffic around the St. Cloud metro area, People serious about stopping in St. Cloud will make it easier.	7/16/2021 12:23 PM
5	Route traffic around the city.	7/15/2021 1:05 AM
6	I	7/14/2021 10:42 PM
7	direct traffic routes	7/14/2021 9:52 PM
8	staying away from St. Cloud traffic	7/14/2021 3:41 PM
9	Alleviate Traffic on highway 23 and Co rd 75 for crosstown trips	7/14/2021 3:15 PM
10	Lowers downtown traffic making down town more livable.	7/13/2021 9:52 PM
11	Ease of travel	7/13/2021 8:44 PM
12	Avoid traveling Hwy 15 through St Cloud. Avoid Division St15 - 2nd St intersections.	7/13/2021 8:01 PM
13	convenient travel	7/13/2021 2:54 PM
14	Getting around the area more quickly.	7/12/2021 10:01 PM
15	Move traffic around the city. The St. Cloud area needs a freeway both north/south and east/west thru or around the town. Highways 23 and 15 going thru town with stop lights is terrible and leading to many accidents and traffic tie-ups. The 33rd St. improvements are nice for a boulevard type of street but there are now 3 schools along its route and if you bring more traffic in from across the river you are just creating a new Division St Highway 94 could be the southern most belt line curving into hwy 23 going north and going west of Fleet Farm as it goes north to hook up with hwy 10. Rochester did a good job of making hwy 52 a freeway thru town and St. Cloud needs to do so also. Traffic will only get more congested without the freeway system. Growth will be stymied unless the current traffic congestion can be rectified. A freeway system means controlled access with cloverleaf type intersections and no direct intersecting traffic (no stop signs nor traffic lights)	7/12/2021 9:17 PM
16	Greater traffic flow through the middle of St. Cloud	7/12/2021 8:17 AM
17	Ease of transport around St. Cloud	7/12/2021 7:27 AM
18	Mobilization. The cities are growing very fast, and for the industry is important more roads.	7/11/2021 2:35 PM
19	I can see no advantage.	7/11/2021 2:03 PM
20	Wasting more money when Saint Cloud can't even replace their existing roadway infrastructure.	7/11/2021 1:40 PM
21	Reducing traffic within the city's existing roads	7/10/2021 4:19 PM
22	Fewer stop lights and easier way around town.	7/10/2021 11:22 AM
23	Better traffic flow.	7/10/2021 6:20 AM
24	Better traffic flow	7/9/2021 10:12 PM

25	It would make it slightly easier to get from South St. Cloud to East St. Joesph or vise versa. Otherwise I don't see the point.	7/9/2021 5:54 PM
26	Getting from Cold Spring to downtown St. Cloud faster.	7/9/2021 3:57 PM
27	reducing stress of traffic in the heart of St Cloud	7/9/2021 2:53 PM
28	Speed to reach crosstown destinations. Also moving congestion away from division, 2nd street So and 3rd street.	7/9/2021 2:39 PM
29	Connecting Saint Cloud (particularly south Saint Cloud along the 33rd street corridor) with the northern and western suburbs (Waite Park, Saint Joe, Sartell, etc.) and pulling at least some traffic off of Highway 15, Highway 23, and Division Street.	7/9/2021 1:49 PM
30	Ease of going between St Joe and the southern portion of St Cloud	7/9/2021 1:40 PM
31	GREATLY REDUCING CONGESTION ON HWY 23 THROUGH THE CITY AREA AND REDUCING ACCIDENTS	7/9/2021 12:42 PM
32	I don't think there is an advantage in 2021 - 2022	7/9/2021 10:30 AM
33	Reduce congestion	7/9/2021 8:43 AM
34	None. This survey is already slanted and does not allow for true discussion on whether this is even needed. I suspect the project is being driven by developers and real estate speculators who have already purchased land along the proposed route and likely influenced local gov officials and the APO.	7/9/2021 7:32 AM
35	Aiding in local development	7/9/2021 7:09 AM
36	Access to surrounding suburbs of St. Cloud without the congestion derived from traffic lights. If we want central MN to grow and grow properly, we need a 494/694 concept. This is a great idea. Hwy 15 was a winner until they installed the lights. Raising it so people could get northa nod south without stopping was the answer. What they did with the diamond exchange by Hennens should be done on all the intersections.	7/9/2021 6:06 AM
37	Improved traffic flow and reduce congestion on local roadways	7/8/2021 11:34 PM
38	Expedite traffic movement around city center.	7/8/2021 11:31 PM
39	Bypassing incredibly congested intersections.	7/8/2021 10:42 PM
40	I am not convinced there is one.	7/8/2021 8:53 PM
41	Ease congestion. The 15/23/75 intersections are a joke.	7/8/2021 8:30 PM
42	Mobility vs going thru St Cloud. Getting from So St Cloud to St Joe area.	7/8/2021 8:29 PM
43	Reduced traffic through St. Cloud. The poor emergency vehicles going through there right now.	7/8/2021 7:00 PM
44	To avoid going through all the cities traffic	7/8/2021 4:25 PM
45	It would allow traffic to move to routes that best fit the intended destinations instead of through congested in town streets.	7/8/2021 3:17 PM
46	Cross-town traffic relief; increasing development opportunities	7/8/2021 1:21 PM
47	Quick bypass of other routes	7/8/2021 11:45 AM
48	Access more quickly around St. Cloud	7/8/2021 11:11 AM
49	Quicker response time to rural areas	7/8/2021 7:12 AM
50	Traffic flow for those passing through while allowing better local access for those who intend to live, work, play, shop, or visit the area	7/8/2021 6:27 AM
51	Ease of use, and access from 94	7/7/2021 11:52 PM
	Carpeth	7/7/2021 10:35 PM
52	Growth	77772021 10.55 T W
52 53	Access to eastbound I 94 and Southbound Hwy 15 from St Joseph	7/7/2021 8:10 PM

55	Handle increase in population and traffic	7/7/2021 1:43 PM
56	Ease to get around the city	7/7/2021 1:17 PM
57	1. Safe bike route. 2. Eventually smoother traffic flow.	7/7/2021 1:11 PM
58	Create alternate routes to improve mobility	7/7/2021 9:58 AM
59	Freedom of movement for all peoples.	7/7/2021 9:40 AM
60	None	7/7/2021 9:21 AM
61	Being able to get to major roadways faster and more efficiently.	7/7/2021 9:01 AM
62	Skipping division street to get to the other side of town.	7/7/2021 7:59 AM
63	Ability to divert traffic from busy downtown areas.	7/7/2021 7:54 AM
64	Hopefully fewer stop lights	7/7/2021 6:56 AM
65	Improved traffic management and access. Increased development in a key location to support community.	7/7/2021 4:56 AM
66	There isn't.	7/7/2021 12:06 AM
67	St Cloud lacks major west-to-east routes, especially on the South side of town. This beltline would improve mobility and development in the SW side of town.	7/6/2021 11:53 PM
68	More urban feel to area	7/6/2021 11:40 PM
69	Open and clean looking but woodsly	7/6/2021 9:24 PM
70	Fast to travel	7/6/2021 8:06 PM
71	Quick travel to/from west/east metro area	7/6/2021 8:00 PM
72	Reroute thru traffic to relieve congestion in town	7/6/2021 8:00 PM
73	If doing trails, would be nice to have more biking and walking trails	7/6/2021 7:14 PM
74	Connect st Joe and hwy 15	7/6/2021 6:18 PM
75	Getting the state to pay of it!!!	7/6/2021 5:37 PM
76	Improved mobility	7/6/2021 4:23 PM
77	Ease of congestion. Ease of trafic flow	7/6/2021 4:19 PM
78	Better traffic flow in the area	7/6/2021 3:51 PM
79	Family walks	7/6/2021 3:46 PM
80	Growth and ease of access	7/6/2021 3:14 PM
81	Reduce congestion on Division/Hwy 23 and 2nd St S.	7/6/2021 10:36 AM
82	Moving of traffic when needed.	7/6/2021 6:47 AM
83	None	7/6/2021 6:11 AM
84	Access to different parts of town while avoiding the farther bridges to cross the river	7/5/2021 3:34 PM
85	Move traffic away from congested business areas. Past projects succumbed to pressure and became slow moving areas for more new businesses	7/5/2021 1:58 PM
86	Slows of access to other areas of town	7/5/2021 11:02 AM
87	1) Promote add'l development 2) Help move traffic on this side of the MSA	7/5/2021 10:52 AM
88	Connectivity to Tech H.S. Multimodal transportation option could be incorporated.	7/5/2021 9:12 AM
89	No advantage	7/4/2021 8:26 AM
00		

91	Access & development	7/3/2021 11:37 AM
92	Access to construct the area and enhance offerings in the west end of St. Cloud	7/3/2021 6:08 AM
93	Alternative routes across the area, ease congestion of current arterial routes.	7/2/2021 9:27 PM
94	Getting to south st cloud from St. Joe or west Waite Park	7/2/2021 6:53 PM
95	Shorten drive times to get around	7/2/2021 6:45 PM
96	Relieve traffic congestion.	7/2/2021 5:27 PM
97	Mobility	7/2/2021 1:55 PM
98	Commuting	7/2/2021 12:17 PM
99	Efficiency in getting around the area.	7/2/2021 11:52 AM
100	Reduce congestion of existing transportation routes.	7/2/2021 9:33 AM
101	There isn't any advantages	7/2/2021 7:39 AM
102	Save time, gas and ultimately money when commuting.	7/2/2021 6:38 AM
103	Ease of transportation around metro area vs having to go thru it	7/1/2021 10:24 PM
104	Ability to get through town easier	7/1/2021 9:16 PM
105	Connectivity between St. Joseph and south St. Cloud	7/1/2021 8:25 PM
106	Ease of local traffic flow.	7/1/2021 2:57 PM
107	Less congestion on other 2 lane roads	7/1/2021 2:06 PM
108	More efficient travel.	7/1/2021 12:33 PM
109	Reduce traffic congestion, increase traffic flow	7/1/2021 9:00 AM
110	Bring younger people and older people together to build our area and economy	7/1/2021 8:38 AM
111	A more easily connected community.	7/1/2021 8:30 AM
112	Easier movement between St. Cloud and St. Joe, but I am not sure it is needed with I-94 just a couple minutes further out. This would allow for people on bikes to travel more easily.	7/1/2021 6:17 AM
113	Easier to get around St Cloud and distribute traffic on current streets	7/1/2021 6:08 AM
114	None	7/1/2021 5:33 AM
115	Less congestion inside corridor and quicker movement from one part of city to another.	7/1/2021 12:29 AM
116	Access to prperties and move around congestion within waite park	6/30/2021 10:12 PM
117	Alleviate congestion on Coubty Road 75 and get to st. Joseph and st. Cloud faster	6/30/2021 8:25 PM
118	Relieve congestion through Waite Park that is used to just pass through.	6/30/2021 6:29 PM
119	I do not know	6/30/2021 3:49 PM
120	Another option of getting to other side of town	6/30/2021 3:10 PM
121	Better access for emergency services and vehicles	6/30/2021 2:31 PM
122	Bypassing horrible traffic control in St. Cloud	6/30/2021 12:12 PM
123	Cut back on traffic on city streets	6/30/2021 11:23 AM
124	Contractors would make a lot of money.	6/30/2021 11:11 AM
125	Easier to get around the congestion of highway 15 and all of the stoplights and people not going on green.	6/30/2021 10:25 AM
126	It could help eliminate a lot of beautiful flora and fauna. Hate those flowers and little animals. Turtles are the worst.	6/30/2021 10:04 AM
127	Ability to travel between St Jo and SW St Cloud quickly	6/30/2021 9:55 AM

128	Southwest side development	6/30/2021 9:49 AM
129	none	6/30/2021 9:49 AM
130	Would allow for more people to travel through the area	6/30/2021 9:35 AM
131	Getting ahead of the building while relieving some of the congestion on present arteries.	6/30/2021 9:15 AM
132	Traffic control and access to HWY 10.	6/30/2021 9:15 AM
133	Traffic flow	6/30/2021 9:12 AM
134	Ease traffic in town, faster route to bypass city traffic, more direct route	6/30/2021 8:50 AM
135	None	6/30/2021 8:35 AM
136	alleviate traffic through St. Cloud.	6/30/2021 8:33 AM
137	no advantage	6/30/2021 8:30 AM
138	Easy access and faster drive times	6/30/2021 7:50 AM
139	Ability to go to Waite Park/St. Joe quickly without the congestion of the intersections on Hwy 15 or passing through neighborhoods with lower speeds and pedestrians.	6/30/2021 7:45 AM
140	I am not sure it is at all needed	6/30/2021 7:28 AM
141	Having a St cloud bypass for travelers would ease up congestion in two of our largest intersections	6/30/2021 7:17 AM
142	Improved mobility for southside travel between communities.	6/30/2021 6:58 AM
143	None.	6/30/2021 6:41 AM
144	Assist urban sprawl	6/30/2021 6:16 AM
145	Easy of getting to adjacent cities quickly	6/30/2021 5:27 AM
146	Lack of in town slower traffic.	6/29/2021 10:51 PM
147	The current road is great. No traffic, and faster	6/29/2021 10:45 PM
148	A better way to access, without having to go through St Cloud	6/29/2021 10:05 PM
149	Accessibility and speed of connecting to other main roads	6/29/2021 9:51 PM
150	Not having to use Division to get across town, improved access to new Tech for students and families. Connecting St. Joseph to St. Cloud.	6/29/2021 9:22 PM
151	ease of crossing town, reduce congestion in west St. Cloud/Waite Park shopping district	6/29/2021 9:20 PM
152	Traffic flow around town	6/29/2021 9:11 PM
153	Increased Speeding ticket revenue	6/29/2021 9:05 PM
154	New bike access	6/29/2021 8:53 PM
155	To get around town quicker	6/29/2021 8:39 PM
156	Take congestion off division and second street. Traffic from the south would bypass the West end.	6/29/2021 8:16 PM
157	Freeing up traffic through town; increased mobility	6/29/2021 7:47 PM
158	Reduce traffic on current roads, increase travel time	6/29/2021 7:19 PM
159	None it would destroy st Joseph	6/29/2021 6:53 PM
160	Reduce traffic on division	6/29/2021 6:20 PM
161	Growing our community	6/29/2021 6:18 PM
162	none	6/29/2021 5:58 PM
163	Mobility around the metro area spurring further development.	6/29/2021 5:55 PM

164	St Cloud is extremely difficult to travel in a reasonable amount of time, this would help tremendously	6/29/2021 5:43 PM
165	It will speed up the time getting from southwest st cloud to North st.cloud	6/29/2021 5:24 PM
166	None.	6/29/2021 5:21 PM
167	Quick, safe access from south St. Cloud to St. Joseph	6/29/2021 4:55 PM
168	Increase access to the St. Cloud Metro area. Allow commuters to drive on bigger, less rural roads.	6/29/2021 4:47 PM
169	Traffic flow	6/29/2021 4:45 PM
170	Able to bypass city area	6/29/2021 4:37 PM
171	Easy access for traffic to travel around St. Cloud instead of through	6/29/2021 4:30 PM
172	Faster to get around	6/29/2021 4:24 PM
173	Transportation for those who don't have car's. Reduce traffic eventually on the interstate.	6/29/2021 4:07 PM
174	There isn't one	6/29/2021 3:59 PM
175	Future proofing traffic issues.	6/29/2021 3:51 PM
176	Get across town faster. Quicker access to the interstate.	6/29/2021 3:30 PM
177	More mobility between the areas as well as completing a "Loop" around the area	6/29/2021 3:28 PM
178	None	6/29/2021 3:18 PM
179	Meet traffic needs; address traffic congestion; enhance development; spur economic growth	6/29/2021 3:18 PM
180	Not having to drive through St. Cloud!	6/29/2021 3:13 PM
181	none	6/29/2021 3:11 PM
182	mobility, getting around down town traffic, and able to get around the St. Cloud Metropolitan area efficiently.	6/29/2021 3:09 PM
183	I personally drive from St. Joseph to the South Side of St. Cloud for work and I have for nearly 10 years. There is no easy way to get there, you have to go through town, there is always something under construction so I've been late to work more than once because of traffic lights, construction delays, trains, etc.	6/29/2021 3:03 PM
184	being able to quickly get to the other side of St. Cloud	6/29/2021 3:00 PM
185	Avoiding driving through the city! St. Cloud traffic is beyond awful!	6/29/2021 2:53 PM
186	Ease of moving thru the area	6/29/2021 2:51 PM
187	Reducing travel time between southeastern St Cloud and St Joseph.	6/29/2021 2:44 PM
188	Help with traffic congestion in St. Cloud	6/29/2021 2:42 PM
189	Another road between the cities of St Cloud, Waite Park & St Joseph to alleviate some traffic from 75	6/29/2021 2:15 PM
190	Connectivity without having to enter the urban core to get there.	6/29/2021 2:05 PM
191	I would like a quicker connection from west St. Cloud/waite park to interstate 94. Right now it takes up to 20 min just to get outside the city.	6/29/2021 2:01 PM
192	Business development and growth	6/29/2021 12:52 PM

# Q9 What is your biggest concern about such a corridor?

Answered: 182 Skipped: 61

#	RESPONSES	DATE
1	Having it too far west into St. Joseph. I certainly think linking it to 12th Ave SE is much too close to Klinefelter Park and cutting too much through the large SE neighborhood. Even 16th Ave SE is probably too far into quiet neighborhoods. Maybe 20th Ave SE, near the armory and Neighbors restaurant and new apartment buildings would work.	7/19/2021 1:06 PM
2	Klinefelter Park in St. Joseph currently is a natural and quiet space, perfect for stress relief and enjoyment of nature. Studies show how escape from noise is essential for mental health as is access to green spaces. If a road is created, I hope it is not near the park. If it is, berms or sound barriers would be essential for keeping this space calm. On a short walk recently, I observed three kinds of water birds and three kinds of land birds along with many wildflowers. Any time of day, the park has walkers of all ages, and children enjoy the playground. Please protect this hidden gem when planning the road.	7/19/2021 12:53 PM
3	Not necessary. Again it is easy to get from S St. Cloud to St. Joe right now.	7/19/2021 9:27 AM
4	Safety, and time, I have friends who ask 'is there an easier way around St. Cloud?'. They also say 'the traffic stop lights are so long you can eat your lunch'.	7/16/2021 12:23 PM
5	If it will be built big enough for future traffic.	7/15/2021 1:05 AM
6	That is so close to Quarry Park. Quarry Park is a treasure and absolutely should not be destroyed. You can put roads anywhere within reason. You will never get another location like Quarry Park.	7/14/2021 10:42 PM
7	more traffic in that area	7/14/2021 9:52 PM
8	it will take too much time to get done	7/14/2021 3:41 PM
9	Infringing on existing parkland and dnr land	7/14/2021 3:15 PM
10	That bike lanes will not included in the initial build.	7/13/2021 9:52 PM
11	Cost/ taxes	7/13/2021 8:44 PM
12	It doesn't fit in a larger plan. That beltway neighbors aren't heard.	7/13/2021 8:01 PM
13	none	7/13/2021 2:54 PM
14	Cost	7/13/2021 7:57 AM
15	You can't wait 30 years to put this in place, the need is there now and it will spur future growth.	7/12/2021 9:17 PM
16	That 33rd will become too busy and speeders will not be controlled. Also that it could become dirty with trash thrown out of cars and the city wouldn't dedicate the resources like police to control it	7/12/2021 8:17 AM
17	None	7/12/2021 7:27 AM
18	More urban sprawl, inducing demand, rising VMT, more roadways we cannot afford, speed and safety dangers, diverting resources from the core/heart of the city, and will likely have poor access via transit.	7/11/2021 6:31 PM
19	If other people insisted in rural roads. We need to advanced as most of the Nordic countries are advancing for the common good of all.	7/11/2021 2:35 PM
20	My biggest concern is again the effect on undeveloped lands and wildlife, the destruction of trees and wild land, the additional pollution from the road and the development the road would bring to areas that are presently not developed. We simply need to stop thinking about new roads but we need to fix and maintain current roads.	7/11/2021 2:03 PM
21	Encroachment on the few remaining natural areas in Saint Cloud and building a beltway that	7/11/2021 1:40 PM

already exists, which is currently Hwy 94.

	already exists, which is currently Hwy 94.	
22	It intercepts our home and the rest of St Cloud	7/10/2021 4:19 PM
23	Environmental protection.	7/10/2021 6:20 AM
24	None	7/9/2021 10:12 PM
25	Cutting through Quarry park, crossing CR 137, Highway 23, CR 138, crossing the Sauk River. Not sure how this project will solve anything that the new CR 2 development from I-94 to CR 75 and the 33rd ST S bridge hasn't already accomplished. Send the traffic to the interstate.	7/9/2021 5:54 PM
26	That there will be many intersections and lights limiting speed just as Co Rd 75 and Hwy 23/Division street are now.	7/9/2021 3:57 PM
27	how long it will take to build	7/9/2021 2:53 PM
28	Impact to property owners along the proposed route, whatever that may be. I would hope that the project would be planned and implemented with their input and in a way that is fair to them.	7/9/2021 1:49 PM
29	Environmental risks including Quarry Park impact	7/9/2021 1:40 PM
30	NOT HAVING A 60 MPH OR GREAT SPEED LIMIT ON IT SO THAT IT IS USED TO CIRCUMVENT THE CITY AND SAVES TRAVELERS TIMES. A 40 MPH SPEED LIMIT ONLY MOVES SLOW TRAFFIC FROM ONE AREA TO ANOTHER AND IS TOTALLY INADEQUATE IN MY OPINION	7/9/2021 12:42 PM
31	It is apparent that minds have been made up, presenting choices at this point is like picking paint and carpeting. The existing plan does not reflect today's reality that St Cloud is no longer the destination it was 30 years ago and that existing highways are adequate to go to Brainerd, which is stagnate 9 months out of a year and does not have broad based appeal to the majority of Minnesotans. The cost does not justify the benefit to Minnesotans.	7/9/2021 10:30 AM
32	business suffer when you reroute traffic. Even road construction on Division has impacted traffic by over 20%	7/9/2021 10:21 AM
33	Nothing	7/9/2021 8:43 AM
34	Loss of land, more roads to maintain, increased costs to local taxpayers. Better alternatives exist.	7/9/2021 7:32 AM
35	That too much housing and other development will happen before it occurs so that options for routing will be limited, will not be the best plan (that might be available right now), and is likely to encroach on already developed neighborhoods.	7/9/2021 7:09 AM
36	That it is build for today, and not tomorrow's growth.	7/9/2021 6:06 AM
37	Time to approve and cost to build. With current focus on infrastructure improvement be Feds, money may be easy to get now.	7/8/2021 11:34 PM
38	Damage to local businesses' revenues through lost pass-through / visitor sales. Noise.	7/8/2021 11:31 PM
39	The length of time it will take to complete.	7/8/2021 10:42 PM
40	I do not think this corridor is the highest priority for improving traffic in and around St. Cloud. I think it might be a misallocaiton of funds for the greatest effect.	7/8/2021 8:53 PM
41	Ruining the small town feel.	7/8/2021 8:30 PM
42	Environmental impact, cost to taxpayers	7/8/2021 8:29 PM
43	None. We need that here now. Will at is far easier since they did it there.	7/8/2021 7:00 PM
44	It won't be accomplished prior to development around the entire metro area.	7/8/2021 4:25 PM
45	Timeframe of competition	7/8/2021 3:17 PM
46	Environmental disruption (natural area, wetlands), over development	7/8/2021 1:21 PM
47	Poorly planned. Too many stop lights that work incorrectly.	7/8/2021 11:45 AM
48	Building into Quarry reserve and ignoring the real root of poverty fed crime in St. Cloud.	7/8/2021 7:12 AM

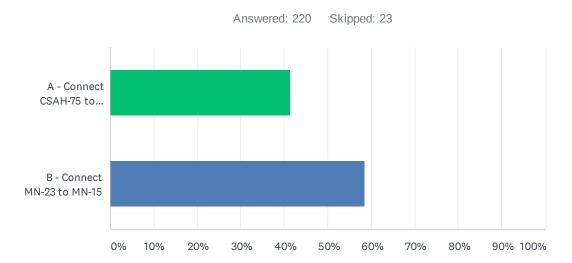
49	Poor planning will either drag it out until it is obsolete before being finished, or rushed to completion and unusable	7/8/2021 6:27 AM
50	Not enough parking	7/7/2021 11:52 PM
51	Poor planing for future use as seen in current st cloud road issues	7/7/2021 10:35 PM
52	N/A	7/7/2021 8:10 PM
53	Protecting the corridor right of way ie. City rd 133 and 19th Ave in Sartell at the round a bout	7/7/2021 1:43 PM
54	Not done soon enough - complaints from adjacent land owners that didn't look at the APO when they bought property.	7/7/2021 1:17 PM
55	I want it to be well South of 33rd to serve future needs and to maintain quality of life, residential areas, parkland, trails along 33rd Street South.	7/7/2021 1:11 PM
56	Impact on local traffic too close to St Joseph	7/7/2021 9:58 AM
57	That only white landowners will use it.	7/7/2021 9:40 AM
58	It is a continuation of a model of transportation that we know is not sustainable. It is lazy and ignorant of the consequences and current environmental crisis we are experiencing on a global scale.	7/7/2021 9:21 AM
59	Cutting down trees and going through people's land.	7/7/2021 9:01 AM
60	Time. It needs to be done fast.	7/7/2021 7:59 AM
61	Not having a concept of what future developments in the area will consist of. Could lead to costly changes in the future.	7/7/2021 7:54 AM
62	Environmental impact, encouraging urban sprawl when so many buildings and houses sit empty. Speeder try to getbatound town quickly.	7/7/2021 6:56 AM
63	Displacement of residents in the target area	7/7/2021 4:56 AM
64	Not needed	7/7/2021 12:06 AM
65	Potentially bisecting the Quarry Park and SNA.	7/6/2021 11:53 PM
66	That this will only go as far as the survey and not constructed	7/6/2021 11:40 PM
67	Cost	7/6/2021 9:30 PM
68	Traffic,. People learning curve	7/6/2021 9:24 PM
69	Just another slow traffic light road	7/6/2021 8:06 PM
70	Too much local traffic and cross traffic	7/6/2021 8:00 PM
71	None	7/6/2021 8:00 PM
72	Removing wooded areas and wildlife areas	7/6/2021 7:14 PM
73	It will cut through precious park area. If it stays WELL out of earshot then i would not mind, but the map shows a plan that most likely will. I will be protesting this completely.	7/6/2021 6:18 PM
74	Tree huggers getting in the way!! This is needed ASAP	7/6/2021 5:37 PM
75	Financial burden, Budget could be used to improve existing roadways.	7/6/2021 4:23 PM
76	Proposal not happening	7/6/2021 4:19 PM
77	Just overall construction time backing the flow up	7/6/2021 3:51 PM
78	None	7/6/2021 3:46 PM
79	Price and tax increase	7/6/2021 3:14 PM
80	Impacts to natural resources and rural properties.	7/6/2021 6:47 AM
81	Traffic	7/6/2021 6:11 AM
82	None	7/5/2021 3:34 PM

83	That political pressure will again ruin the idea and become more urban sprawl with a decaying city center	7/5/2021 1:58 PM
84	Cost of land gaining access through all the granite and homeowners!	7/5/2021 1:30 PM
85	Is it the greatest need?	7/5/2021 11:02 AM
86	1) Permanent environmental impacts (wetlands, rare features, water crossings, etc.) 2) Expanded O&M costs for existing transportation infrastructure	7/5/2021 10:52 AM
87	Finding the right balance between vehicle mobility and pedestrian and bicycle transportation. Strong desire that other forms of transportation be incorporated into the design and function of the belt line.	7/5/2021 9:12 AM
88	Protecting natural green corridors for wildlife and pollinators	7/4/2021 8:26 AM
89	Funding to build it right	7/3/2021 5:30 PM
90	None	7/3/2021 11:37 AM
91	Hurting businesses	7/3/2021 8:42 AM
92	That it would be strictly roadway and not plan for business along them, (road turn lanes, drive ways, etc)	7/3/2021 6:08 AM
93	Environmental impacts. Too many stoplights.	7/2/2021 9:27 PM
94	Cost	7/2/2021 6:53 PM
95	Time frame in which it would be done	7/2/2021 6:45 PM
96	Sprawl	7/2/2021 1:55 PM
97	None	7/2/2021 12:17 PM
98	Cost	7/2/2021 11:52 AM
99	How soon can it get constructed to stay ahead of growth and congestion issues?	7/2/2021 9:33 AM
100	MN DoT wasting more money on something that really isn't needed	7/2/2021 7:39 AM
101	Cost	7/2/2021 6:38 AM
102	How much longer it will take to actually happen!	7/1/2021 10:24 PM
103	Displacement of land owners	7/1/2021 9:16 PM
104	That it might be routed through current forested and/or environmentally valuable land	7/1/2021 8:25 PM
105	Traffic flow should be smooth.	7/1/2021 2:57 PM
106	time required to build it	7/1/2021 9:00 AM
107	None	7/1/2021 8:38 AM
108	Construction disruptions	7/1/2021 8:30 AM
109	Added traffic in some of the currently quieter areas.	7/1/2021 6:17 AM
110	\$\$	7/1/2021 6:08 AM
111	Speeds, traffic	7/1/2021 5:33 AM
112	Not much concern at this time.	7/1/2021 12:29 AM
113	Building it half ass and taking 30 years to finish	6/30/2021 10:12 PM
114	Making sure the route is beneficial	6/30/2021 8:25 PM
115	Destroying / disturbing any natural habitats to just create easier access for people to cruise from town to town.	6/30/2021 6:29 PM
116	The time it takes to study, decide, design, build, and of course the cost.	6/30/2021 3:49 PM

117	Cost	6/30/2021 3:10 PM
118	NA	6/30/2021 2:31 PM
119	Too little too late	6/30/2021 12:12 PM
120	Tax dollars	6/30/2021 11:23 AM
121	There will be excessive access and there will be no control of that access.	6/30/2021 11:11 AM
122	Loss of wetlands and nature area.	6/30/2021 10:25 AM
123	I'm worried that it will not fill/pave enough wetlands. Pour concrete 24/6 and get it over with.	6/30/2021 10:04 AM
124	Cost and assessments	6/30/2021 9:55 AM
125	Environmental	6/30/2021 9:49 AM
126	not needed for at least 60 to 70 years,	6/30/2021 9:49 AM
127	Could disrupt the community that is present	6/30/2021 9:35 AM
128	Not building it	6/30/2021 9:15 AM
129	Too wide of a cooradoor.	6/30/2021 9:15 AM
130	Cost	6/30/2021 9:12 AM
131	Losing natural environment to roads	6/30/2021 8:35 AM
132	none	6/30/2021 8:33 AM
133	Removes more rural, agricultural area. Increased traffic	6/30/2021 8:30 AM
134	Location of connection of the corridor	6/30/2021 7:50 AM
135	Wasting resources on an unnecessary project.	6/30/2021 7:28 AM
136	I worry that if we offer too many options to develop these areas that it will just create another path in which traffic can build up	6/30/2021 7:17 AM
137	The cooridor will lead to increased development and increased traffic that will greatly detract from the quiet, rural nature of the area.	6/30/2021 6:58 AM
138	Allow us to have some land that doesn't have a giant road through it. It is not that difficult to get from south St. Cloud to St. Joe.	6/30/2021 6:41 AM
139	Cost	6/30/2021 6:16 AM
140	None	6/30/2021 5:27 AM
141	Not built to get over there as quick.	6/29/2021 10:51 PM
142	Waste of tax payer \$\$\$	6/29/2021 10:45 PM
143	None	6/29/2021 10:05 PM
144	Disruption of people and land	6/29/2021 9:51 PM
145	Make it bike friendly, and please mitigate the noise impact.	6/29/2021 9:20 PM
146	Hwy 23 intersection	6/29/2021 9:11 PM
147	Taking private homes and multi generational farmland.	6/29/2021 9:05 PM
148	Divide neighborhoods	6/29/2021 8:53 PM
149	That there will be too many stops along the way needs to be set up more like 494 and 694 in Minneapolis if it's just gonna be feel the stop lights and roundabouts than the beltline is pointless	6/29/2021 8:39 PM
150	Don't waste funds on curb, butter and sidewalks, medians. The ones you have are not used.	6/29/2021 8:16 PM
151	To long of stretch thereby not reducing congestion due to limited use	6/29/2021 7:19 PM

152	Higher taxes. Funneling more traffic in a small town that does not want it	6/29/2021 6:53 PM
153	My biggest concern is aesthetics. I hope it looks nice and extends the charm of the St Joe area.	6/29/2021 6:18 PM
154	Delay in construction.	6/29/2021 5:55 PM
155	First concern is that it will not have enough right away for future expansion, buildings will be built next to it and make future expansion all but impossible. The second concern would be having too many intersections. It really needs to be designed to be more like a freeway beltline so that you can utilize it to move from point a to point b in a short amount of time otherwise it really is not beneficial at all	6/29/2021 5:43 PM
156	No real concern about the corridor but there should be no roundabouts	6/29/2021 5:24 PM
157	Destroy your great neighborhoods so people can drive around St Cloud.	6/29/2021 5:21 PM
158	Need to maintain existing roadways.	6/29/2021 5:08 PM
159	Making it bicycle and pedestrian safe	6/29/2021 4:55 PM
160	None. This is so exciting. We definitely need this!	6/29/2021 4:47 PM
161	More cost in taxes	6/29/2021 4:45 PM
162	It is so close to the Quarry Park area	6/29/2021 4:37 PM
163	the project being underbuilt and unable to sustain the level of use it receives or cutting off access to businesses	6/29/2021 4:30 PM
164	None	6/29/2021 4:24 PM
165	Not enough drivers will use it. Need to encourage people traveling and working in the cities to leave cars at home.	6/29/2021 4:07 PM
166	Taking more land and house from deserving people, just so some politicians can put there name on something	6/29/2021 3:59 PM
167	That it does not happen soon enough.	6/29/2021 3:51 PM
168	Waste of money.	6/29/2021 3:48 PM
169	Long timeline. We've needed this for years!	6/29/2021 3:30 PM
170	Is it really needed? Looks like just a waste of my taxes!	6/29/2021 3:18 PM
171	Funding, with so many community needs	6/29/2021 3:18 PM
172	Cost	6/29/2021 3:13 PM
173	already stated in my first answer	6/29/2021 3:11 PM
174	pedestrian traffic sharing the fast moving roadway of the corridor once completed. Also, the shared intersection on Hwy 23. Hwy 23 is known to be an unsafe roadway due to the intersections on it. Please make this corridor an overpass on Hwy 23, much like the Hwy 15/194 intersection	6/29/2021 3:09 PM
175	I'd be concerned that people would drive fast at night and there would be a fair amount of wildlife accidents, the area is pretty rural and undeveloped.	6/29/2021 3:03 PM
176	We need to make sure that the corridor travels south of Quarry Park and that it stays far enough away that it does not disrupt the SNA.	6/29/2021 3:00 PM
177	none	6/29/2021 2:53 PM
178	Cost	6/29/2021 2:51 PM
179	Environmental impact	6/29/2021 2:44 PM
180	What would need to be built and what cost to the taxpayers	6/29/2021 2:15 PM
181	Cost	6/29/2021 2:05 PM
182	That it isn't used or isn't needed	6/29/2021 12:52 PM

# Q10 Over the next 10 years, if there was only enough money to build one segment of the corridor, which segment do you think should be constructed first?



ANSWER CHOICES	RESPONSES	
A - Connect CSAH-75 to MN-23	41.36%	91
B - Connect MN-23 to MN-15	58.64%	129
TOTAL		220

# Q11 Do you know of any issues and/or constraints that should be considered by the study team?

Answered: 107 Skipped: 136

#	RESPONSES	DATE
1	Be sure to keep the corridor toward the current edge of St. Joseph. Putting a new, busy road near Klinefelter Park and its neighboring homes would be disruptive and unnecessary.	7/19/2021 1:10 PM
2	Klinefelter Park in St. Joseph currently is a natural and quiet space, perfect for stress relief and enjoyment of nature. Studies show how escape from noise is essential for mental health as is access to green spaces. If a road is created, I hope it is not near the park. If it is, berms or sound barriers would be essential for keeping this space calm. On a short walk recently, I observed three kinds of water birds and three kinds of land birds along with many wildflowers. Any time of day, the park has walkers of all ages, and children enjoy the playground. Please protect this hidden gem when planning the road.	7/19/2021 12:55 PM
3	Get land owner input. If the landowners are not interested in selling for future development in this area, the corridor is not needed.	7/19/2021 9:32 AM
4	Money and time	7/16/2021 12:25 PM
5	No	7/15/2021 1:07 AM
ô	Use common sense in choosing the location of the road.	7/14/2021 10:44 PM
7	do not effect the nature areas	7/14/2021 9:55 PM
8	none	7/13/2021 2:55 PM
9	The roundabouts and the traffic associated with the schools on 33rd St. do not make that route conducive to a major belt line. You've got to get a freeway type system to move traffic more efficiently east and west and north and south thru St. Cloud. There is a lot, a lot of weekend going up north traffice that just does not have to go thru St. Cloud with all it's intersecting roads and traffic lights.	7/12/2021 9:29 PM
10	Just please look at 33rd connection and the impact that this will have on that street and it's properties	7/12/2021 8:18 AM
11	No	7/12/2021 7:28 AM
12	Cost/benefit.	7/11/2021 6:35 PM
13	no	7/11/2021 2:37 PM
14	Saint Cloud has a green space ordinance that specifically set aside areas for protection from development, but yet again Saint Cloud is pushing business profits over conserving the environment, making it an even more less desirable place to want live and raise a family.	7/11/2021 1:45 PM
15	no	7/10/2021 4:20 PM
16	No	7/10/2021 6:21 AM
17	No	7/9/2021 10:13 PM
18	Merging or roundabouts so slow traffic trying to get on Hwy 23 doesn't slow down those already going 65 on Hwy 23.	7/9/2021 4:02 PM
19	no	7/9/2021 2:54 PM
20	Impacts to property owners.	7/9/2021 2:09 PM
21	IN ORDER TO BE EFFECTIVE, I ASK THAT THE PLANNING DEVELOP A ROUTE AWAY FROM THE CITY CONGESTION - ESPECIALLY HWY 23 TRAFFIC	7/9/2021 12:45 PM

22	A re-evaluation of the current and future use of the proposed roadways by other than study area residents.	7/9/2021 10:36 AM
23	You have not considered the true needs. This proposed new road is not going to be a true beltway like I494/694 at all. It will just be another congested roadway with on grade crossings and stoplights like every other road in St. Cloud.	7/9/2021 7:37 AM
24	What does they full corridor loop look like? Something that runs through sartell to Sauk rapids to east St. Cloud to SE St. Cloud, back to south St. Cloud again.	7/9/2021 6:11 AM
25	no	7/8/2021 11:37 PM
26	Connecting MN-23 and MN-15 as described in the drawing seems redundant. I-94 is only a few miles south and does the exact same thing. Redundancy is a waste of money.	7/8/2021 11:33 PM
27	No	7/8/2021 10:45 PM
28	No	7/8/2021 8:54 PM
29	Clearly noise and disruption to environment/wildlife, but also attempt minimal disruption to private property.	7/8/2021 8:31 PM
30	No	7/8/2021 7:03 PM
31	Look closely at where development of housing/industry, etc. is growing and get those sections planned and property acquired to be able to construct beltline as needed.	7/8/2021 4:30 PM
32	no	7/8/2021 3:17 PM
33	Quarry reserve. Better use of funds.	7/8/2021 7:14 AM
34	None	7/7/2021 11:53 PM
35	Future growth of rural towns as bedroom community sites and traffic into st cloud for work and shopping	7/7/2021 10:37 PM
36	Protecting right of ways and cooperation between cities and township	7/7/2021 1:46 PM
37	no	7/7/2021 1:18 PM
38	New construction in St Joseph on the edge of town nearest the beltway (large apartment buildings just finishing) may be close to planned road and affect issie.	7/7/2021 9:59 AM
39	Disturbing natural habitat and sacred lands.	7/7/2021 9:42 AM
40	The "study team" is obviously biased in believing that a new road is a good idea.  Transportation analysis should be a systems approach with environmental scientists, economists, engineers, landscape architects and the public.	7/7/2021 9:33 AM
41	No	7/7/2021 9:04 AM
42	Time. Do this fast!	7/7/2021 8:00 AM
43	Environmental impact, impact to parks both of these sites long term as the ease of getting around will encourage developers to build out faster from city center.	7/7/2021 6:59 AM
44	Is this project more important than a better connection route around downtown for drivers on hwy 23?	7/7/2021 5:05 AM
45	Who hires the team.	7/7/2021 12:11 AM
46	Traffic to current businesses	7/6/2021 9:26 PM
47	Speed	7/6/2021 8:07 PM
48	Environmental impacts	7/6/2021 7:15 PM
49	Leave the quarry park alone.	7/6/2021 6:23 PM
50	Avoiding iminent domain	7/6/2021 4:29 PM
51	Wildlife preservation	7/6/2021 4:20 PM
52	No	7/6/2021 3:47 PM

53	Bringing traffic to areas that don't want it.	7/6/2021 6:12 AM
54	No	7/5/2021 3:34 PM
55	Environmental	7/5/2021 1:59 PM
56	1) Permanent environmental impacts (lots of wetlands, river/stream/ ditch crossings, rare features, proximity to Quarry Park and SNA). 2) Costs: wetland mitigation, water crossings, length, # of lanes, features (intersection types, multi-use trails, sidewalks, medians, curb/gutter, stormwater generation). 3) Multiple benefit options (ex. incorporate pollinator habitat, incorporate regional stormwater treatment).	7/5/2021 11:00 AM
57	Nature. Impact on rivers and animal corridors. Noise pollution	7/4/2021 8:28 AM
58	Should be grade separated interaction at a Highway 23	7/3/2021 5:31 PM
59	None	7/3/2021 11:39 AM
60	Overpasses over current highways are a must for safety.	7/2/2021 9:29 PM
61	Deer	7/2/2021 6:54 PM
62	No	7/2/2021 6:47 PM
63	No	7/2/2021 11:53 AM
64	No.	7/2/2021 9:40 AM
65	Do you people not drive? I don't take 694 or 494 simply to avoid downtown. I take 94 - PERIOD!! If what you are proposing worked, I wouldn't see tractor trailers from Canada on 94 downtown Minneapolis.	7/2/2021 7:53 AM
66	Given the relatively light (at present) need for such a corridor, it seems that it should be created with as much use of current roadways as possible. So, starting from 33rd St. S., heading west, it could easily connect to the existing Hwy 137. Going north, this links directly to 28th Ave. S. (Waite Park), going directly to Hwy 75. Not only would this meet the goals of the corridor, it would cause a minimum of disruption. Furthermore, it connects two currently active and growing areas: the (new) Tech HS area, and the growing cluster of businesses around the juncture of 28th Ave. S. & Hwy 75 (Fleet Farm, etc.)	7/1/2021 8:32 PM
67	None	7/1/2021 8:39 AM
68	Please consider environmental impacts.	7/1/2021 8:32 AM
69	No	6/30/2021 6:32 PM
70	No	6/30/2021 3:11 PM
71	NA	6/30/2021 2:32 PM
72	SafetySafety	6/30/2021 11:13 AM
73	Damage to wetlands.	6/30/2021 10:26 AM
74	Nope. Just keep building rides, everywhere. I don't have a street from my house directly to Fleet Farm yet. How am I suppose to get my cheap stuff?	6/30/2021 10:06 AM
75	Has anybody calculated the annual cost to taxpayers for maintenance, labor ,law enforcement etc.?	6/30/2021 9:54 AM
76	No	6/30/2021 9:50 AM
77	Wildlife and the disruption of communities	6/30/2021 9:37 AM
78	No stop lights!	6/30/2021 9:17 AM
79	Lost public parks	6/30/2021 8:37 AM
80	No.	6/30/2021 6:42 AM
81	No	6/30/2021 5:27 AM

83	Farm land should stay farm land. Quit building low-income housing for those who don't work and collect a check due to sheer laziness	6/29/2021 10:48 PM
84	No	6/29/2021 10:07 PM
85	Please consider the noise impact to the surrounding natural areas - it is so hard to find quiet in this community.	6/29/2021 9:24 PM
86	Encroaching on the Imholte farm, the elevator, pomps tire	6/29/2021 9:08 PM
87	Climate change-build rapid busway. Bike trails. Deemphasize cars.	6/29/2021 8:55 PM
88	Keep it functional and not spend foolishly on tress, sidewalks and bike paths.	6/29/2021 8:20 PM
89	No	6/29/2021 7:21 PM
90	Taxes!	6/29/2021 6:56 PM
91	No	6/29/2021 6:20 PM
92	Build with the idea of securing enough right of way that it could be expanded to a freeway.	6/29/2021 5:58 PM
93	None at the moment	6/29/2021 5:26 PM
94	Your proposing a road that doesn't help St. Cloud.	6/29/2021 5:23 PM
95	wildlife, existing roadways maintenance	6/29/2021 5:10 PM
96	No	6/29/2021 4:49 PM
97	No	6/29/2021 4:46 PM
98	Make sure it goes south of the Quarry Park area	6/29/2021 4:39 PM
99	No	6/29/2021 4:25 PM
100	How big of a negative impact will it have on the communities it goes through	6/29/2021 4:01 PM
101	No	6/29/2021 3:54 PM
102	cost	6/29/2021 3:12 PM
103	connecting the roadway onto Hwy 23, please make an overpass like over Hwy 15.	6/29/2021 3:09 PM
104	Protecting the Quarry Park SNA	6/29/2021 3:01 PM
105	no	6/29/2021 2:54 PM
106	No	6/29/2021 2:52 PM
107	No	6/29/2021 2:48 PM

# Q12 Do you have any final thoughts that have not been covered in the survey?

Answered: 107 Skipped: 136

#	RESPONSES	DATE
1	A good model of how the road could look is Field Street in St. Joseph (lighting, median, bike/walking path).	7/19/2021 1:10 PM
2	Please protect St Joseph Klinefelter Park's quiet and green space.	7/19/2021 12:55 PM
3	A highway 15 and/or highway 23 bypass around St. Cloud would be a much more beneficial use of funds in my opinion.	7/19/2021 9:32 AM
4	It is a necessary project if we want to keep the St. Cloud metro area viable. We do not want to create bottle necks similar to the twin cities.	7/16/2021 12:25 PM
5	No	7/15/2021 1:07 AM
6	Be careful, and be consider of the natural beauty we have in that area.	7/14/2021 10:44 PM
7	it is a good idea if done rite	7/14/2021 9:55 PM
8	it would be wonderful to have this done!	7/14/2021 3:42 PM
9	none	7/13/2021 2:55 PM
10	Just stay the Hell away from the Quarry Park and Preserve! Also, I'd rather spend money to finally finish the half of a light rail line we built to Big Lake.	7/13/2021 9:18 AM
11	I think that the 33rd st. corridor by the new Tech looks fantastic! Great job! This new corridor should look as great	7/12/2021 10:05 PM
12	You'd better get going on the financing and get started because the traffic situation needs solving now. A major push needs to be made for State and Federal funding for this.	7/12/2021 9:29 PM
13	Please have community discussions going forward and consider all homeowners.	7/12/2021 8:18 AM
14	No	7/12/2021 7:28 AM
15	Can the region support maintaining its existing infrastructure?	7/11/2021 6:35 PM
16	The potential immediate growing of St. Joseph.	7/11/2021 2:37 PM
17	We do not need any more new roads.	7/11/2021 2:04 PM
18	Your question asking when the byway should be built was biased toward it being built no matter what by not including and option to say public ally it shouldn't be built at all!	7/11/2021 1:45 PM
19	no	7/10/2021 4:20 PM
20	No.	7/10/2021 6:21 AM
21	No	7/9/2021 10:13 PM
22	I could understand extending 33rd ST. S. to CR 137. Then let traffic go up 28th Ave S. and onto 75. Anything beyond that would be a waste of infrastructure money. On a separate subject, I've heard plans of extending 33rd St. S across the Mississippi to HWY 10. While this would be convenient for inner city travel, has there been consideration to cross the Mississippi at Opportunity drive? Seems to be a much better alternative if there could only be one bridge/road built to connect HWY 10 and I-94. This would also relieve pressure on Clearwater and HWY 15 to northbound HWY 10. Thank you for your time Ryan Tamm	7/9/2021 6:01 PM
23	Hwy 15 and Co Rd 75 need to flow thru St. Cloud much better than they do now.	7/9/2021 4:02 PM
24	no	7/9/2021 2:54 PM

25	Four thoughts: 1) Consider an interchange at Highway 23 with roundabouts, similar to what was done at 33rd and Highway 15 a few years ago. We don't need more stoplights on Highway 23. If the money isn't available for an interchange at that location at the time of construction, at least plan for one in the future. 2) With the corridor's proximity to Quarry Park, it would be nice to study the possibility of adding an additional parking lot and trail system that would extend into the park from the backside near the proposed corridor. The current entrance and parking lot are frequently congested especially during the summer months. Definitely not crucial, but something to think about. 3) Any major intersection should be a roundabout, similar to the sections of the beltway that have already been built. No new traffic lights along the entire proposed corridor (with the possible exception of County Road 75) would be ideal. As an avid biker and runner as well as a driver I find roundabouts far easier to navigate and much more effective at moving traffic in most cases. 4) Some sort of sidewalk or trail is a must. I would prefer to see a sidewalk on one side and an asphalt trail on the other (similar to how the currently constructed sections of the beltway are). If that truly isn't possible because of financial constraints or other situations I could settle for one or the other but not neither.	7/9/2021 2:09 PM
26	PLEASE CONTINUE THE PLANNING WITH ALL HASTE	7/9/2021 12:45 PM
27	It is difficult to scrap a plan 30 years in the making, but in this case it should be seriously reconsidered.	7/9/2021 10:36 AM
28	Yes—go back to the drawing board! Spend money where it's needed. Update TH15 on grade crossings to controlled access.	7/9/2021 7:37 AM
29	What about 33rd street bridge?	7/9/2021 6:11 AM
30	no	7/8/2021 11:37 PM
31	What is the plan for returning the road "to the northeast" back to US-10 for bypass traffic? Through rural LeSauk township? Through Sartell?	7/8/2021 11:33 PM
32	Long overdue.	7/8/2021 10:45 PM
33	I don't think so.	7/8/2021 8:54 PM
34	Makes sense to me to start at 33rd St So and move NW, just like I think 33rd St So should go east over the river and to Hwy 10	7/8/2021 8:31 PM
35	No, only that too many vehicles & trucks go through St. Cloud unnecessarily. Beltway would help traffic, safety & emergency vehicles	7/8/2021 7:03 PM
36	I think it is an excellent idea. But, I am afraid procrastination will keep it from become a reality in the next 30 years, and by then it will be too late.	7/8/2021 4:30 PM
37	no	7/8/2021 3:17 PM
38	I need to know a lot more about the environment and conditions of the proposed route.	7/8/2021 1:23 PM
39	Ask the affluent families what they need to build a strong community.	7/8/2021 7:14 AM
40	Please keep access limited so there is traffic flow without roundabouts. There are already slower paths to complete this journey, this option should be the faster more direct less hassle option	7/8/2021 6:31 AM
41	Nope	7/7/2021 11:53 PM
42	Do not ruin it with stoplights like hwy15 and Division. It takes forever to go through town and get to st Joe from St. Cloud right now. This should give us something we don't already have the ability to travel at a higher speed to reduce travel times.	7/7/2021 6:50 PM
43	Protect wildlife habitat and make sure it is bike friendly	7/7/2021 1:46 PM
44	none at this time	7/7/2021 1:18 PM
45	First, reconsider plans for a bridge so that a future beltway around the city will meet future needs.	7/7/2021 1:14 PM
46	Noise pollution needs to be considered somewhere.	7/7/2021 9:59 AM
47	It should be raised above ground.	7/7/2021 9:42 AM

48	New roads are not a good idea now and will never be. Educate yourselves on carrying capacity, human population growth, the current level of resource use on the planet, ( hint, we use 50% more than what is sustainable). Develop alternatives to building new roads.	7/7/2021 9:33 AM
49	No	7/7/2021 9:04 AM
50	Do this fast!	7/7/2021 8:00 AM
51	How much easier. More economical is the ring road versus using existing roads	7/7/2021 6:59 AM
52	Any consideration for supporting infrastructure such as gas stations or other businesses?	7/7/2021 5:05 AM
53	I don't think it's needed	7/7/2021 12:11 AM
54	No	7/6/2021 8:07 PM
55	The park is priority. Update that and then make 75-23	7/6/2021 6:23 PM
56	Yes. Who will pay for this project???	7/6/2021 5:38 PM
57	Share details regarding engineering statistics related to benefits of each option provided in the survey.	7/6/2021 4:29 PM
58	No	7/6/2021 3:47 PM
59	This is a waste of money.	7/6/2021 6:12 AM
60	No	7/5/2021 3:34 PM
61	We don't need it. Don't waste tax payers money	7/4/2021 8:28 AM
62	None	7/3/2021 11:39 AM
63	No	7/2/2021 6:47 PM
64	No, thank you	7/2/2021 11:53 AM
65	Who will have jurisdiction over the corridor when completed (State, County, or City)?	7/2/2021 9:40 AM
66	Building a bridge over the Mississippi probably a higher priority??????	7/2/2021 8:20 AM
67	I know this will get build anyway no matter what any one says. Such a waste of money. The designs won't include stop lights b/c traffic circles are SO much more efficient. That they might be but for the love of God & all that's holy - make them bigger!! If you HONESTLY (I think you're fooling yourselves) think that you can divert tractor trailer traffic and then make the bare minimum width traffic circles - you are delusional to believe a tractor trailer will use that alternative path more then once. Make HUGE traffic circles that make it easy for them to get around which is WAY bigger then what you're currently making them. If that happens, you may have some success diverting them around. However looked at the plans - I doubt it. It's too big of a divert.	7/2/2021 7:53 AM
68	This is crucial for the advancement of the area, traffic has been a major issue of st cloud for decades	7/1/2021 10:25 PM
69	Time to expand our area instead of continuing to cluster	7/1/2021 8:39 AM
70	How much land do we have to turn to concrete and blacktop to feed societies materialism and impatience?	6/30/2021 6:32 PM
71	Keep people informed. Seems like we start all these with a survey, feeling like we have an interest and some say, and then it goes off the radar.	6/30/2021 3:52 PM
72	No	6/30/2021 3:11 PM
73	No	6/30/2021 2:32 PM
74	The cost?	6/30/2021 10:26 AM
75	Yes, a lot of final thoughts. Thanks for asking.	6/30/2021 10:06 AM
76	I-94 is a logical southwest beltway for this metro area.	6/30/2021 9:54 AM
77	No	6/30/2021 9:50 AM

78	As of now, more should be done to ask is this is really what the community needs	6/30/2021 9:37 AM
79	Quit overdevelopment. Preserve our parks.	6/30/2021 8:37 AM
80	Please don't build this.	6/30/2021 6:42 AM
81	No	6/30/2021 5:27 AM
82	Why wait ?	6/29/2021 10:53 PM
83	Ya'll wanna live in the city, deal with the traffic. Don't waste everybody's money to appease the CIDIOTS	6/29/2021 10:48 PM
84	No	6/29/2021 10:07 PM
85	Please consider light pollution impacts.	6/29/2021 9:24 PM
86	Push it out farther South and west	6/29/2021 9:08 PM
87	Electric charging stations	6/29/2021 8:55 PM
88	No	6/29/2021 7:21 PM
89	Cost, and actual need. 94 already connects 15 and 75. This is just a way too spend money you don't need to spend	6/29/2021 6:56 PM
90	I love studies like this! Thank you for taking the time to put this together! You rock and probably deserve a raise:)	6/29/2021 6:20 PM
91	scrap it	6/29/2021 5:58 PM
92	Build the ENTIRE beltway ASAP.	6/29/2021 5:58 PM
93	It would be nice for the additional sales tax we pay in St Cloud area to be used for this project. It seems like it would be more practical to have the belt line connect on the west end of St Joseph so it could offer direct access to I-94.	6/29/2021 5:49 PM
94	No	6/29/2021 5:26 PM
95	I'll move out of St Cloud if this corridor is created. It will just show that the decision makers don't care about their residents or neighborhoods.	6/29/2021 5:23 PM
96	I do not think we should do this.	6/29/2021 5:10 PM
97	No	6/29/2021 4:49 PM
98	No	6/29/2021 4:46 PM
99	no	6/29/2021 4:39 PM
100	No	6/29/2021 4:25 PM
101	Don't do it! Improve the current city that we already have	6/29/2021 4:01 PM
102	I would like to the Mississippi River bridge section from 10 to 75 done first.	6/29/2021 3:54 PM
103	cost	6/29/2021 3:12 PM
104	n/a	6/29/2021 3:09 PM
105	no	6/29/2021 2:54 PM
106	No	6/29/2021 2:52 PM
107	No	6/29/2021 2:48 PM

# Q13 What is your zip code? (optional)

Answered: 196 Skipped: 47

#	RESPONSES	DATE
1	56374	7/19/2021 1:11 PM
2	56374	7/19/2021 12:55 PM
3	56310	7/19/2021 9:33 AM
4	56303	7/16/2021 12:26 PM
5	56303	7/15/2021 1:08 AM
6	56368	7/14/2021 9:55 PM
7	56301	7/14/2021 3:42 PM
8	56303	7/14/2021 3:16 PM
9	56304	7/13/2021 9:53 PM
10	56301	7/13/2021 8:46 PM
11	56377	7/13/2021 8:02 PM
12	55320	7/13/2021 2:55 PM
13	56387	7/13/2021 9:18 AM
14	56301	7/12/2021 10:07 PM
15	56301	7/12/2021 9:29 PM
16	56301	7/12/2021 8:19 AM
17	56301	7/12/2021 7:28 AM
18	56301	7/11/2021 2:38 PM
19	56310	7/11/2021 2:05 PM
20	56304	7/11/2021 1:45 PM
21	56301	7/10/2021 11:24 AM
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23	56303	7/9/2021 10:14 PM
24	56301	7/9/2021 6:01 PM
25	56320	7/9/2021 4:02 PM
26	56374	7/9/2021 2:55 PM
27	56320	7/9/2021 2:41 PM
28	56301	7/9/2021 2:09 PM
29	56304	7/9/2021 1:42 PM
30	56374	7/9/2021 12:46 PM
31	56301	7/9/2021 10:38 AM
32	56303	7/9/2021 8:44 AM
33	56301	7/9/2021 7:38 AM

34	56303	7/9/2021 7:11 AM
35	56301	7/9/2021 6:12 AM
36	56379	7/8/2021 11:38 PM
37	56377	7/8/2021 11:34 PM
38	56320	7/8/2021 10:46 PM
39	56304	7/8/2021 8:55 PM
40	56374	7/8/2021 8:32 PM
41	56301	7/8/2021 8:32 PM
42	56374	7/8/2021 7:03 PM
43	56303	7/8/2021 4:31 PM
44	56303	7/8/2021 3:18 PM
45	56301	7/8/2021 1:24 PM
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47	56303	7/8/2021 7:14 AM
48	56303	7/8/2021 6:31 AM
49	56374	7/7/2021 11:54 PM
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51	56301	7/7/2021 10:27 PM
52	56301	7/7/2021 6:50 PM
53	56303	7/7/2021 3:04 PM
54	56377	7/7/2021 1:47 PM
55	56303	7/7/2021 1:19 PM
56	56301	7/7/2021 1:15 PM
57	56374	7/7/2021 10:00 AM
58	56240	7/7/2021 9:43 AM
59	56303	7/7/2021 9:34 AM
60	56301	7/7/2021 9:04 AM
61	56301	7/7/2021 8:00 AM
62	56377	7/7/2021 7:56 AM
63	56301	7/7/2021 7:00 AM
64	56310	7/7/2021 5:05 AM
65	56301	7/7/2021 1:06 AM
66	56310	7/7/2021 12:12 AM
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68	55353	7/6/2021 11:41 PM
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70	56303	7/6/2021 9:13 PM
71	56368	7/6/2021 8:38 PM

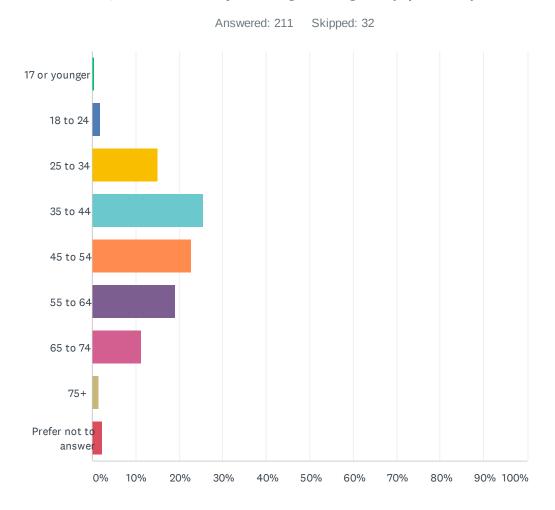
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92	56374	7/5/2021 9:13 AM
93	56374	7/4/2021 8:28 AM
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95	56301	7/3/2021 5:32 PM
96	56303	7/3/2021 11:40 AM
97	56301	7/3/2021 8:52 AM
98	56301	7/3/2021 8:43 AM
99	56378	7/3/2021 8:15 AM
100	56320	7/3/2021 6:56 AM
101	56379	7/3/2021 6:09 AM
102	56304	7/2/2021 9:30 PM
103	56368	7/2/2021 6:55 PM
104	56320	7/2/2021 6:48 PM
105	56374	7/2/2021 5:29 PM
106	56362	7/2/2021 1:57 PM
107	56304	7/2/2021 11:53 AM
108	56301	7/2/2021 9:41 AM
109	56303	7/2/2021 8:21 AM

110	56378	7/2/2021 7:53 AM
111	56379	7/2/2021 6:39 AM
112	56303	7/1/2021 9:17 PM
113	56301	7/1/2021 8:33 PM
114	56301	7/1/2021 2:59 PM
115	55374	7/1/2021 2:07 PM
116	56374	7/1/2021 12:35 PM
117	56304	7/1/2021 9:03 AM
118	56301	7/1/2021 8:39 AM
119	56310	7/1/2021 8:33 AM
120	56301	7/1/2021 6:20 AM
121	56320	7/1/2021 6:09 AM
122	56304	7/1/2021 12:30 AM
123	56301	6/30/2021 10:14 PM
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125	56374	6/30/2021 6:33 PM
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170	56301	6/29/2021 5:10 PM
171	56374	6/29/2021 4:55 PM
172	56379	6/29/2021 4:49 PM
173	56301	6/29/2021 4:47 PM
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176	5630q	6/29/2021 4:25 PM
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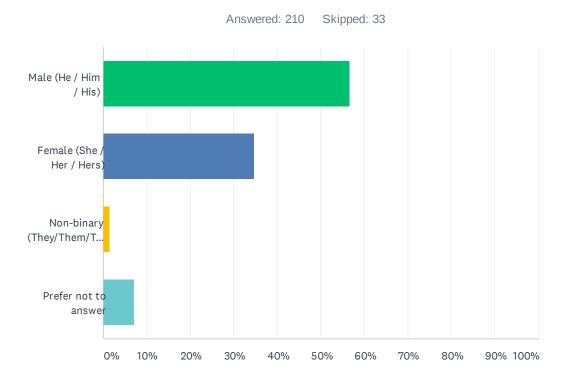
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191	56377	6/29/2021 2:17 PM
192	56301	6/29/2021 2:10 PM
193	56301	6/29/2021 2:06 PM
194	56303	6/29/2021 2:02 PM
195	56301	6/29/2021 12:55 PM
196	55038	6/29/2021 10:27 AM

# Q14 What is your age range? (optional)



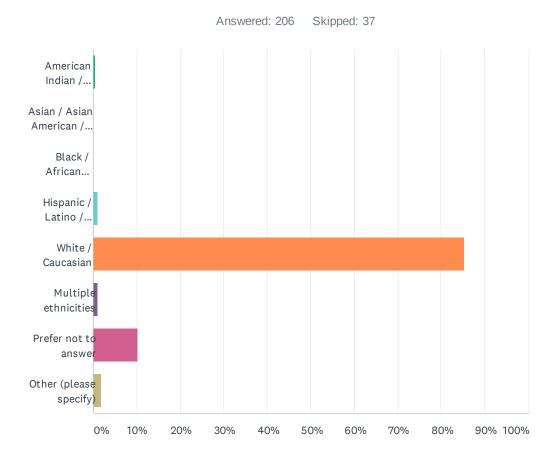
ANSWER CHOICES	RESPONSES	
17 or younger	0.47%	1
18 to 24	1.90%	4
25 to 34	15.17%	32
35 to 44	25.59%	54
45 to 54	22.75%	48
55 to 64	18.96%	40
65 to 74	11.37%	24
75+	1.42%	3
Prefer not to answer	2.37%	5
TOTAL		211

# Q15 What is your gender? (optional)



ANSWER CHOICES	RESPONSES	
Male (He / Him / His)	56.67%	119
Female (She / Her / Hers)	34.76%	73
Non-binary (They/Them/Theirs)	1.43%	3
Prefer not to answer	7.14%	15
TOTAL		210

### Q16 What race/ethnicity best describes you? (optional)



ANSWER CHOICES	RESPONSES	
American Indian / Alaskan Native	0.49%	1
Asian / Asian American / Pacific Islander	0.00%	0
Black / African American	0.00%	0
Hispanic / Latino / Spanish	0.97%	2
White / Caucasian	85.44%	176
Multiple ethnicities	0.97%	2
Prefer not to answer	10.19%	21
Other (please specify)	1.94%	4
TOTAL		206

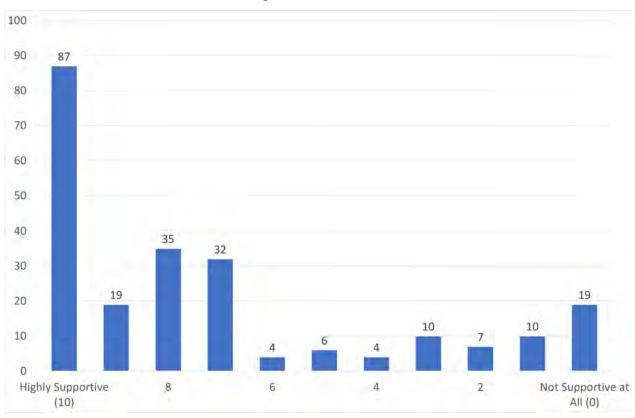
#	OTHER (PLEASE SPECIFY)	DATE
1	How could this possibly be relevant?	7/10/2021 4:20 PM
2	I am a citizen of the world	7/7/2021 9:43 AM
3	German / irish	6/29/2021 9:09 PM
4	Swede	6/29/2021 4:47 PM

# **SW Beltline Corridor Study Community Survey#1 Detailed Feedback**

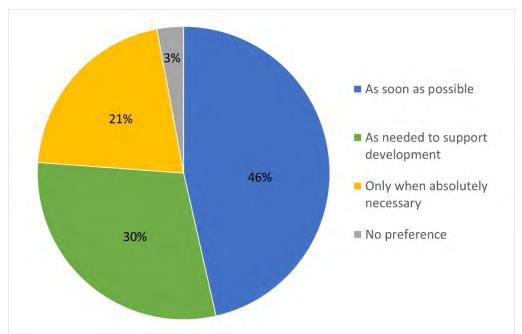
Survey was open from June 29 – July 14, 2021 243 responses were received

1) How supportive are you of the concept of the SW Beltline Corridor? (Scale of 1-10)





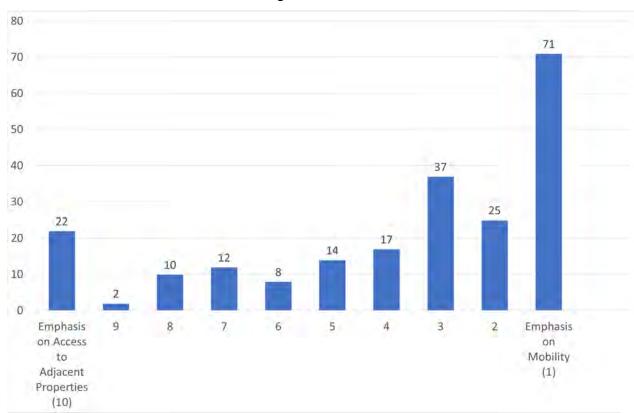
- 2) If you do not support the construction of the SW Beltline, please tell us why. General concern themes included (starting with the most mentioned):
  - Environmental impacts (especially with Quarry Park)
  - The necessity of the construction ("I-94 serves the same purpose!")
  - o Impact on local businesses
  - Focus on pavement preservation/and improvements to existing roads
  - Safety being decreased (higher traffic in that area, speeders)
- 3) How quickly should the SW Beltline Corridor be constructed?



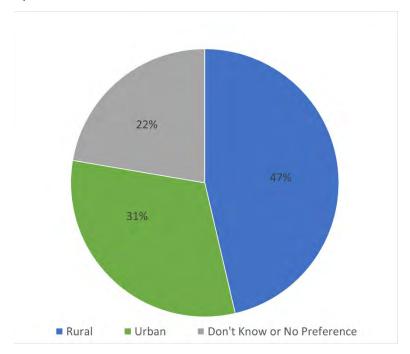
#### When Comparing questions Q1 and Q3:

- Those who ranked their support for the concept of the SW Beltline in Q1 between 0-3 were the majority that selected "Only when absolutely necessary" and "No preference" in Q3 (How quickly should the SW Beltline Corridor be build?)
- Those who ranked their support for the concept of the SW Beltline in Q1 between 4-8 were the majority that selected "As needed to support development" in Q3
- Those who ranked their support for the concept of the SW Beltline in Q1 between 9-10 were the majority that selected "As soon as possible" in Q3
- 4) What should be the primary purpose of the corridor if it were constructed? (On a scale of 1-10, 1 being "Mobility" and 10 being "Access to Adjacent Properties")



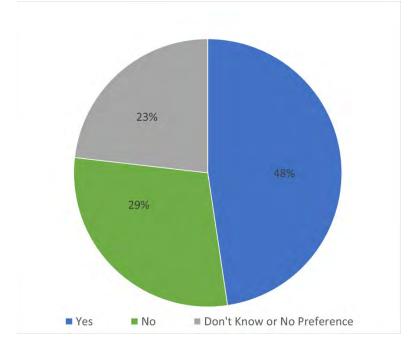


### 5) Should the corridor be more urban or rural in character?

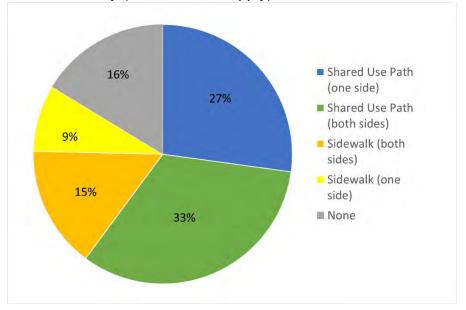


<sup>\*</sup>Appears that responses that do not support the Southwest Beltline are more in favor of a Rural design.

#### 6) Should the roadway have a raised median in the center?



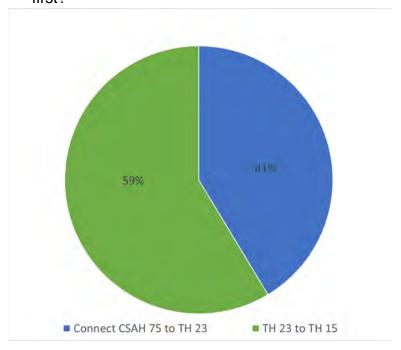
7) What types of bicycle/pedestrian facilities would you like to see adjacent to the roadway (Check all that apply)?



<sup>\*</sup>More than 80% of respondents support some type of bicycle/pedestrian facility adjacent to the roadway.

- 8) What do you think would be the biggest advantage of such a corridor? General comment themes included:
  - Easier access to St. Cloud and St. Joseph
  - Alleviating traffic and congestion (generally, commuting, and through the cities)
  - Encouraging more local development
  - Higher access to other highways
- 9) What is your biggest concern about such a corridor?General concern themes included (starting with mentioned the most):
  - Environmental impacts (especially with Quarry Park)
  - o Cost
  - The necessity of the construction ("I-94 already exists")
  - Time (built too slow, need now)
  - Safety concerns ("too slow of speed limit increases traffic")

10)Over the next 10 years, if there was only enough money to build one segment of the corridor, which segment do you think should be constructed first?



- 11) Summarized comments from questions 11 and 12 include:
  - The potential environmental impacts to the area (e.g. Quarry Park) should be evaluated and avoided at all costs
  - o Consider impacts to residential and businesses in the area
  - Building the corridor would help to alleviate traffic congestion, especially for commuters
  - Construction cost
  - Strong support for construction of the corridor sooner than later
  - Safety
  - Uncertainty over the need for the corridor

#### Metrics from Social Media Campaign:

#### Facebook Ads:

- Reached 4,509 users (Targeted adults in St. Cloud area 20 mile radius)
- o The majority of users that viewed the ad were 44+ years old
- o 60% of viewers were women, 40% were men
- o 214 people clicked the link on the ad to take the survey

#### Website:

- o Round one survey was open from June 29 July 14
- During that time period, the site received 1,260 total views and 766 unique people visit the webpage
- o Survey received 243 total responses.

# St. Cloud Southwest Beltline Corridor Study COMMUNITY SURVEY #1 SUMMARY



#### WHAT ENGAGEMENT OCCURRED?

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT) is leading the Southwest Beltline Corridor Study.

The goal of the first round of community engagement was to better understand existing issues and priorities for the SW Beltline corridor between the westerly connection of County Road 75 and Highway 15.



HOW DID WE GATHER FEEDBACK?

Round 1 engagement included the launch of a study website, two community work sessions, a community survey, an overview video and broad public promotion.



WHAT DID WE ASK?



How supportive are you of the concept of the SW Beltline Corridor? (Scale of 1-10)



Over the next 10 years, if there was only enough money to build one segment of the corridor, which segment do you think should be constructed first?



What do you think would be the biggest advantage of such a corridor?



Do you know of any issues and/ or constraints that should be considered by the study team?



What is your biggest concern about such a corridor?

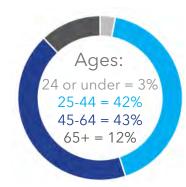


What should the overall vision of the corridor be?

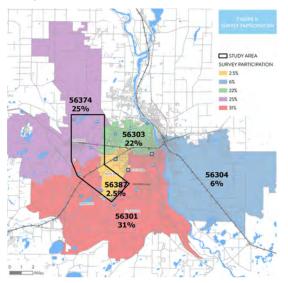


WHO DID WE HEAR FROM?

### The survey received 243 responses:



#### Respondent Locations:







### The majority of respondents support the concept of the SW Beltline Corridor:





61% - strongly support SW Beltline Corridor



9% - oppose SW Beltline Corridor



18% - support SW Beltline Corridor





12% - strongly oppose SW Beltline Corridor

76% of respondents would like to see improvements "as soon as possible" or "as needed to support development".

#### Mobility was identified as the primary purpose for the SW Beltline:

**57%** of responses strongly support "Mobility" as the primary purpose of the SW Beltline.

22% were evenly split between "Mobility" and "Access to Adjacent Properties".

15% strongly support "Access to Adjacent Properties" as the primary purpose of the SW Beltline.

### **Corridor attributes that were supported:**

Rural roadway design (Rural 46%, urban 31%, "I don't know" 22%)

Raised median (Yes 47%, No 29%, "I don't know" 23%)

**Pedestrian amenities** (81%)

The segment between Highway 15 and Highway 23 was voted as a higher priority for constructing first (58%).



WHAT
FEEDBACK
DID WE HEAR?



The potential **environmental impacts** to the area should be evaluated and **avoided at all costs**.



Strong support for a **raised median** and **pedestrian amenities** adjacent to the roadway.



Building the corridor would help to **alleviate traffic congestion**, especially for commuters.



The **cost of construction should be evaluated** so that taxpayer
costs are minimized.



# Southwest Beltline Corridor Study

Public Input
Opportunity 2
October 2021





# Welcome

SW Beltline CORRIDOR STUDY

- Schedule
- Goals and Objectives
- Purpose and Need
- Public Input Opportunity 1 Summary
- Alignment Alternatives & Evaluation
- Cross Section Alternatives & Evaluation
- Next Steps & How to Share Your Input





### Schedule



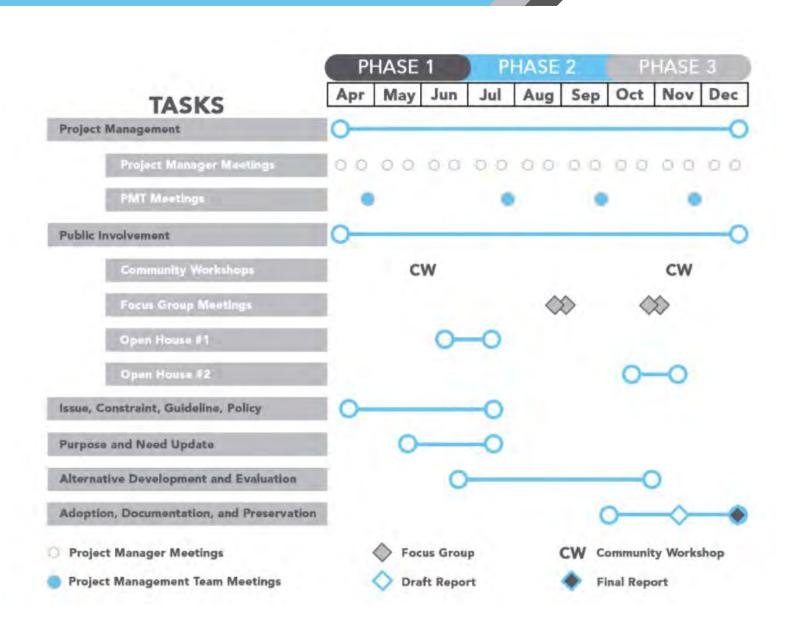
The Study includes three key phases, with stakeholder and community engagement threaded throughout the timeline:

Phase 1 – Purpose and Need Update (complete)

Phase 2 – AlternativeDevelopment/Evaluation

Phase 3 – Adoption/
Preservation Policy





# Study Goals and Objectives



The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.



### Identify the purpose, need, and benefits of

the corridor.



potential alignment, cross-section, and traffic control needs.

**Evaluate** 



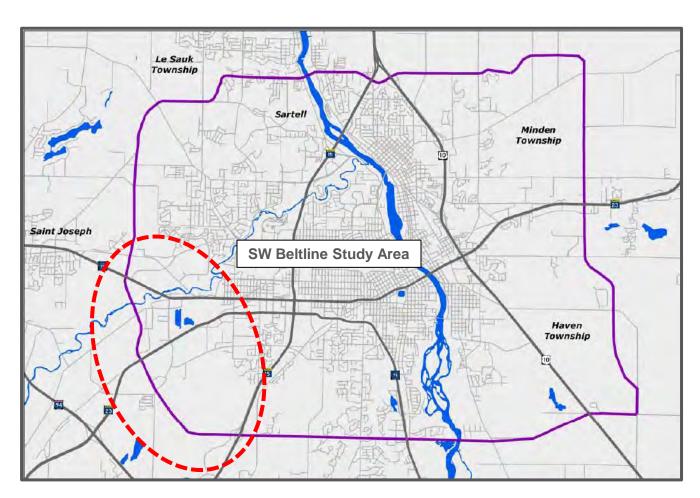
Build
support and
policies to
set the stage
for future
implementation.



# Purpose and Need



- The Beltline corridor was identified as a priority in the recent Metropolitan Transportation Plan.
- The purpose of the SW Beltline corridor is to improve mobility between Highway 15 and County Road 75, while supporting development opportunities and multimodal initiatives.
- The entire Beltline corridor would improve roadway capacity and reduce system delay by approximately 33 percent in the year 2045.
- The SW Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day.





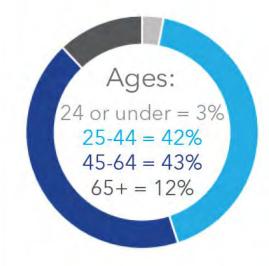
# Public Input Opportunity 1

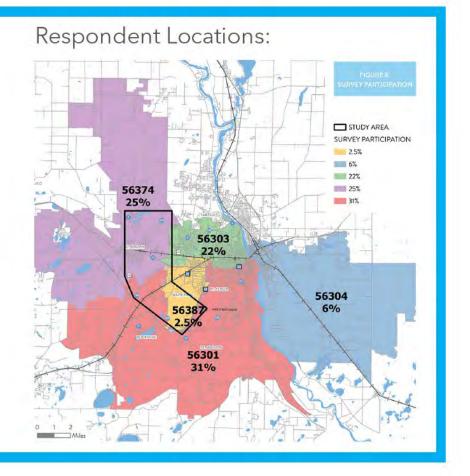


The study's first public input opportunity was conducted during the summer of 2021 and included a narrated presentation and community survey.



# The survey received 243 responses:







# Public Input Opportunity 1





Strong support for "Mobility" as the primary purpose of the Southwest Beltline corridor.

Majority would like to see improvements "as soon as possible".

Desire to prioritize construction of the segment between Highway 15 and Highway 23.



# Public Input Opportunity 1





WHAT
FEEDBACK
DID WE HEAR?



The potential **environmental impacts** to the area should be evaluated and **avoided at all costs**.



Strong support for a **raised median** and **pedestrian amenities** adjacent to the roadway.



Building the corridor would help to alleviate traffic congestion, especially for commuters.



The cost of construction should be evaluated so that taxpayer costs are minimized.

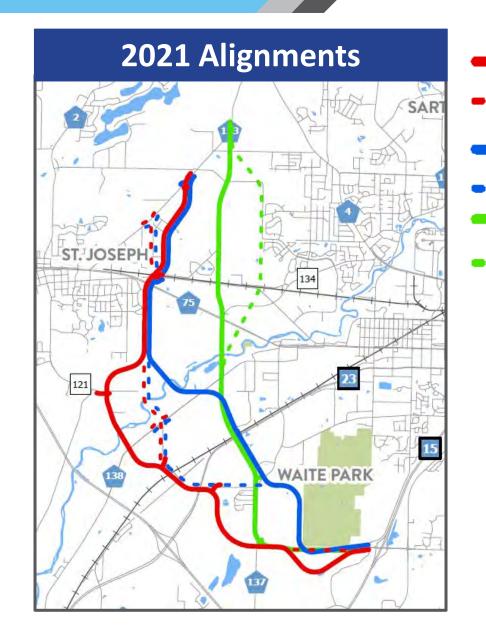


# Alignment Alternatives



### Alignment Development Process:

- Utilized alignments developed during a study completed in 2008.
- Refined alignments based on current impacts.
- Refined based on stakeholder input.
- 2021 alignments include western, central and eastern alignment.





### **Evaluation Criteria**



### **Transportation:**

Mobility, 2045 Volume, Safety, Railroad Impacts, Reliability,
 Compatibility with Transportation Network, Interchange Feasibility

### **Property/Land Use:**

 Property Impacts, Environmental Justice, Proximity to Neighborhoods, Future Land Use

### **Environmental:**

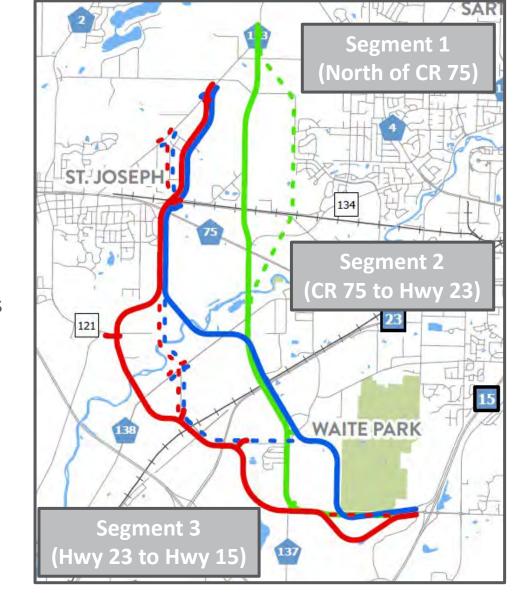
• Biodiversity, Wetlands, Native Plan Communities, Granite Outcrops

### **Economic:**

Business Impacts, Cost

### Multimodal:

• Rider Comfort, Proximity to Neighborhoods, Proximity to Schools





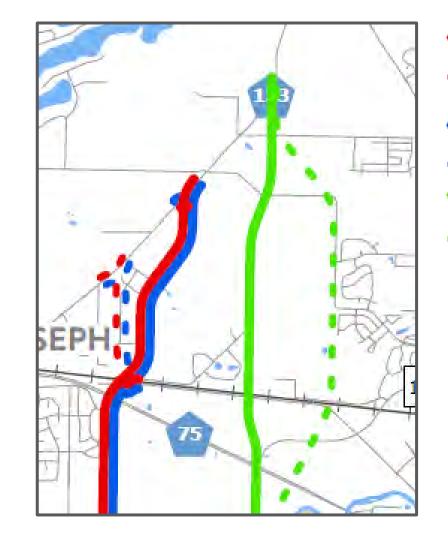
# North Segment Evaluation



B1

B2

	County I	County Road 133 to County Road 75			
Evaluation Criteria	A1/B1	A2/B2	C1	C2	
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					





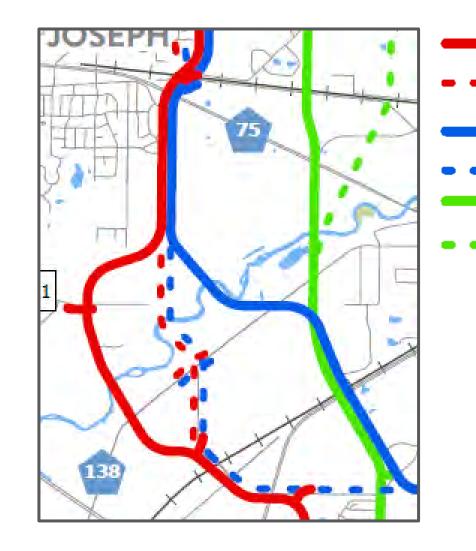


# Middle Segment Evaluation



B2

		County Road 75 to Highway 23				
Evaluation Criteria	A1	A2	B1	B2	C1	C2
Transportation						
Property/Land Use						
Environmental						
Economic						
Multimodal						
Total						



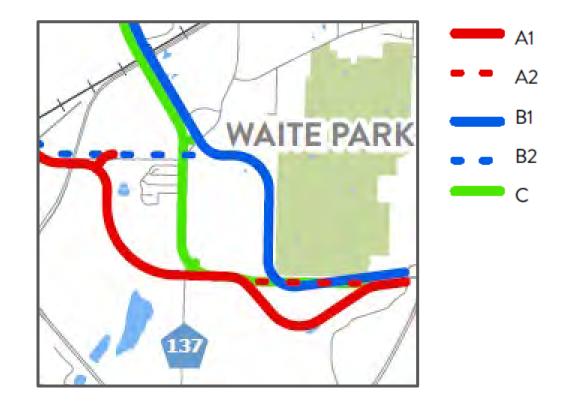




# South Segment Evaluation



	Highway 23 to Highway 15				15
Evaluation Criteria	A1	A2	B1	B <b>2</b>	С
Transportation					
Property/Land Use					
Environmental					
Economic					
Multimodal					
Total					



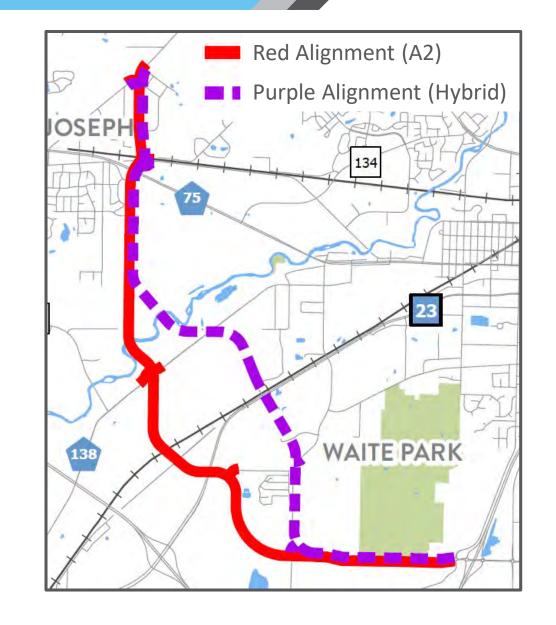




# Evaluation Summary



	Alignment Alternative	Total Score
Г	A2	
L	Hybrid (A2/B2 – B1 – C)	
	B2	
	C1	
	C2	
	A1	
	B1	
	Good Acceptable	e Moderate
	Less Desirable	Poor

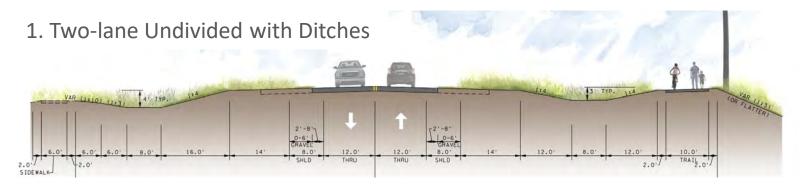


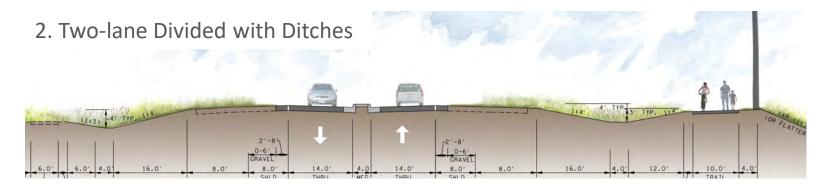


# Cross Section Alternatives

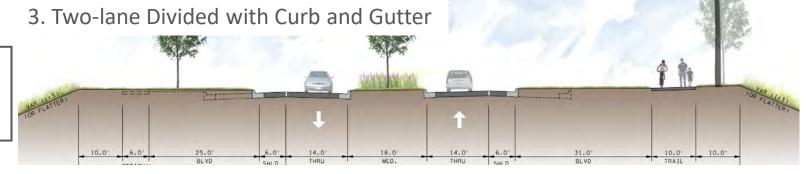


Evaluation Criteria	1	2	3
Cost			
Safety			
Conflict Points			
Expandability/ Constructability			
Multimodal Comfort			
Total			











# Next Steps



- Incorporate feedback received during this public input opportunity
- Collaborate with elected officials in St. Joseph and Waite Park
- Develop adoption and preservation policies
- Identify funding strategies
- Complete the study report, which will be available on the study website for public review and comment

# How to Share Your Input



- Visit the study website <u>tiny.cc/SWbeltline</u>
- Take the Survey! <u>www.surveymonkey.com/r/SWbeltline2</u>
- Visit the interactive map to share your feedback wikimapping.com/Southwest-Beltline.html
- Sign up on the email list to receive study updates
- Contact us:

Brian Gibson – Executive Director St. Cloud Area Planning Organization gibson@stcloudapo.org 320-252-7568



Molly Stewart – Project Manager SRF Consulting Group <a href="mailto:mstewart@srfconsulting.com">mstewart@srfconsulting.com</a> 763-452-4784





### Public Input Opportunity Southwest Beltline Corridor Study

The public is invited to visit the Southwest Beltline Corridor Study website to learn more about potential corridor alternatives. The study website will have a narrated presentation available for review as well as the opportunity to complete a community survey and share comments on an interactive study map.

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT), is leading the Southwest Beltline Corridor Study. The purpose of the Southwest Beltline Corridor Study is to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.

A narrated presentation, community survey and interactive map will be uploaded to the study website and available for comment from Thursday, October 14 to Sunday, October 31, 2021. To learn more about the Southwest Beltline Corridor Study and share your feedback, the public can visit the study website using the following link <a href="mailto:tiny.cc/SWbeltline">tiny.cc/SWbeltline</a>

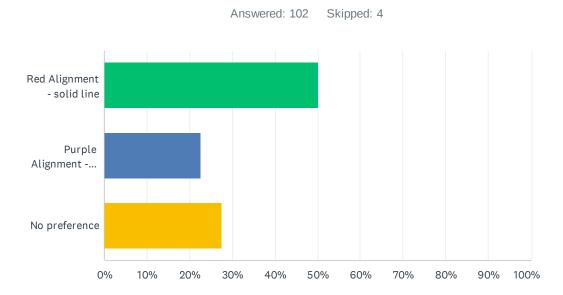
We encourage the public to sign up for email updates to stay informed about the study. Comments can also be submitted online through the Southwest Beltline Corridor Study website or via the comment form located on the study website, which can be printed, filled out, and mailed to: SRF Consulting, 3701 Wayzata Boulevard, Suite 100, Minneapolis, MN 55416-3791.

Please visit the study website at <u>tiny.cc/SWbeltline</u> for additional information about the study.

Study Contact:
Brian Gibson, Executive Director
St. Cloud Planning Organization
320-252-7568 | gibson@stcloudapo.org



### Q1 Please select your preferred alignment for the Southwest Beltline corridor? Alignments are shown in the graphic above.



ANSWER CHOICES	RESPONSES
Red Alignment - solid line	50.00% 51
Purple Alignment - dashed line	22.55% 23
No preference	27.45% 28
TOTAL	102

### Q2 Do you have any additional comments, questions or concerns with the corridor alignments shown?

Answered: 36 Skipped: 70

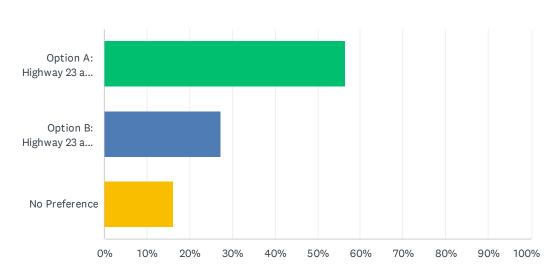
#	RESPONSES	DATE
1	What type of bike lane will be incorporated into this belt line system? Use traffic of circles rather than stop lights to control speed and keep traffic flowing. Speed limits should be 55, and at least as low as 45 in areas of commercial and residential development.	11/1/2021 7:04 AM
2	I-94 already parallels this proposed roadway. Money can be saved by traffic using 33rd street now to Hwy 15 South to I-94 West and then to the county roads to the Northwest cities (St. Joseph, etc.)	10/31/2021 5:18 PM
3	I live on the edge of St Joe and would prefer neither. An alternative further from St Joe	10/31/2021 11:22 AM
4	With the traffic going to St. Ben's and Kennedy School and Woodcrest retirement center, it's best to stay as far away from Cty Rd 121 as possible.	10/29/2021 8:40 PM
5	Better for future development, less homes impacted	10/28/2021 8:12 PM
6	The route should be the least disruptive to quarry park.	10/28/2021 4:41 PM
7	The purple line devalues and effects a lot of homes	10/28/2021 12:54 PM
8	The purple line would be more disruptive. The red alignment is a more direct route	10/24/2021 9:58 PM
9	I would vote for the one with the lease impact on private homes	10/24/2021 1:33 PM
10	This appears to be a useless imminent domain grab and waste of money. People can either stay on 94 or drive in to Saint Cloud and take 75. Never in the time I've lived in Saint cloud have I wished I could drive from 33rd to Saint Joseph.	10/24/2021 8:59 AM
11	More area for future development with the red line. better crossing at HWY 23 with red line. Less homes affected with red line.	10/23/2021 11:14 AM
12	Should be surrounded by sustainable development	10/23/2021 9:12 AM
13	With the proposed development that is going in by quarry park this is the best alternative	10/23/2021 7:14 AM
14	It would be nice to connect west St. Cloud to 94 with a highway.	10/22/2021 10:30 PM
15	The red alignment affects less homesteads and has more existing roadways in place	10/22/2021 7:01 PM
16	Please consider the noise pollution impact on the Quarry Park Scientific Natural Area - it is one of the few quiet places in our area, and having a beltline roadway at the south end will be a significant negative noise impact as I see it.	10/22/2021 6:23 PM
17	Limit the number of full stop intersections on the new beltway.	10/22/2021 6:14 PM
18	No	10/22/2021 4:57 PM
19	Our house falls in line with the Purple Alignment and we are apposed to that route.	10/19/2021 8:10 PM
20	Red Alignment goes through a lot more wetlands.	10/19/2021 1:46 PM
21	Need Estimates of costs and other input such as estimated timeline businesses affected or benefits. to make an accurate decision.	10/19/2021 9:35 AM
22	We would oppose both these alignments because they divide the Amcon Concrete Products property in half. Making it un-useable as a production facility.	10/18/2021 8:30 AM
23	I disagree with this proposal to build another corridor. We do not need it. It is completely unnecessary. This tax money should be spent on improving existing roads and not building redundant new ones.	10/17/2021 10:01 AM

### Southwest Beltline Corridor Study - Corridor Alternatives

24	Roads already exist to nearby main corridors of highways 23, 94 and 15. Instead of building more roads, use funding to better maintain existing roads.	10/17/2021 8:06 AM
25	It's not necessary	10/16/2021 7:21 AM
26	Please Stay a good distance from Quarry Park. That is a valuable asset to the the community.	10/15/2021 1:42 PM
27	I have taken the survey but don't know how to submit	10/15/2021 1:21 PM
28	No	10/15/2021 10:47 AM
29	What will the crossing at Hwy 23 be, hopefully not a light or a roundabout, an over/under pass would be safer	10/15/2021 10:29 AM
30	Use the option that provides for most cost effective land purchase and road construction and provide for the safest, most direct travel.	10/15/2021 10:20 AM
31	The alignment should be as far away from the southern boundary of Quarry Park and Nature Preserve as possible as it is home to the Quarry Park SNA and is a heavily used, natural resourced based County Park.	10/15/2021 8:27 AM
32	Why even put in a southwest beltline corridor when it's clear that use of roads has been changing and will continue to change. More people telecommuting, climate change and the effort to get people out of their vehicles, etc?	10/15/2021 8:08 AM
33	The red alignment intersects hwy 23 intersection is so close to I-94 - it seems that the portion of the red alignment from hwy 15 to hwy 23 is not needed. Definitely recommend the purple alignment!	10/15/2021 7:14 AM
34	I think this whole project is whack.	10/14/2021 10:51 PM
35	This makes no sense and has no benefit to St Cloud. You're running a bypass through residential neighborhoods for out of town people to drive around downtown. You will destroy both the neighborhoods in the south side and the businesses on 23.	10/14/2021 6:54 PM
36	Combination of Purple and Red. Purple up to Bel Clare Dr. and improve Bel Clare Dr. until it connects with Red alignment.	10/14/2021 11:12 AM

### Q3 Where do you prefer a potential Highway 23 crossing location?

Answered: 99 Skipped: 7



ANSWER CHOICES	RESPONSES
Option A: Highway 23 and Bel Clare Drive (Red Alignment - solid line)	56.57% 56
Option B: Highway 23 and 36th Avenue South (Purple Alignment - dashed line)	27.27% 27
No Preference	16.16% 16
TOTAL	99

This spot seems to make more sense, because from what it looks like on the map you'd have to make a bridge over the railroad anyway so the purple dashed crossing will be the two birds one stone option. I'm sure there might be things in missing, I'd like to learn more about the proposal.  Not sure. Not familiar with these crossings.  36th Ave. S. could make more sense if the other option would cause issues for Bel Clare Estates.  4 the crossing should be an over/underpass, given the speed on that road, another stoplight would have potential for bad accidents  5 This needs to be done with overpasses not stop lights. As a person who travels daily to different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St. Cloud area because of how long it takes to get places.  6 Interchange  10/23/2021 9:13 AM  7 This will help in future development of waite park  8 intersection on highway 23 and Bel Clare Dr. already established  10/27/2021 10:02 AM  Network of roads already there.	#	DO YOU HAVE ANY ADDITIONAL COMMENTS OR ISSUES WITH THESE POTENTIAL CROSSING LOCATIONS?	DATE
3 36th Ave. S. could make more sense if the other option would cause issues for Bel Clare Estates. 4 the crossing should be an over/underpass, given the speed on that road, another stoplight would have potential for bad accidents 5 This needs to be done with overpasses not stop lights. As a person who travels daily to different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St. Cloud area because of how long it takes to get places. 6 Interchange 10/23/2021 9:13 AM 7 This will help in future development of waite park 10/23/2021 7:15 AM 8 intersection on highway 23 and Bel Clare Dr. already established 10/17/2021 7:03 PM 9 Again, don't build it. Fix the old roads. 10/17/2021 8:07 AM 10 Network of roads already there.	1	to make a bridge over the railroad anyway so the purple dashed crossing will be the two birds one stone option. I'm sure there might be things in missing, I'd like to learn more about the	11/1/2021 7:09 AM
Estates.  the crossing should be an over/underpass, given the speed on that road, another stoplight would have potential for bad accidents  This needs to be done with overpasses not stop lights. As a person who travels daily to different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St. Cloud area because of how long it takes to get places.  Interchange  This will help in future development of waite park  intersection on highway 23 and Bel Clare Dr. already established  Again, don't build it. Fix the old roads.  Network of roads already there.	2	Not sure. Not familiar with these crossings.	10/31/2021 5:18 PM
would have potential for bad accidents  This needs to be done with overpasses not stop lights. As a person who travels daily to different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St. Cloud area because of how long it takes to get places.  Interchange  10/23/2021 9:13 AM  This will help in future development of waite park  intersection on highway 23 and Bel Clare Dr. already established  Again, don't build it. Fix the old roads.  Network of roads already there.	3	·	10/28/2021 4:42 PM
different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St. Cloud area because of how long it takes to get places.  6 Interchange 10/23/2021 9:13 AM  7 This will help in future development of waite park 10/23/2021 7:15 AM  8 intersection on highway 23 and Bel Clare Dr. already established 10/22/2021 7:03 PM  9 Again, don't build it. Fix the old roads. 10/17/2021 10:02 AM  10 Network of roads already there. 10/17/2021 8:07 AM	4		10/24/2021 11:15 AM
7 This will help in future development of waite park 8 intersection on highway 23 and Bel Clare Dr. already established 9 Again, don't build it. Fix the old roads. 10/17/2021 10:02 AM 10 Network of roads already there. 10/17/2021 8:07 AM	5	different locations for work across the five state region Saint cloud is one of the most difficult cities to navigate in a timely fashion. I prefer driving in just about any city other than the St.	10/24/2021 6:14 AM
8 intersection on highway 23 and Bel Clare Dr. already established 9 Again, don't build it. Fix the old roads. 10/17/2021 10:02 AM 10 Network of roads already there. 10/17/2021 8:07 AM	6	Interchange	10/23/2021 9:13 AM
9 Again, don't build it. Fix the old roads. 10/17/2021 10:02 AM 10 Network of roads already there. 10/17/2021 8:07 AM	7	This will help in future development of waite park	10/23/2021 7:15 AM
10 Network of roads already there. 10/17/2021 8:07 AM	8	intersection on highway 23 and Bel Clare Dr. already established	10/22/2021 7:03 PM
	9	Again, don't build it. Fix the old roads.	10/17/2021 10:02 AM
44	10	Network of roads already there.	10/17/2021 8:07 AM
11 It's not necessary 10/16/2021 7:22 AM	11	It's not necessary	10/16/2021 7:22 AM

### Southwest Beltline Corridor Study - Corridor Alternatives

12	It seems that using the existing road ways would be the best route and would not interfere with existing homes and ag lands	10/15/2021 1:24 PM
13	No	10/15/2021 10:48 AM
14	Again, use the option that provides for most cost effective land purchase and road construction and provide for the safest, most direct travel.	10/15/2021 10:21 AM
15	Not a fan.	10/14/2021 10:51 PM
16	This project is a terrible idea that hurts the residents and businesses of St Cloud.	10/14/2021 6:55 PM

### Q4 What is your zip code? (optional)

Answered: 81 Skipped: 25

1 56374 11/1/2021 7:10 AM 2 56301 10/31/2021 5:19 PM 3 56374 110/31/2021 1:123 AM 4 56374 110/31/2021 1:20 AM 5 56374 110/31/2021 1:20 AM 6 55309 110/30/2021 6:21 PM 7 56374 110/39/2021 8:42 PM 8 56374 110/39/2021 8:42 PM 10 56387 110/29/2021 3:49 PM 11 55320 110/28/2021 4:31 PM 11 55320 110/28/2021 4:43 PM 12 56387 110/28/2021 4:43 PM 13 56387 110/28/2021 1:25 FM 14 56374 110/28/2021 1:25 FM 15 56387 110/28/2021 1:25 PM 16 56387 110/28/2021 1:25 PM 17 56303 110/28/2021 1:25 PM 18 56389 110/28/2021 1:20 2 PM 19 56303 110/28/2021 1:20 PM 19 56303 110/28/2021 1:20 PM 19 56303 110/28/2021 1:20 PM 20 56377 110/24/2021 1:20 PM 21 56303 110/28/2021 1:20 PM 22 56304 110/28/2021 8:34 AM 23 56374 110/28/2021 8:34 AM 24 56303 110/28/2021 8:34 AM 25 56304 110/28/2021 8:34 PM 26 56307 110/28/2021 8:34 PM 27 56308 110/28/2021 8:34 PM 28 56377 110/28/2021 8:34 PM 29 56377 110/28/2021 8:34 PM 20 56377 110/28/2021 8:34 PM 21 56303 110/28/2021 8:34 PM 22 56303 110/28/2021 8:34 PM 23 56304 110/28/2021 8:32 PM 24 56303 110/28/2021 8:34 PM 25 56304 110/28/2021 8:34 PM 26 56307 110/28/2021 8:34 PM 27 56387 110/28/2021 8:34 PM 28 55377 110/28/2021 8:34 PM 30 56301 110/28/2021 8:32 PM 31 56303 110/28/2021 8:34 PM 32 56304 110/28/2021 8:32 PM 33 56310 110/28/2021 8:32 PM	#	RESPONSES	DATE
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	33	56310	10/22/2021 8:12 PM

### Southwest Beltline Corridor Study - Corridor Alternatives

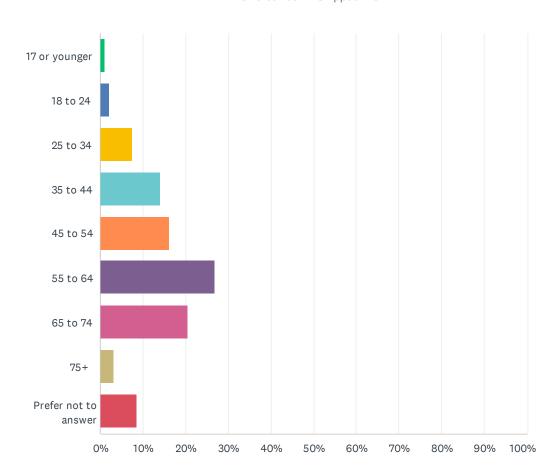
34	56387	10/22/2021 7:05 PM
35	55353	10/22/2021 6:38 PM
36	56301	10/22/2021 6:25 PM
37	56301	10/22/2021 6:15 PM
38	56304	10/22/2021 5:42 PM
39	55320	10/22/2021 4:58 PM
40	56374	10/22/2021 3:23 PM
41	56320	10/22/2021 2:46 PM
42	56374	10/22/2021 8:43 AM
43	56304	10/21/2021 2:53 AM
44	56387	10/19/2021 8:12 PM
45	56387	10/18/2021 7:34 PM
46	56301	10/18/2021 3:46 PM
47	56301	10/18/2021 10:32 AM
48	56303	10/18/2021 8:50 AM
49	56374	10/18/2021 8:32 AM
50	56387	10/17/2021 2:22 PM
51	56303	10/17/2021 11:57 AM
52	56374	10/17/2021 11:46 AM
53	56374	10/17/2021 10:03 AM
54	56374	10/17/2021 1:03 AM
55	56303	10/16/2021 9:52 AM
56	56374	10/16/2021 9:48 AM
57	56387	10/16/2021 9:29 AM
58	56352	10/16/2021 8:07 AM
59	56374	10/16/2021 7:48 AM
60	56301	10/15/2021 8:56 PM
61	56301	10/15/2021 8:47 PM
62	56377	10/15/2021 1:42 PM
63	56387	10/15/2021 1:25 PM
64	57374	10/15/2021 10:48 AM
65	56387	10/15/2021 10:30 AM
66	56374	10/15/2021 10:21 AM
67	56301	10/15/2021 9:28 AM
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69	56374	10/15/2021 8:29 AM
70	56379	10/15/2021 8:18 AM
71	56303	10/15/2021 7:15 AM

### Southwest Beltline Corridor Study - Corridor Alternatives

72	55320	10/15/2021 6:58 AM
73	56303	10/14/2021 10:52 PM
74	56301	10/14/2021 8:13 PM
75	56303	10/14/2021 8:01 PM
76	56301	10/14/2021 6:57 PM
77	56301	10/14/2021 6:32 PM
78	56301	10/14/2021 5:53 PM
79	56301	10/14/2021 5:20 PM
80	56374	10/14/2021 4:40 PM
81	56303	10/14/2021 4:22 PM

#### Q5 What is your age range? (optional)

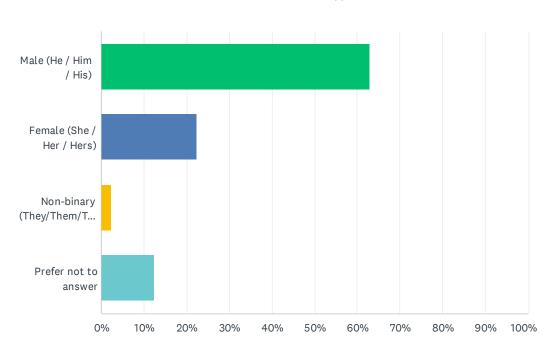
Answered: 93 Skipped: 13



ANSWER CHOICES	RESPONSES	
17 or younger	1.08%	1
18 to 24	2.15%	2
25 to 34	7.53%	7
35 to 44	13.98%	13
45 to 54	16.13%	15
55 to 64	26.88%	25
65 to 74	20.43%	19
75+	3.23%	3
Prefer not to answer	8.60%	8
TOTAL		93

#### Q6 What is your gender do you identify as? (optional)

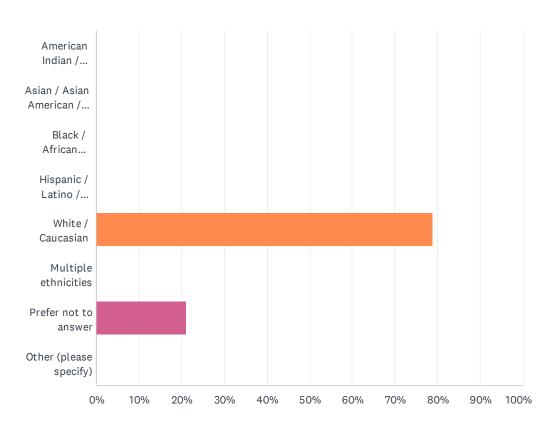




ANSWER CHOICES	RESPONSES	
Male (He / Him / His)	62.92%	56
Female (She / Her / Hers)	22.47%	20
Non-binary (They/Them/Theirs)	2.25%	2
Prefer not to answer	12.36%	11
TOTAL		89

#### Q7 What race/ethnicity do you identify as? (optional - select all that apply)





ANSWER CHOICES	RESPONSES	
American Indian / Alaskan Native	0.00%	0
Asian / Asian American / Pacific Islander	0.00%	0
Black / African American	0.00%	0
Hispanic / Latino / Spanish	0.00%	0
White / Caucasian	78.89%	71
Multiple ethnicities	0.00%	0
Prefer not to answer	21.11%	19
Other (please specify)	0.00%	0
Total Respondents: 90		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

# St. Cloud Southwest Beltline Corridor Study PUBLIC INPUT OPPORTUNITY #2 SUMMARY



#### WHAT ENGAGEMENT OCCURRED?

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT) is leading the Southwest Beltline Corridor Study.

The purpose of this public input opportunity was to share updates to potential corridor alignments and gather input to better understand stakeholder thoughts and preferences associated with the preliminary alignments. Public feedback will help the study team evaluate alignments and identify a future route.



HOW DID WE GATHER FEEDBACK?

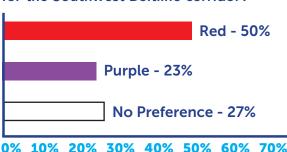
Round 2 engagement included an update to the study website, two community work sessions, focus group meetings, a community survey, a narrated video presentation, interactive comment map, and broad public promotion.



WHAT DID WE HEAR?

Feedback from the survey and online interactive map favored the red alignment.

Please select your preferred alignment for the Southwest Beltline corridor?



106 survey responses 67 comments





WHAT DID WE LEARN?



Red alignment provides a better crossing at Hwy 23 and **more** space for future development.



The future route of the beltline should work to **minimize property** and environmental impacts.



The red alignment is a more direct route with less property and environmental impacts.

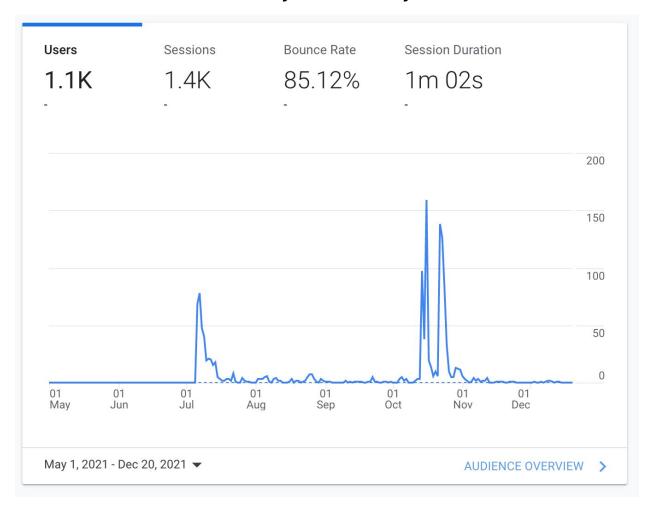


Improve traffic along corridor by considering an overpass (Hwy 23) or traffic circles at intersections.



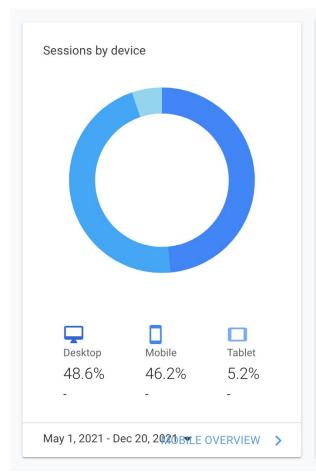


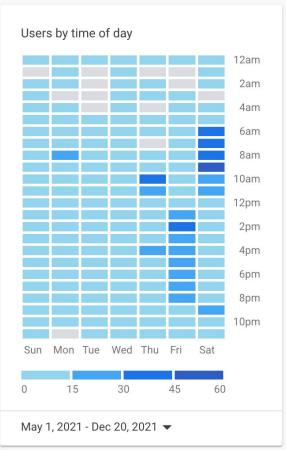
#### **Southwest Beltline Corridor Study Website Analytics Information**

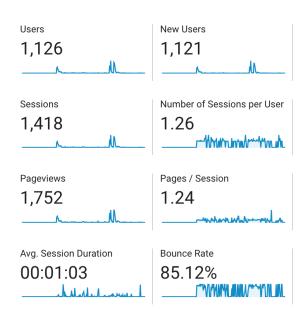


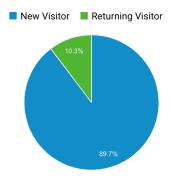
Demographics		City	Users	% Users
Language		1. St. Cloud	488	42.07%
Country		2. Minneapolis	100	8.62%
<u>City</u>	<b>+</b>	3. Cold Spring	65	5.60%
System		4. Saint Joseph	49	4.22%
Browser		5. Chicago	42	3.62%
Operating System		6. (not set)	41	3.53%
Service Provider		7. Sartell	39	3.36%
Mobile		8. Little Falls	34	2.93%
Operating System		9. Becker	17	1.47%
Service Provider		10. Rice	11	0.95%
Screen Resolution				view full report





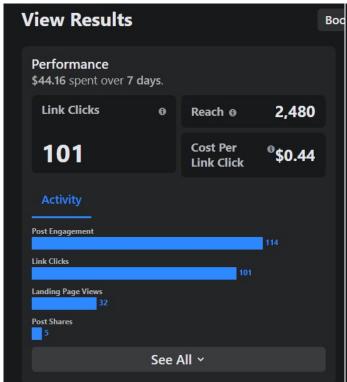








## **Southwest Beltline Corridor Study Open House 1 Facebook Analytics Information**





#### Southwest Beltline Corridor Study Public Comment Log - Email Comments Received

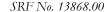
DATE	Public Comment	SRF Comment Response
11/23/2021	Dan – I apologize for the delay of this message, when this was first initiated my sister was very ill with cancer and passed away. I tried to call Molly Stewart as she left me a voicemail but I got another individual on her phone number. They didn't call back so I am assuming that I have a wrong number. I want to express my concern about the proposed route, it would be a very significant hardship for my company as we ship millions of dollars of product by rail, not to mention the entrance to our property for semi's and customers would create an unsafe situation if we had to move it. Please feel free to contact me at XXX-XXX-XXXX	Thank you for your note. I have forwarded your email message to Molly Stewart.  Molly is out of the office this week, but she will plan to follow up with you to discuss further.  Have a good day and a Happy Thanksgiving,
10/5/2021	Good Morning Daniel, Thank you very much for the invite. I am sorry, I am out of town next week however, A.O. from the Cemstone Companies will be on the mid-day call. Attached are the proposed routes that I received from Molly last month. Our property is the Amcon Concrete Products concrete block plant in St. Joseph. We would be opposed to options A & B due to the destructive nature of the roadway cutting our property into two pieces – making it unusable for us as a concrete block plant. We would support Option C. Thank you very much.	Thank you for the note John,  I will plan to follow up with A.O. to share the Zoom meeting information for next Thursday's 11:30 a.m. meeting.
8/23/2021	I appreciate being included and know how important stakeholder input is for decision making.  Unfortunately, I am volunteering for Rotary that evening at Summertime by George and will not be able to attend.	
8/22/2021	I would love to be included, and believe I may actually have something to add to the group, but I cannot make these meetings, prior commitments.  Seems like fairly short notice for something that may have been in the works for awhile. Hope there are other bike/walk advocates involved. I am worried about how much bike/walk planning is going into the project.  Thanks for the email and invite.	Hello,  Thank you for the follow up. We appreciate your interest in the Study and I am sorry to hear you are unable to attend one of the focus group meetings. The Southwest Beltline Corridor Study will launch a community survey and interactive comment map later this week and we would welcome your input.  I would be happy to follow up with you to share a direct link to these input opportunities. And we would greatly appreciate any help you could provide spreading the work with friends, neighbors, colleagues and others who are interested in bike/walk planning.  Please feel free to reach out with any questions. Thank you,
	I got a call from a gentleman named Tom who wanted to provide his feedback over the phone. Some of his comments (not word-for-word quotes, but accurate summations): -I wonder if you've thought about diverting TH-15 and TH-23 around the town. That surely would get some of the traffic out of town.  -I think what you're doing (with the current proposed SW beltline) is just encouraging more traffic to come into town.  -We were looking at possibly moving to Mueller Gardens, but there's no way we will move into St. Cloud with all the traffic.  -When you have to wait three cycles just to make a left-hand turn, traffic is just out-of-sight.	The second of the different second of the se

## Southwest Beltline Corridor Study Public Comment Log - Website Comments Received

DATE	Public Comment	SRF Comment Response
2021-11-10 00:00:00	I think that it would be important to have a wide paved bike trail in the multiuse trail near the road. And that there is	Comment incorporated into the
2021-11-10 00.00.00	adequate separation and trees/bushes that separate it from the road.	study process
2021-10-23 00:00:00	It should all be sustainable development	Comment noted.
2021-10-22 00:00:00	Unnecessary and unneeded. Use existing funds for current roads and bridges. There are major roads in the area and the redundancy is absurd.	Comment noted.
	I would love to be included, and believe I may actually have something to add to the group, but I cannot make these meetings, prior commitments.	
2021-10-16 00:00:00	Seems like fairly short notice for something that may have been in the works for awhile. Hope there are other bike/walk advocates involved. I am worried about how much bike/walk planning is going into the project.	Comment noted.
	Thanks for the email and invite.	
2021-10-16 00:00:00	This presentation is boring and confusing. Why don't you look at an alternative like light rail. I hate anything that destroys wetlands and disturbs wildlife.	Comment noted.
2021-10-16 00:00:00	It's not necessary	Comment noted.
2021-09-22 00:00:00	We would not support the roadway dividing the Amcon Concrete Products property.	Comment incorporated into the
2021-09-22 00.00.00	we would not support the roadway dividing the Amcon concrete Products property.	study process
2021-08-05 00:00:00	What will be the most significant political/financial drivers to getting this project into the actual development phase?	Comment noted.
2021-07-15 00:00:00	There is no mention of crossing the Mississippi and connecting to Highway #10. I thought this had been on the drawing board for years. The southeast has been ignored.	Comment noted.
2021-07-09 00:00:00	I applaud your efforts. Suggestion. Route HWY 23 onto I94 to the Saint Augusta cloverleaf. New road to the Northeast across the river over Hwy 10 north of the airport and return to Hwy 23 near Hwy 95 spilt. Would take lots of truck traffic off of Saint Cloud/Waite Park streets.	Comment noted.
2021-07-08 00:00:00	I would be very disappointed if any part of the planned beltway would run through the Quarry Park/SNA. It would completely ruin the quietness and natural aspect of the area as well as disrupting the wildlife.	Comment incorporated into the study process
2021-07-07 00:00:00	I live at 3615 Roosevelt Rd., St. Cloud and my property is in the study corridor. I would like a sound-barrier wall built between Hwy. 75 and the frontage road. The wall would also prevent traffic from leaving the Hwy and crossing the grass strip to access the frontage road.	Comment noted.
2021-06-29 00:00:00	I believe we need to get 15 and 75 or(23)in the air. So threw traffic do not have slow down for shoppers. I believe more people would come to St. Cloud to shop. They won't have to fight the boats, campers, fish houses, and semi's that just drive through.	Comment incorporated into the study process
2021-06-29 00:00:00	Why is Saint Cloud so invested in creating beltways and faster thru traffic rather than focusing on development of community and parks and downtown businesses and bussing and housing.	Comment noted.

### Southwest Beltline Corridor Study Public Comment Log - Wikimap Comments Received

Initial Comment	Create Date	Comment	Net Like	Like	Dislike	SRF Comment Response
This needs to be a round about.	14-Oct-21	l Agree	2	2	0	Comment incorporated into the study process
Would this curve essentially vacate the section of 133 between this point and the other new connection point? I am wondering how this connects or makes sense as it relates to the new industrial park that was created here.	14-Oct-21					Comment incorporated into the study process
Granite outcrop	15-Oct-21		2	3	1	Comment incorporated into the study process
Vertical alignment Safety issue possible blind spot	15-Oct-21		1	2	1	Comment incorporated into the study process
Close proximity to two homes Devalue property values	15-Oct-21	l Agree	2	3	1	Comment incorporated into the study process
Move alignment west to avoid homesites	15-Oct-21		1	2	1	Comment incorporated into the study process
Divides ag land into two parcels access to difficult	15-Oct-21		1	2	1	Comment incorporated into the study process
This alignment goes through a lot of wetlands that may cause issues with building the road and ruin habitat.	19-Oct-21		2	2	0	Comment incorporated into the study process
impacts multiple homes, devalues properties	22-Oct-21		2	3	1	Comment incorporated into the study process
Having a busy road this close to the Quarry Park Scientific and Natural Area (SNA) will definitely affect the quite natural setting for hikers as well as disturb wildlife.	22-Oct-21	d by the proximity of HWY 15,	3	3	0	Comment incorporated into the study process
Having a busy road this close to the Quarry Park Scientific and Natural Area (SNA) will definitely affect the quite natural setting for hikers as well as disturb wildlife.	22-Oct-21	l Agree	3	3	0	Comment incorporated into the study process
When are the citizens/property owners of this area going to notified of such a proposed route and what type of noise study is being done?	22-Oct-21	l Agree	2	2	0	Comment incorporated into the study process
Impact on wetlands	23-Oct-21		0	1	1	Comment incorporated into the study process
Traffic signal would be close to the signal for HWY 23 and 28th Ave.	23-Oct-21		1	1	0	Comment incorporated into the study process
Use 28th Ave. for beltway. It was built with the intention to connect to this beltway.	23-Oct-21					Comment incorporated into the study process
Lot of wetland/environment impacted. I-94 already parallels proposed roadway. From 33rd Street, easy to get to Hwy 15 South to I-94 to the NW area.	31-Oct-21					Comment incorporated into the study process





**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 4/30/2021

**Subject:** SW Beltline Corridor Study – PMT Meeting 1 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Tom Cruikshank (MnDOT), Randy Sabart

(SEH/St Joseph City Engineer), Jon Halter (SEH/Waite Park City Engineer), Matt

Glaesman (City of St Cloud Community Development Director), Jodi Teich

(Stearns County Engineer), Craig Vaughn, Matt Pacyna, Dan McNiel, Molly Stewart

(SRF)

From: Matt Pacyna

#### 1. Introductions

#### 2. Schedule

- a. Wrapped up be end of the year
- b. Includes 2 rounds of engagement
- c. Will meet with this group every 6-8 weeks

#### 3. Study Area and Goals

- a. Define corridor benefits to the community and region
- b. Identify preservation policies and priorities
- c. Set the environmental foundation to move towards design
  - ➤ City of St Joseph want to have a corridor identified, need to be mindful of current planning along 20<sup>th</sup> Avenue, as well as development pressure to the north of CR 75.
  - ➤ City of Waite Park has received development pressure recently which is the driver for this study. The City of Waite Park needs an alignment identified so they can respond to development pressure, particularly to support development interest in the 28<sup>th</sup> Ave S. / CR 137 corridor.
  - ➤ City of St Cloud want this study to formalize the corridor, expects once a future river crossing is identified, a similar process for the southeast portion of town will be needed.
  - Stearns County wants to consider a combination of existing roads and new alignments to make the project more affordable. Need to understand if MnDOT is going to allow new access points on their roadways. Need to identify segment prioritization.
  - MnDOT need to be mindful of additional access on trunk highways as it creates mobility issues, but also realizes that access is needed for communities to grow. Need to understand where the access points will be and how they will function in the future. MnDOT is open to swapping access locations (closing in one area and opening in another area).

#### 4. Project Background & Stakeholder Issues/Opportunity Discussion

a. North of CR 75 in St. Joseph, parcel below has been platted and developed. This conflicts with one of the previous alignments.



b. Waite Park – Development interest in the large tract parcels near CR 137 corridor (below, but nothing definite yet.





- c. CR 133 will be built to four lanes with a roundabout at Elm Street. It is difficult to make a left from TH 75 onto CR 133 during peak hours (dual eastbound lefts are planned to accommodate this).
- d. St. Joseph 20th Avenue south of TH 75 is planned to be a minor arterial that will wrap all way down to CR 121 in the long-term at Jade Rd (potential alignment to the right). Need to watch how closely spaced the beltway will be to this roadway given the two roadways functional classification.



e. Previous alignment to the east has minimal new conflicts, as opposed to the other previous alignments to the west.



- f. Waite Park /St Joseph elected officials not as concerned about which city it will be in just want to know where it will be so they can plan for development.
- g. Consider one of the western alignments aligning with the new minor arterial along  $20^{\rm th}$  Avenue (see below).



#### h. Elected Officials

- ➤ Will need to flush out issues, needs and opportunities before bringing in the elected officials and mayors.
- All are very outspoken. Should the council workshops be separate between the cities or combined? Should be separate to get more candid responses.
- ➤ County noted that maybe they should be in the same room so they can hash it out in public. Need to include the County Commissioners too so that everyone can be on the same page.
- Would be good to have a focus group meeting with all elected officials. Also need to consider negatives to including only 1 or 2 elected officials in a discussion and then how do we share information with the rest of the council members?
- The scope includes focus group meetings and community workshops. Could have a focus group with 1-2 council members from each jurisdiction and then have a community workshop with the larger group to share information.
- ➤ Group agreed to host community work sessions with St Josephs and Waite Park elected officials (late May and early June, respectively). St Cloud and County not interested at this time, but want to invite a County Commissioner to the two city meetings to listen. SRF to confirm meeting dates and specific content/questions/format. ACTION (SRF)
- County noted that it would be better not to meet with the full board but just have 1-2 reps at one of the focus group or work session. County board does not need their own work session.
- > St Joseph and Waite Park are meeting in person as of now.
- i. Looking at a granite quarry operation in this area. City of Waite Park anticipates a development plat coming in soon.



j. Railroad Coordination – Knife River has expanded their rail traffic along this line. Line seems to be picking up in traffic. SRF will be reaching out to the railroad to discuss as part of this study.



#### 5. Data Collection Approach

- a. Planning document review (any unpublished documents/studies with data in the area)?
- b. Corridor characteristics/previous alignment assessment
- c. Transportation data (traffic volumes, forecasts, crash history, StreetLight Access)
  - > SRF GIS staff have been in coordination with partners GIS staff ACTION (SRF)
  - Would be helpful if partners share any development plats or plans ACTION (ALL)
  - ➤ SRF to coordinate with Tom to get Streetlight access ACTION (SRF)

#### 6. Engagement Approach

- a. Virtual presence/meetings (website platform)
- b. Community workshops (timing/desire/format)
- c. Focus groups (two rounds group discussion)
- d. Plan promotion
  - > SRF to send draft PIP to group for review. ACTION (SRF)
  - > SRF proposes using a separate GIS HUB site for each round of engagement that will be linked to from APO website.
  - ➤ Potential Focus Groups
    - Would be good to include the larger property owners. Bring them in as we get a better handle on the alignments and how properties are impacted.
    - What about businesses? Need to get alignments established before figuring out who should be in the focus groups. Will depend on which are impacted by the proposed alignments. Will push the first round of focus group meetings out until after we have alignments established. Still want to get feedback from the elected officials during the first round of engagement.
    - Vroom does shuttles to and from the airport, would be good to include in focus groups. Near by cold storage business may also be good business to engage.
  - ➤ Should also coordinate with Waite Park Scientific and Natural Area need to connect with someone to discuss this area (Stearns County Parks Director); Bell Claire Estes is an EJ area so need to be mindful of this; and the railroads.

#### 7. Next Steps

- a. Finalize existing conditions
- b. Coordinate/host community workshops
- c. Draft purpose/need





**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 7/27/2021

**Subject:** SW Beltline Corridor Study – PMT Meeting 2 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Tom Cruikshank (MnDOT), Randy Sabart

(SEH/St. Joseph City Engineer), Jon Halter (SEH/Waite Park City Engineer), Matt

Glaesman (City of St. Cloud Community Development Director), Jodi Teich

(Stearns County Engineer), Matt Pacyna, Molly Stewart (SRF)

From: Matt Pacyna

#### 1. Public Engagement Summary

a. Community Work Sessions

St. Joseph – described the work session takeaway that the corridor is not likely to happen anytime soon or there is a challenge to implement in the near term Waite Park – feels the summary accurately depicts the work sessions, reiterated their concern about future funding and how to pay for it

#### b. Survey (Attachment 1)

APO – discussed conflicting feeling of rural feeling versus desired median; SRF – provided an overview of potential options, phasing, cross-section ideas for discussion

County – agreed with Matt, sees it needing to be expanded at some point, but need to demonstrate the need for 4-lanes before; once costs start to be outlined, will help better define the vision

St. Joseph – thinking about maintenance/public works/safety, want to limit plantings as possible, find a balance of form and function

Waite Park – not a lot of consensus from Waite Park, but agrees the form/function needs to be understood

MnDOT – noted that its generally a blank canvas, what to focus on look and feel

#### **2. Purpose and Need** (Attachment 2)

St. Joseph – looks agreeable All – no other comments

#### 3. Preliminary Alignments (see mapping)

a. Alignments

MnDOT – asked about the desire to grade-separate Hwy 23?

County – noted that an interchange could be cost prohibitive in the short-term; need to consider access on CSAH 75 and relationship to existing signalized intersections (e.g. 20th Avenue); consider using existing roadways for beltline alignment to make it more cost effective

APO – let's let the data/analysis dictate and not jump to any conclusions; agrees that need may change over time, important to preserve right-of-way for a 4+ lane facility All – noted several alignment constraints, edits, and preliminary plats, which were documented on the interactive map; eliminated multiple alignments due to lack of viability/redundancy

St. Joseph – extension of 20th Avenue is planned for this year; River Bats are not planning to construct a facility on their parcel and plan to sell

Waite Park – noted that avoiding 6f parkland impacts is important; suggested to use a 150-foot lot depth and 66-foot right-of-way for local roadways to help refine alignments near parkland

#### b. Cross sections

SRF – will develop a range of cross-sections to illustrate potential options and flexibility (i.e. ability to expand)

c. Design criteria

SRF – the current alignments are based on a 55-mph design speed County – 150 feet of right-of-way is desirable, but open to allowing it to vary to avoid impacts

d. Evaluation criteria

#### 4. Schedule/Next Steps

- a. Refine alignments based on PMT input
- b. Focus Groups (2) August
  - ➤ Large tract property owners/Businesses
  - ➤ Schools/Community groups/Churches

SRF – will develop preliminary groups/contacts and route for review County – open to hosting the focus groups at the county public works facility

- c. Refine alignments based on Focus Group input
- d. Preliminary alignment evaluation
- e. PMT 3 September
- f. Second round of engagement October
  - Community Work Session
  - Focus Groups (2)
  - Virtual Open House & Community Survey

### Attachment 1 – Survey Summary

# St. Cloud Southwest Beltline Corridor Study COMMUNITY SURVEY #1 SUMMARY



#### WHAT ENGAGEMENT OCCURRED?

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT) is leading the Southwest Beltline Corridor Study.

The goal of the first round of community engagement was to better understand existing issues and priorities for the SW Beltline corridor between the westerly connection of County Road 75 and Highway 15.



HOW DID WE GATHER FEEDBACK?

Round 1 engagement included the launch of a study website, two community work sessions, a community survey, an overview video and broad public promotion.



WHAT DID WE ASK?



How supportive are you of the concept of the SW Beltline Corridor? (Scale of 1-10)



Over the next 10 years, if there was only enough money to build one segment of the corridor, which segment do you think should be constructed first?



What do you think would be the biggest advantage of such a corridor?



Do you know of any issues and/ or constraints that should be considered by the study team?



What is your biggest concern about such a corridor?

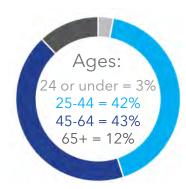


What should the overall vision of the corridor be?

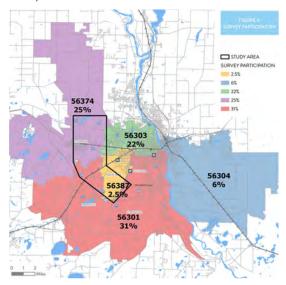


WHO DID WE HEAR FROM?

## The survey received 243 responses:



#### Respondent Locations:







## The majority of respondents support the concept of the SW Beltline Corridor:





61% - strongly support SW Beltline Corridor



9% - oppose SW Beltline Corridor



18% - support SW Beltline Corridor





12% - strongly oppose SW Beltline Corridor

76% of respondents would like to see improvements "as soon as possible" or "as needed to support development".

#### Mobility was identified as the primary purpose for the SW Beltline:

**57%** of responses strongly support "Mobility" as the primary purpose of the SW Beltline.

22% were evenly split between "Mobility" and "Access to Adjacent Properties".

15% strongly support "Access to Adjacent Properties" as the primary purpose of the SW Beltline.

#### **Corridor attributes that were supported:**

Rural roadway design (Rural 46%, urban 31%, "I don't know" 22%)

Raised median (Yes 47%, No 29%, "I don't know" 23%)

**Pedestrian amenities** (81%)

The segment between Highway 15 and Highway 23 was voted as a higher priority for constructing first (58%).



WHAT
FEEDBACK
DID WE HEAR?



The potential **environmental impacts** to the area should be evaluated and **avoided at all costs**.



Strong support for a **raised median** and **pedestrian amenities** adjacent to the roadway.



Building the corridor would help to **alleviate traffic congestion**, especially for commuters.



The **cost of construction should be evaluated** so that taxpayer
costs are minimized.



Attachment 2 – Purpose and Need

#### **Updated Purpose and Need**

The SW Beltline corridor is part of the overall Urban Beltline Corridor vision identified in the 2045 Metropolitan Transportation Plan, which is expected to improve roadway capacity and reduce system delay. The purpose of the SW Beltline corridor would be to improve mobility between TH 15 and CSAH 75, while supporting development opportunities and multimodal initiatives. Current and future development is encroaching on remaining potential alignments and increasing east-west congestion illustrate the need to identify and set preservation policies to help realize the SW Beltline corridor vision.



**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 9/27/2021

**Subject:** SW Beltline Corridor Study – PMT Meeting 3 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Tom Cruikshank (MnDOT), Randy Sabart

(SEH/St Joseph City Engineer), Jon Halter (SEH/Waite Park City Engineer), Matt

Glaesman (City of St Cloud Community Development Director), Jodi Teich

(Stearns County Engineer), Matt Pacyna (TC2), Molly Stewart (SRF)

From: Molly Stewart

#### 1. Public Engagement Summary

a. Focus Group Summary (Attachment 1)

- August 25, 4 in attendance at online meeting, 13 in attendance in person
- Randy S. interesting to hear some individual feedback regarding development potential/city process.

#### 2. Preliminary Alignments (see mapping)

a. Alignments

https://srfconsulting.maps.arcgis.com/apps/mapviewer/index.html?webmap=4ebd6bc 260a849b194e98c631e8a38dc

- Matt P. provided an overview, noted focus group changes/feedback.
- Jodi T. asked about the CLC parcels north of CSAH 75 and worried about access control. Matt P. noted that this was a better option for CLC given the future transload facility and the ability to combine parcels that are larger/more developable. Access policy would be identified as part of the study.
- Matt G. Alignment C alternative has not been included in any plans thus far. The city has always assumed the Alignment C main in all plans to date. There would be some resident concerns likely with the Alignment C alternative.
- Brian G. Pam's Auto referenced the Alignment C alternative as a previous alignment. Matt G. no knowledge of that alignment.
- Randy S. want alignments to maintain development to the east, 40-acres to the west of Rassier Farm and some cultural resources in the area. This was noted in the Field Street EAW and was only limited to the 40-acres of the parcel with the tree acreage not the entire parcel. The alignment that is being shown should likely be ok but if it goes any further west or it may become an issue.
- b. Cross sections & planning-level costs (Attachment 2)
  - Randy S.- have been using the 150 feet corridor, feels familiar and comfortable.
  - Matt G. noted that 150' is consistent with the new 33rd Street cross-section

- Brian G. should there be any consideration to reducing lane width to lower speeds? Jodi T.– envision this to be more about mobility and less access so wider lanes with curb reaction distance would be preferred. Pine Cone Road would be a good example limited access and high mobility. Matt P. left typical section dimension for a higher design speed (55 mph) to provide flexibility going forward.
- Brian G.- design could vary based on area context.
- Matt G. noted that 55 mph design speed is not desirable near residential and future design should consider area context (e.g., residential vs commercial)
- Randy S./Jon H./Matt G. consider modifying to show a sidewalk on the other side. SRF to update cross-sections to sidewalk accordingly. ACTION-complete (see attached)
- c. Evaluation criteria and preliminary results (Attachment 3)
  - Molly S.- walked through evaluation matrix and criteria
  - Matt P.
    - North segment Red/blue alignment rises up. Its shorter distance does have business impacts, but all three alignments do.
    - SE segment green alignment rises to the top. Straight tangent along 33rd is what is showing to be the best.
    - Middle segment not a lot of differentiation between the options. Randy

       what about Le Sauk River bridge crossing? Alignment A main is the
       only one that utilizes an existing bridge crossing. Should this be
       accounted for in the cost? Matt P. yes we should update costs to
       include this factor. ACTION-complete
  - Randy S.— Will want to provide an update on study to both St. Joseph and Waite Park Councils.
  - Matt G. won't need an engagement effort for ST Cloud, and his update would be that they are just updating.
  - Brian G. What about intersection on TH 23? Initially could be at-grade but what about future options for an interchange?
    - Tom C.– MnDOT preference to eventually grade separate. May make sense to start out as an at-grade but will depend on funding.
    - Brian G. What about putting more weight on an alternative that allows for better interchange access in the future at TH 23?
    - Jon H. agrees that grade separation is likely not needed now but likes the idea for planning purposes. Currently the City is receiving lots of development interest surrounding the Alignment B near the TH 23 crossing, preserving future right-of-way will be important.
    - Matt P. Could you just have an overpass on TH 23 vs having at-grade or grade-separated access?
    - Tom C.– TH 23 is urbanizing so requirements are not as clear with regards to access spacing. Future development and design will likely dictate access spacing requirements.
    - Matt P. TH 15 is more of the grade separated freeway facility that is parallel, and TH 23 is more of an at-grade facility that still provides

mobility. More challenging to see interchanges along TH 23 so maybe an overpass for the beltline corridor would be a better option as it would still provide a high level of mobility for the corridor.

- Matt P. – update the evaluation criteria and resend out to the group (along with the meeting summary); if no change, then push the information. If a bigger change, then regroup with the PMT ahead of time. ACTION-Complete (see attached)

#### 3. Schedule/Next Steps (Attachment 4)

- a. Refine evaluation matrix based on PMT input
- b. Second/final round of engagement October/early November
  - $\triangleright$  Virtual Open House & Community Survey (tent. 10/11 10/22 or 10/18 10/29)
  - Short, recorded presentation and wikimap for feedback with survey.
  - Promote via social media and facebook.
  - Focus Groups (2) (tent. 10/14 or 10/19 11.30 a.m. -12:30 p.m. and 4-5 p.m.)
  - Virtual lunch hour and in-person during the evening.
  - Email blast and mailer again.
  - Request attendance from St. Joseph and Waite Park.
  - Randy S./Jon H. prefers 10/14 as date for focus group meeting.
  - Community Work Session St. Joseph and Waite Park (after Open House) tent. Late October/early November)
  - Randy S. last Tuesday of the month (target 10/26). Randy S. to coordinate getting us on the agenda. ACTION
  - Jon H. first and third Monday of the month (target 11/1). Jon H. to coordinate getting us on the agenda ACTION-Complete
- c. PMT 4 November
- d. Final Document
- e. Other Items
  - Randy S. how much does the executive board for the APO learn about the study along the way? Brian G. he will notify them at the beginning during budgeting and at the end for final acceptance of the document. Matt P. should they be engaged along the way? Brian G. hesitant to involve the board throughout the process as it would add a complexity to the process.
  - Randy S. Are the townships engaged (e.g. St. Joseph Township)? Matt P. would be good to setup a call to discuss with St. Joseph Township. Jon H. send representative to SRF on who would be the best to engage with. ACTION-Complete SRF to coordinate meeting in October, could be virtually (preferred) or in-person on 10/14 ACTION

Attachment 1 – Focus Group Summary



**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 8/25/2021

**Subject:** SW Beltline Corridor Study – Virtual Focus Group (Minutes)

**Attendees:** Matt Symalla – former APO committee and farm owner within the study area

Mark Johnson – pastor of Jubilee Worship center and area resident

Dan Rassier – represents Rassier farms

Craig Rempp - TripCap

Brian Gibson (APO Executive Director),

Nate Keller (St. Joseph Community Development Director),

Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna, Molly Stewart, Natalie Ierien (SRF)

From: Molly Stewart

#### 1. Introductions

#### 2. Study Overview/Engagement Summary

a. Matt Symalla – asked about the study limits shown on the graphic, SRF noted that is just a planning-level graphic and more detailed alignments will be shown later in the presentation. SRF also explained to the group that the goal is to take the three alignments and find the combination that has the most consensus from stakeholders.

#### 3. Alignment Alternatives

- a. Matt Symalla concerned about beltline and the long-term vision for the surrounding area and how the area develops. There is need to understand future develop after the beltline corridor is constructed and how to facilitate next steps. Red alignment would not impact him much. Favors corridor A (red) in terms of long-term planning because he believes the next 20-30 years will bring a lot of development to the overall area. Does not have a future vision for his farmstead, would leave it up to his kids to determine.
- b. Craig Rempp no comments at this time.
- c. Dan Rassier farm surrounds to Karen Saatzer's land and his family owns the parcels that alternative A bisects. The current A alignment cuts off the barn today. He noted past concern with communication from the City of St. Joseph particular with the

development directly north of his parcel (Vista Apartments). He felt the communication with the roadway infrastructure as part of that development was poor and the City did not engage existing property owners during the development process. Red line shifting to the east is not ideal to continue farming. Anything through the property will be impactful, and likely to impact the business/farming activity. Has a lack of trust in community leadership/elected officials.

- d. Nate Keller how much of the Rassier property is lowland versus farmable? SE area is farmable, only the eastern side; mentioned that CLC may have sold a portion of their land to a hunter who intends to protect/preserve it. Nate doesn't believe it was sold.
- e. Mark Johnson doesn't see any of the alignments impacting the church, likes the concept of the beltline as it would increase accessibility to the church; about 50 percent of membership comes from St Cloud, the other half is spread out. The 33rd Street extension was very beneficial to them.
- f. Mark Symalla noted a few parcels east of the blue alignment that are currently in the planning process (southeast of Hwy 23). Ardolf's property is up for sale for development, and Trisko's property has been approved for development.
  - Mark Symalla and Matt Pacyna (SRF) had an additional discussion outside of the focus group meeting. Matt S. asked about shifting the green alignment to the west near the drainage ditch, wanted to avoid bisecting his houses, if possible Matt P. noted that it was considered, but the 3-rail crossings would be a challenge giving switching conditions, hence it was best to avoid it. Matt S. understood the response.

#### 4. Next Steps

- a. SRF provided an overview of the website, upcoming engagement, etc.
- b. Matt Symalla wondering if the information can be available via hard copy? Brian Gibson noted that we can have hard copies available at the APO. Brian will send a hard copy to Matt.
- c. Dan are there any other alternatives being considered? SRF noted that the alignments shown may be tweaked but are not likely to completely change. Dan asked to about the facility type and if it compared to an I-494/I-694 type of facility. SRF noted that is unlikely and it would be more of a local/county type of facility; it will have a mobility function, but also serve an access function to support existing and future development.
- d. Craig Rempp— sees the beltline helping traffic operations but will look into more detail.



**Location:** Stearns County Public Works

Client: St Cloud APO

**Date:** 8/25/2021

**Subject:** SW Beltline Corridor Study – In-Person Focus Group (Minutes)

Attendees: Bruce Batzer (ASTech),

Karen Saatzer (Property Owner),

Floyd Ostendorf (Property Owner),

Kevin Cox (C&L Excavating),

Tom Bosl (Miller Architects & Builders),

Cory Ehlert (CLC Partners),

Mike Rassier (Property Owner),

Lenny Gillitzer (Property Owner),

Wally Stang (Property Owner),

Pat Huesers (Pam's Auto),

Paul Donovan (Property Owner),

Colleen Donovan (Property Owner),

Len Bechtold (Property Owner),

Brian Gibson (St. Cloud APO)

Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna, Molly Stewart (SRF).

From: Molly Stewart

#### 1. Introductions

#### 2. Study Overview/Engagement Summary

- a. Is condemnation a possibility? SRF noted that it is a possibility, but that it's a last resort and we are just in the planning/corridor preservation phase.
- b. What about residents and other users? SRF noted that the goal of the focus group is to understand likes/dislikes and provide input to refine the alignments before bringing forward to the general public. It's important to get some level of support/alignment refinements before presenting to the general public.

- c. Is mass transit being considered? SRF noted that in general, it's a potential future consideration that could leverage the alignment. That is a decision that would be made in the future.
- d. Lloyd noted that he sees the corridor needing to serve a mobility function
- e. Bruce noted he wanted clarity on the need for the corridor. SRF noted that it would provide a regional benefit to busy corridors such as Hwy 15 and Hwy 23 by diverting traffic away from those areas, as well as help serve existing and future development. The study wants to identify a corridor supported by key stakeholders (Cities, Counties, MnDOT, etc.) to be able to preserve the alignment as development opportunities arise.
- f. Concerned about having to donate land/right-of-way as part of development process? SRF noted that those are negotiations as part of specific developments but noted the concern.
- g. Is there a target date for implementation? SRF noted that it will come down to funding. The corridor is not likely to be built as one project and will need to leverage a variety of potential funding sources. There are several environmental assessment and design steps that would need to occur as well. This study is in the initial stages of project development.
- h. What about a future interchange at CR 138 and I-94? Brian Gibson noted that it has been identified as desire by area communities, but there is no funding at this time.

#### 3. Alignment Alternatives

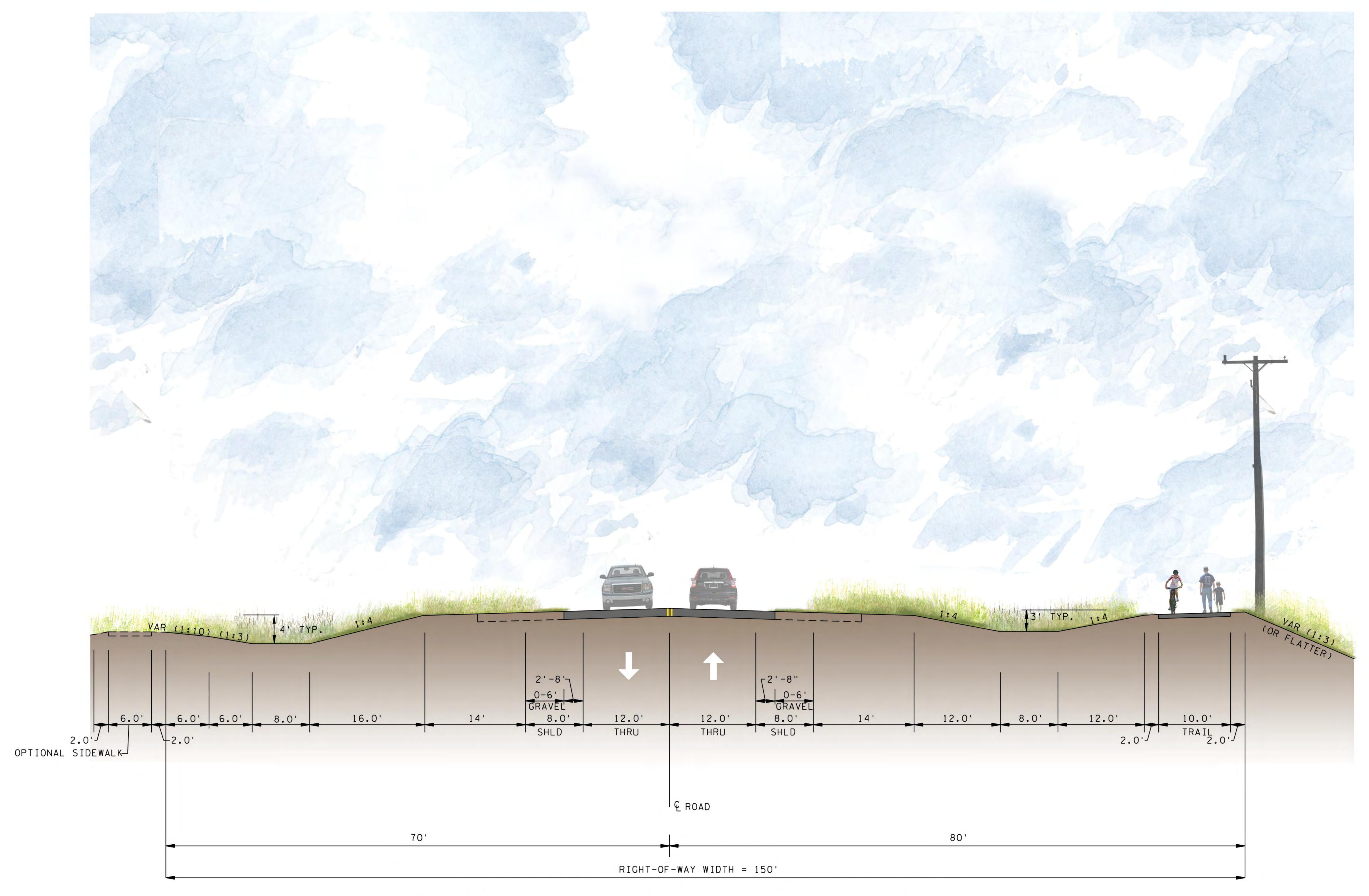
- a. Green alignments as shown would be impactful to Pam's Auto and other businesses, including future expansion plans. Pam's auto noted previous planning had identified an alignment further east and they would be more amenable to that.
- b. CLC partners noted that the dashed red alignment north of CSAH 75 was more feasible from their perspective.
- c. Brian Gibson noted that a key component to development of the alignments was to leverage existing corridors, where possible, to keep costs down.
- d. FG noted that the green alignment would provide less development potential, particularly south of CSAH 75, given the environmental constraints; the red alignment would provide more access to potential development.
- e. The group noted the amount of railroad crossings and the operations of those (i.e., slow moving trains and increase activity planned); a suggestion was made to make sure those are considered as part of the alignments; SRF noted these are being considered, particularly as they related to travel time reliability/expectations.

- f. CLC partners noted future lift-station locations on layout map that are being considered near the red alignment north of the Sauk River.
- g. Lloyd noted there are utilities to serve some of his parcels for future development, but also that there are significant resources on the parcel that may be mined first.
- h. Focus Group attendees noted that they want the process to be transparent and asked how best to stay involved; SRF noted the group will continue to be communicated with, as well as to continue conversations with their elected officials and city staff.
- i. CLC noted they are okay with the blue/red alignments in the middle areas, red alignment makes sense, particularly with the red dashed area, doesn't like the red alignment near the school, light green dashed doesn't work for them, would like to see the Westwood Parkway extension built sooner than later.

#### 4. Next Steps

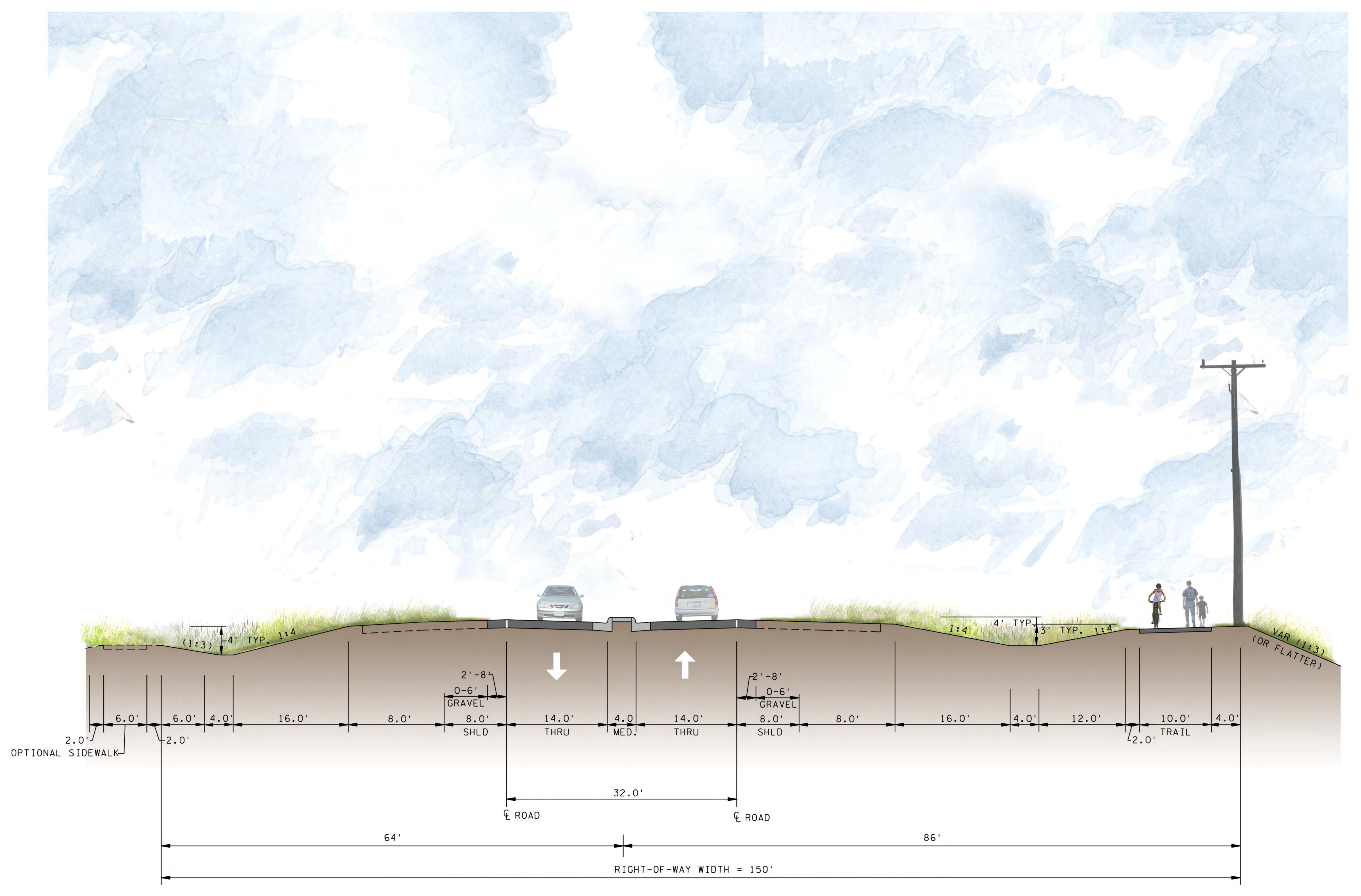
a. SRF will send a graphic of the preliminary alignments shown, along with a link to the website, etc. (COMPLETE)

### Attachment 2 – Cross-Sections



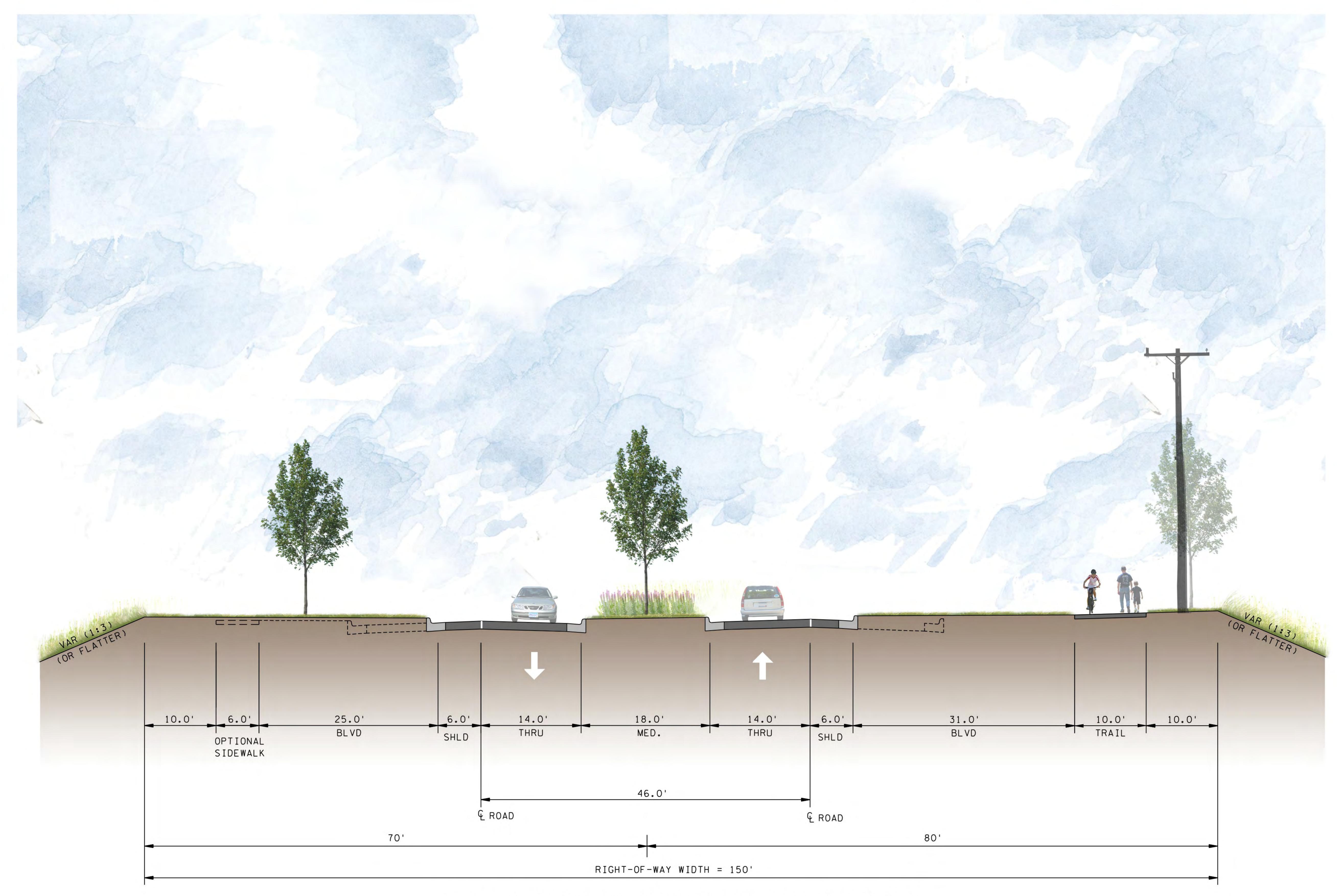
# TWO-LANE UNDIVIDED RURAL TO FOUR-LANE UNDIVIDED RURAL

NOTE: DASHED LINES SHOW FUTURE EXPANSION OF ADDITIONAL THRU LANES



# TWO-LANE DIVIDED HYBRID TO FOUR-LANE DIVIDED HYBRID

NOTE: DASHED LINES SHOW FUTURE EXPANSION OF ADDITIONAL THRU LANES



# TWO-LANE DIVIDED URBAN TO FOUR-LANE DIVIDED URBAN

NOTE: DASHED LINES SHOW FUTURE EXPANSION OF ADDITIONAL THRU LANES

## St. Cloud Beltway Per Mile Cost Estimates DRAFT Planning-Level Construction Costs

Typical Section	Unit	Unit Price (\$M)
Two-Lane Divided Hybrid with Trail	Miles	3.5
Two-Lane Undivided Rural with Trail	Miles	3.2
Two-Lane Divided Urban with Trail	Miles	4.1
*Four-Lane Divided Hybrid with Trail	Miles	2.7
*Four-Lane Undivided Rural with Trail	Miles	2.8
*Four-Lane Divided Urban with Trail	Miles	3
Four-Lane Divided Urban with Trail New Construction	Miles	6.9

<sup>\*</sup>Four-Lane cost represents conversion from Two-Lane roadway and does not represent Four-Lane new construction cost.

Attachment 3 – Alignment Alternative Evaluation Matrix

## SW Beltline Corridor Study Alignment Alternative Evaluation Matrix

					CSAH 133	to CSAH 75				I					CSAH 75	to TH 23						ı				TH 23 t	o TH 15				
				ent A/B				nent C				nent A			Alignn	nent B				nent C				ment A			Alignm	nent B		Alignment C	
		Ma	ain	Alterr	native	Ma	ain	Alterr	ative	M	in	Alterr	ative	Ma	in	Altern	ative	Ma	in	Altern	ative	М	ain	Alterr	native	М	ain	Alten	native	Main	/Alt
Transportation	Metric	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score
Mobility (travel time)	Travel Time (mins) without intersections	0.6	5	0.6	5	1.7	3	2.0	2	4.2	2	3.6	3	2.9	4	3.6	3	1.7	5	1.7	5	3.2	4	2.9	4	3.1	4	3.2	4	3.2	4
Projected 2045 Volume	Based on forecasted travel volumes from the TDM.	9,500	4	9,500	4	10,500	5	10,500	5	5,100	3	5,100	3	6,900	4	6,900	4	9,800	5	9,800	5	11,900	4	11,900	4	13,600	5	13,600	5	13,600	5
Safety	Number of curves	5	2	3	4	4	3	3	4	6	1	5	2	4	3	5	2	1	5	2	4	5	2	2	4	3	3	2	4	2	4
Railroad impacts	Train exposure (# of trains/day X Projected Volume)	0	5	0	5	0	5	0	5	15,300	4	15,300	4	20,700	3	20,700	3	29,400	2	29,400	2	0	5	0	5	0	5	0	5	0	5
Reliability of the Route	2045 Intersection delay	20	4	20	4	25	3	25	3	75	5	80	5	95	4	80	5	105	3	105	3	50	5	50	5	60	4	60	4	65	4
(2045 timeframe) Compatibility with Existing and	(seconds of delay)  Connections and intersection spacing with		_		_		_						_										_				_		_		
Future Transportation System	existing and future roadways		2		5		4		3		5		4		3		4		2		1		2		4		3		3	<u> </u>	4
Future Interchange Feasibility	Intersection spacing distance with I-94/TH 23 interchange, interchange feasibilty, overpass feasibilty, interchange constructability				Not Ap	plicable					3		3		2		3		2		2					Not Ap	plicable				
Property/Land Use																															
Property Impacts	formula based on total/partial property acquisitions (1*total + 0.25*partial)	5.25	2	3.5	4	5	2	5.5	2	10.5	1	8	2	7	2	7.75	2	2.25	4	2.25	4	2.5	4	2.25	4	2.75	4	3.5	3	5.25	2
Environmental Justice - People of Color 80th Percentile	number of acres being impacted	0	5	0	5	0	5	0	5	25.1	3	32.7	2	24.0	3	32.7	2	20.2	3	20.2	3	54.2	1	49.3	2	51.1	1	53.3	1	52.9	1
Proximity to established neighborhoods	relative distance to neighborhoods		3		3		4		5		5		4		4		4		3		3		3		3		2		2		5
Compatibility with future land use	how many parcels are being bisected making future development challenging	3	4	3	4	3	4	7	2	6	2	4	3	6	2	4	3	1	5	2	4	2	4	0	5	5	2	4	2	1	4
Environmental																															
Impacts to biodiversity zones	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	14.4	3	11.3	4	25.6	1	20.0	2	16.0	3
Impacts to wetlands and other aquatic resources	total acres impacted	0.4	5	0	5	8.5	2	6.6	3	4.21	2	3.3	3	2.19	4	3.3	3	3.5	3	3.6	3	6.3	3	6.7	3	7.9	2	7.9	2	4.0	4
Native plant communities	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	3.8	1	0.0	5	2.1	2	1.3	3	0.3	4
Impacts to granite outcrops	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0.0	5	0.2	5	1.5	1	1.5	1	0.5	4
Economic																															
Commercial business relocation	total number of businesses being impacted/relocated	1	3	1	3	1	3	1	3	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
Construction cost	planning-level costs (segment)	\$5.8 - \$7.4M	3	\$3.6M - \$4.6M	4	\$8.6M - \$11M	2	\$8.4M - \$10.8M	2	\$12.2M - \$15.6M	1	\$13M - \$16M	1	\$11M - \$13.4M	2	\$13M - \$16M	1	\$7.3M - \$8.7M	4	\$7.4M - \$8.8M	4	\$9.5M - \$12.2M	2	\$8.6M - \$11M	4	\$9M - \$11.5M	3	\$9.3M - \$12M	2	\$9.4M - \$12M	2
	planning-level costs (intersection control)	\$1.5M - \$3M	3	\$1M - \$2M	4	\$1.5M - \$3M	3	\$1.5M - \$3M	3	\$1.2M	4	\$1.1M	4	\$1.5M - \$2M	3	\$1.1M	4	\$1.5M - \$2M	3	\$1.5M - \$2M	3	\$500K - \$1M	4	\$500K - \$1M	4	\$500K - \$1M	4	\$500K - \$1M	4	\$1M - \$2M	3
System preservation costs	New miles of roadway constructed	1.4	4	0.7	5	2.7	2	2.6	3	2.8	2	2.4	3	2.2	3	2.4	3.0	1.4	5	1.6	5	2.9	3	2.6	4	2.8	3	2.2	5	2.4	4
	Miles of existing roadway utilized	0.4	5	0.4	5	0.0	1	0.0	1	1.1	5	0.9	5	0.4	3	0.9	5	0.1	1	0.0	1	0.1	2	0.1	2	0.0	1	0.7	5	0.6	5
Multimodal																															
Rider Comfort	segment distance adjacent to natural resources (e.g. parks, rivers, etc.)		2		2		3		4		3		2		3		2		4		5		3		4		3		4		5
Proximity to established neighborhoods	relative distance to neighborhoods/city centers		5		5		3		2		3		4		5		4		3		3		2		2		3		3	1 7	5
Proximity to existing schools/residential	segment distance within 1/2 mile of a school	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0.94	5	0	3	0	3	0	3	0	3
Stakeholder Input																															
Public preference	based on input gathered during round 2 engagement																														
Municipal preference	based on input gathered during round 2 engagement																														·
	Total		84		94		75		75		77		80		80		80		85		83		72		85		64		72		85
			L			L		L				·										1	L				<b>-</b>				

#### Summary of Alignments - Ranked by Total Score

Scoring Criteria	
Good; meets criteria well	5
Acceptable; but relatively less desirable than 5	4
Moderate; no distinguishing characteristics	3
Less desirable; considering criteria	2
Poor: fails to meet criteria	1

		Segment Score			
Alternative	CSAH 133 to CSAH 75	CSAH 75 to TH 23	TH 23 to TH 15	Total	Total Cost
Hybrid Alignment (Alig. A/B Alt - Alig. B Main - Alig. C Main)	94	80	85	259	\$27.5M - \$36M
Alignment A Alt	94	80	85	259	\$27.8M - \$35.7M
Alignment B Alt	94	80	72	246	\$28.5M - \$36.7M
Alignment C Main	75	85	85	245	\$29.6M - \$38.7M
Alignment C Alt	75	83	85	243	\$29.2M - \$38.6M
Alignment A Main	84	77	72	233	\$30.7M - \$40.4M
Alignment B Main	84	80	64	228	\$29.3M - \$38.3M

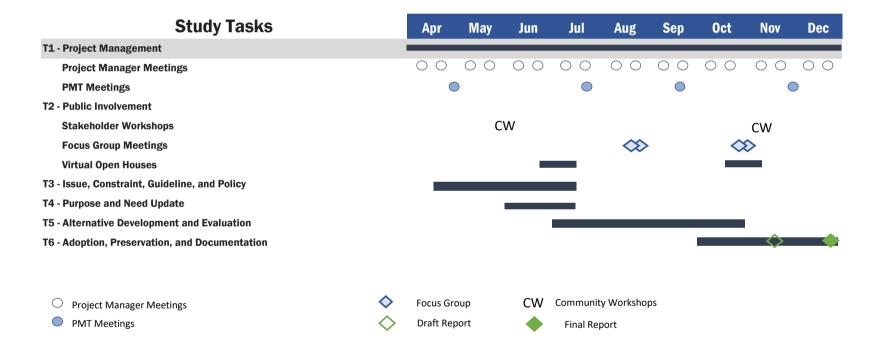
### SW Beltline Corridor Study Cross-Section Alternative Evaluation Matrix

Criteria	Two-lane Divided Hybrid	Two-lane Undivided Rural	Two-lane Divided Urban
Upfront Capital Cost	4	5	3
Safety	4	3	4
Conflict Points	4	2	4
Expandability/Constructability	5	5	2
Multimodal Comfort	5	4	3
Total	22	19	16

Scoring Criteria	
Good; meets criteria well	5
Acceptable; but relatively less desirable than 5	4
Moderate; no distinguishing characteristics	3
Less desirable; considering criteria	2
Poor; fails to meet criteria	1

# Attachment 4 – Schedule

# St Cloud APO SW Betline Corridor Study Schedule with Deliverables





**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 11/23/2021

**Subject:** SW Beltline Corridor Study – PMT Meeting 4 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Tom Cruikshank (MnDOT), Randy Sabart

(SEH/St Joseph City Engineer), Jon Halter (SEH/Waite Park City Engineer), Matt

Glaesman (City of St Cloud Community Development Director), Jodi Teich

(Stearns County Engineer), Matt Pacyna (TC2), Molly Stewart (SRF)

From: Molly Stewart / Matt Pacyna

#### 1. Public Engagement Summary

a. Focus Group 2 Summary (Attachment 1)

- b. Public Input Opportunity Summary (Attachment 1)
- c. Community Work Sessions (St. Joseph and Waite Park)
  - Randy S. wasn't able to the Community Work Session, what was the feedback from the far northern alignment? City had invested in 2019 in the industrial park.
  - Molly S. noted that the mayor commented that the top alignment cut through the business park, but that it was primarily along existing alignments. Matt P. noted that CLC was more in favor of the western alignment, than what was originally developed. Matt P./Jodi T. noted that access management will be key, particularly with the business park lots on the west side.
  - Randy S. noted that N/S alignment would become the primary, asked if the county had any thoughts. Jodi T. noted that traffic controls and access spacing would be needed.
  - Randy S. may have dismissed the impacts to Bogarts property, have you considered their relocation? Molly S. We have reached out multiple times to Bogarts but haven't connected yet.
  - Randy S. noted that the city has had some discussion regarding noise impacts from the business.
  - Randy S. concerned about optics from a planning perspective in the north segment related to the infrastructure that was just put in. Molly S. noted that this segment is planned for implementation 15+ years out.
  - Matt G. should we find a way to tie CR 133 and Westwood together on the north segment? Group agreed it would make sense to look at options.

- Randy S. will use it as a planning tool to hold the lines sacred, even though its not an official map.
- Brian G. noted that the north segment is technically outside of the study area but have to be mindful of the connection. Brian G. asked Randy S. what can be helpful to have in the plan? Randy S. noted that keeping the green alignment for north of CSAH 75. ACTION in the report, note that the area north of CSAH 75 is outside of the study area, but here are options for consideration, including the current CR 133 alignment. Goal will be to take advantage of opportunities as they arise. Randy S. and Matt G. okay with that approach.
- Matt G. noted the alignment C2 would be a collector as most, Red/Blue would be beltway, others would be connectors in the transportation system.

#### 2. Preferred Alignment (see mapping)

#### a. Red Alignment

https://srfconsulting.maps.arcgis.com/apps/mapviewer/index.html?webmap=4ebd6bc 260a849b194e98c631e8a38dc

- Jon H. noted that he agrees that the red alignment is still is seen as the most favorable. Reiterated the potential for an interchange and the spacing from I-94.
- Tom C. noted that the spacing meets the current standards and doesn't see it as an issue. Question is what type of traffic control is needed and how to phase/stage a future project? Maybe the approach to take is to add/modify in phases as needs arise.

#### b. Implementation Plan (Attachment 2)

- Jon H. connecting from 23 to 15 in one phase, but as shown, makes sense.
- Randy S. doesn't anticipate linear development occurring, expects development from multiple angles.
- Brian G. is there a purpose to identifying timeframes? Molly S. doesn't have to be and can say these are the priority…note that it will be driven by development?
- Randy S. segmentation adds value from a funding perspective but group agree not to add timeline in the final documentation. ACTION

#### c. Funding Strategies (Attachment 3)

 Molly S. – discussion on jurisdiction – Jodi T. noted that they would have to have plans more detailed to be able add the beltway to their system. ACTION - can be identified as likely a county facility (CSAH or CR). Would need to determine implications from the county funding perspective.

#### 3. Preservation and Adoption

a. Local adoption of Southwest Beltline Corridor Study final document

- Jon H. next step is to get formal approval from the county. Would prefer to use the document as a guide, as opposed to mapping.
- Randy S. agreed with Jon H.'s comment, particularly with challenge of dedicating resources, prefers to use as a planning document.
- Jodi T. noted that each jurisdiction should officially adopt the document. Brian G. noted that the study will be accepted by the board, as opposed to approving it.
- Matt P. asked if there is an approach to adopt a resolution at the city level to direct staff to support. Randy S./Jon H. typically see's a resolution of support, as opposed to adopting the alignment. Jodi T. open to allowing the cities to determine the next steps, and then she would take to the County Board for support. Randy S. similar approach to the north corridor.
- b. Update local comprehensive and transportation plans to include Southwest Beltline Corridor Study recommendations
- c. Preservation of 150 feet of right-of-way for the Southwest Beltline corridor
  - Official map?
  - Jodi T. will leave up to the cities, which could put them on the hook for right-of-way acquisition. Group agreed not to pursue official mapping at this time.
- d. Access management guidelines
  - Primary access or signal spacing 1/4 to 1/2 mile
  - Secondary access 880 feet (1/6 mile) and limited to right-in/right-out
  - Turn lanes should be provided at all public access points and at major traffic generators
  - Minimize direct private or business access
- e. Local agencies should update land use or subdivision ordinances to preserve the development of the future Southwest Beltline corridor?
  - Jon H. noted this is not likely.
  - Randy S. transportation plan was last updated in 2012 but may adopt alignment as part of the next update.
  - Tom C. what is needed from MnDOT? May draft an official letter, but not sure if its needed. Is the next step a meeting with MnDOT district management? Jodi T. would be good to have something on the record that they are open to consider. Can be vague but would be beneficial. ACTION Tom C. to review final document and get a letter of acceptance of the study and any other feedback from MnDOT.
- f. County State Aid designation of the Southwest Beltline corridor
  - See earlier comments
- g. Consider the following environmental impacts as the process moves forward:

- Wetlands
- Cultural Resources
- Endangered Species
- Section 4f/6f
- Water resources
- Contaminated sites

#### 4. Schedule/Next Steps (Attachment 4)

- a. Refine implementation plan based on PMT input
- b. Final Document
  - Molly S. noted goal is to send out a draft document to the group by mid-December, with comments to be received by December 24. No issues from the group on that timeline.

# Attachment 1 – Focus 2 Group Summary Public Input 2 Summary



**Location:** Stearns County Public Works

Client: St Cloud APO

**Date:** 10/14/2021

**Subject:** SW Beltline Corridor Study – In-Person Focus Group (Minutes)

Attendees: Karen Saatzer (Property Owner), Floyd & Teresa Ostendorf (Property Owner),

Tom Bosl (Miller Architects & Builders), Cory Ehlert (CLC Partners), Mike Rassier

(Property Owner), Lenny Gillitzer (Property Owner), Wally Stang (Property

Owner), Pat Huesers (Pam's Auto), Bob Anderson (Property Owner), Lori Schultz (Property Owner), Matt Symalla (Property Owner), Bev Riley (Property Owner), Everett Philipsek (Property Owner), Russell Philipsek (Property Owner), Doug Fredrickson (St. Joseph Township), Jon Halter (SEH/Waite Park City Engineer),

Matt Pacyna (TC2) Molly Stewart (SRF).

From: Molly Stewart/Matt Pacyna

#### 1. Alignment Alternatives

- a. How does the group feedback get incorporated into the evaluation? SRF noted that the feedback is reviewed and documented as part of the study, and shared with the elected officials, in addition to the technical evaluation.
- b. How did notifications go out? SRF noted that mailers were sent to large track property owners given the meeting is a focus group; the general public and other property owners have the opportunity to provide feedback through the end of the month via the community survey and interactive map; SRF noted that there are different notification requirements given this is a study as opposed to a specific project, which has defined notification requirements.
- c. What is the future land use? John Halter noted that the City's comp plan guides land use, but there is always the potential it could change; he noted that they are seeing more residential interest in the study area
- d. Several residents expressed concerns about property values and assessments SRF noted the study is in the early planning stages of the project development phase and noted the concern; SRF discussed funding scenarios and that these options will be documented as part of the study, no decision has been made on how to fund this project.
- e. Questions regarding roadway cross-section and right-of-way SRF noted that the two-lane facility is need initially but preserving the possibility for a future four-lane facility is likely what will happen.

- f. It was discussed that there is a 150KSF manufacturing development near 36<sup>th</sup> Avenue that is in the planning stages; current alignments do not appear to conflict with this potential development.
- g. Questions about how the roadway gets paid for SRF provided an overview of various funding scenarios (grants, CIP planning, assessments, public-private partnerships, etc.).
- h. Why now? SRF noted that development is beginning to encroach and establishing a preservation policy will be important to be fiscally responsible with public funds.
- i. Asked about how close right-of-way could be to a home before being considered a property acquisition John Halter noted that it depends on current standards and setbacks and would be a negotiation at the time of design, when more clear impacts can be understood.
- j. How are right-of-way/business impacts accounted for? SRF noted that since the study is at a planning level, most impacts are related to the number or area of impact; future environmental documentation would be used to identify such impacts/costs more clearly.
- k. What is the timeline for a decision? SRF noted that the study is expected to wrap up by the end of the year; the study team will be discussing the study findings and public feedback with Waite Park and St Joseph elected officials in November, and the public are expected to have the opportunity to review the study document in December. SRF also noted that the group could sign up for study updates and to receive notices for additional public feedback opportunities via the study website.
- 1. How to provide feedback? SRF noted to share information with friends, family, and neighbors about the public input opportunity on the website, including the community survey and interactive comment map options; feedback can also be sent directly to <a href="mailto:mstewart@srfconsulting.com">mstewart@srfconsulting.com</a>.
- m. Why was the green alignment not considered further? SRF noted that the segment north of County Road 75 was more expensive than the B2 segments. It ranks similar in the middle segment to other options, but when looking at the entire southwest segment (from County Road 133 to Highway 15), the green route did not score as well technically as the two other routes.
- n. Some residents expressed concerns about traffic impacts, particularly related to truck traffic that may use the corridor comment noted.

#### 2. Next Steps

a. SRF to send a link to the website, survey, and wikimap (could include a pdf of the focus group presentation as well) (ACTION-COMPLETE)



**Location:** Zoom Virtual Meeting

Client: St Cloud APO

**Date:** 10/14/2021

**Subject:** SW Beltline Corridor Study – Virtual Focus Group Meeting 2 (Minutes)

Attendees: Brian Gibson (APO Executive Director), Nate Keller (St Joseph Community

Development Director), Jon Halter (SEH/Waite Park City Engineer), Matt Pacyna (TC2), Molly Stewart (SRF), Alex Olin (Cemstone/AMCON), Craig Rempp (Tri-

cap), Dan Rassier (property owner)

From: Matt Pacyna/Molly Stewart

#### 1. Presentation

- a. Alex Olin noted concern about alignment A1 and B1, which would be a significant impact to business operations. The A1/B1 alternatives (dashed) would have less impact. Molly noted that may be some driveway impacts to accommodate the alignment, which may result in minor site modifications if/when designed and implemented. Cemstone/AMCOM only has access to the south today, but open to potential access modifications in the future.
- b. Alex Olin wants to make sure they are involved moving forward into the design development. Current site is maxed and needs all storage for operations.
- c. Brian Gibson noted that the focus of the study is from County Road 75 to Highway 15, but segment north of County Road 75 needs to be considered.
- d. Craig Rempp did not have any specific comments, was going to review materials online and provide feedback that way.
- e. Dan Rassier expressed concerns about City assessments/developments and overall impacts from the City of St Joseph's and Waite Park's decisions and processes. He asked about the timeline for implementation. Molly noted that it could take up to 15-20 years to implement. Nate noted that the extension of 20<sup>th</sup> Avenue SE is likely development driven. Dan noted that it may be more likely to have the County implement as opposed to the City. Molly noted the specific jurisdiction is still to be determined, along with the funding mechanism. Dan noted some relief that the corridor is potentially a longer-term consideration.

# St. Cloud Southwest Beltline Corridor Study PUBLIC INPUT OPPORTUNITY #2 SUMMARY



#### WHAT ENGAGEMENT OCCURRED?

The St. Cloud Area Planning Organization, in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County and the Minnesota Department of Transportation (MnDOT) is leading the Southwest Beltline Corridor Study.

The purpose of this public input opportunity was to share updates to potential corridor alignments and gather input to better understand stakeholder thoughts and preferences associated with the preliminary alignments. Public feedback will help the study team evaluate alignments and identify a future route.



HOW DID WE GATHER FEEDBACK?

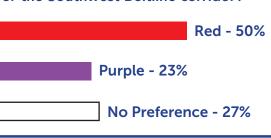
Round 2 engagement included an update to the study website, two community work sessions, focus group meetings, a community survey, a narrated video presentation, interactive comment map, and broad public promotion.



WHAT DID WE HEAR?

Feedback from the survey and online interactive map favored the red alignment.

Please select your preferred alignment for the Southwest Beltline corridor?



0% 10% 20% 30% 40% 50% 60% 70%

106 survey responses 67 comments





WHAT DID WE LEARN?



Red alignment provides a better crossing at Hwy 23 and more space for future development.



The future route of the beltline should work to **minimize property** and environmental impacts.



The red alignment is a more direct route with less property and environmental impacts.



Improve traffic along corridor by considering an overpass (Hwy 23) or traffic circles at intersections.



Attachment 2 – Implementation Plan

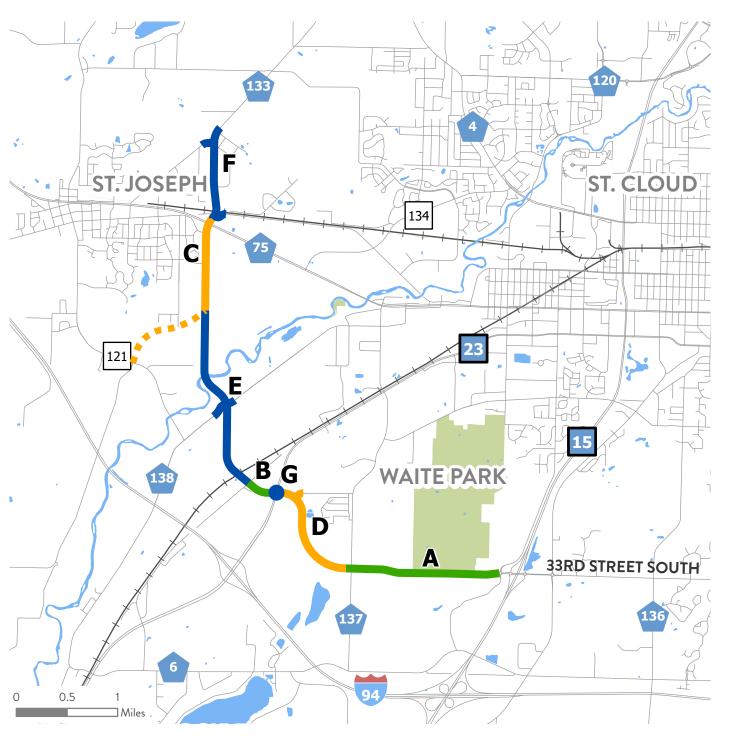




FIGURE X.

CONSTRUCTION
PHASING

SHORT-TERM (5 YEARS)

MID-TERM (5-15 YEARS)

MID-TERM (TEMPORARY)

LONG-TERM (15+ YEARS)

PHASE	PLANNING-LEVEL COST
Α	\$5,750,000
В	\$1,900,000
С	\$3,500,000
D	\$3,850,000
Е	\$9,150,000
F	\$4,150,000
G	\$15,000,000

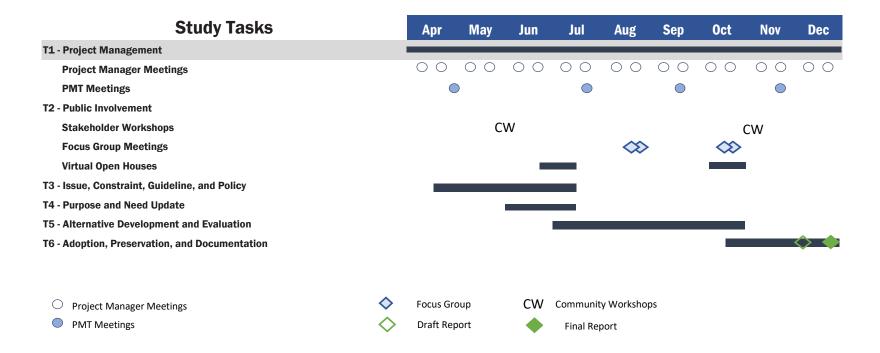
SOURCE: 2020 DATA
OBTAINED FROM MNDOT

Attachment 3 – Funding Strategies

Funding Source	Repayment Required	Match Required	Probability of Securing	Max Request	Competitive Solicitation	Considerations
External Sources						
Infrastructure for Rebuilding America (INFRA)	No	Yes	Very Low	No Max	Annually	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	No	Yes	Very Low	\$25 million	Annually	
Highway Safety Improvement Program (HSIP)	No	Yes (10% min)	Medium	\$500K	2023	
Minnesota Highway Freight Program (MHFP)	No	Yes (20% min)	High	\$11.1 million	2023	
Transportation Economic Development (TED)	No	Yes	Low	\$10 million	2023	
Surface Transportation Program (STP) (road/bridge alternatives)	No	Yes (20% min)	High		Annually	
State Bonding	No	No	High*		2022	
Local Road Improvement Program (LRIP)	No	Sometimes	High*	\$1.25 million	2022	
Local Partnership Program (LPP)	No	No	High	\$710K	2021	
State Aid Funds	No	No	High		N/A	Would require a mileage request or reallocation of CSAH system funds
Internal Sources (Taxing Tools)						
County Wheelage Tax	No	No	High		N/A	
Local Option Sales Tax	No	No	High		N/A	Could consider increasing from 1/4 to 1/2 for additional revenue
Ad Valorem Tax Levy (Local Property Tax)	No	No	High		N/A	
Tax Increment Financing (TIF)	No	No	Medium		N/A	
Tax Abatement	No	No	Medium		N/A	
Special Tax Levy for Transportation	No	No	Low		N/A	
Internal Sources (Bonding Tools)						
Local Bonds (GO Bonds)	Yes	No	Medium		N/A	
Special Reconstruction Bonds	Yes	No	Medium		N/A	
Special Assessment/ Special Assessment Bonds	Yes	No	Low		N/A	
Internal Sources (Cost Participation Agr	eement)					
Negotiated Developer Fees for Specific Development	No	No	Low		N/A	
Third Party Agreements	No	No	Medium		N/A	
Cooperative/Cost Sharing Agreements	No	Yes	Medium		N/A	

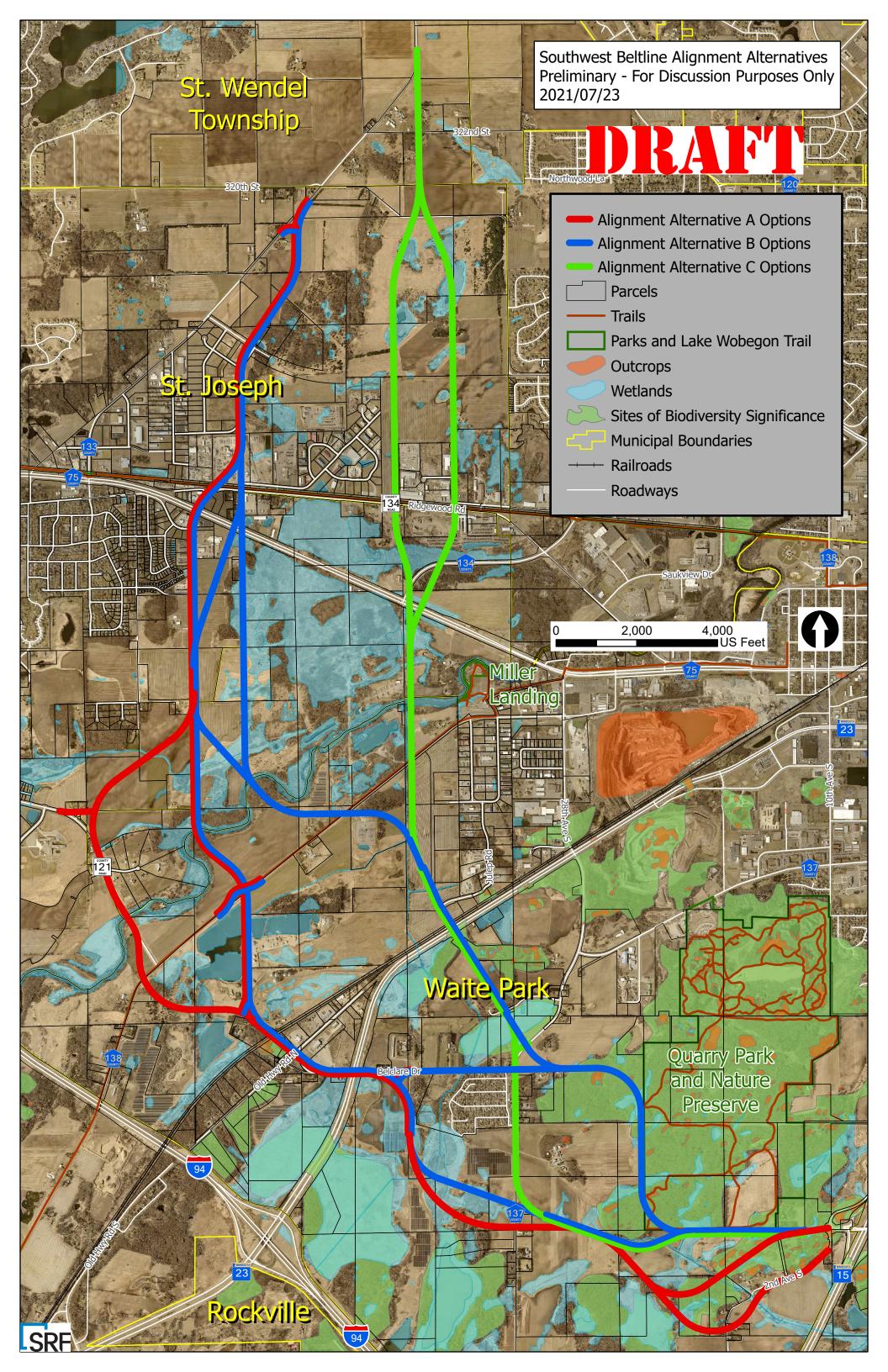
# Attachment 4 – Schedule

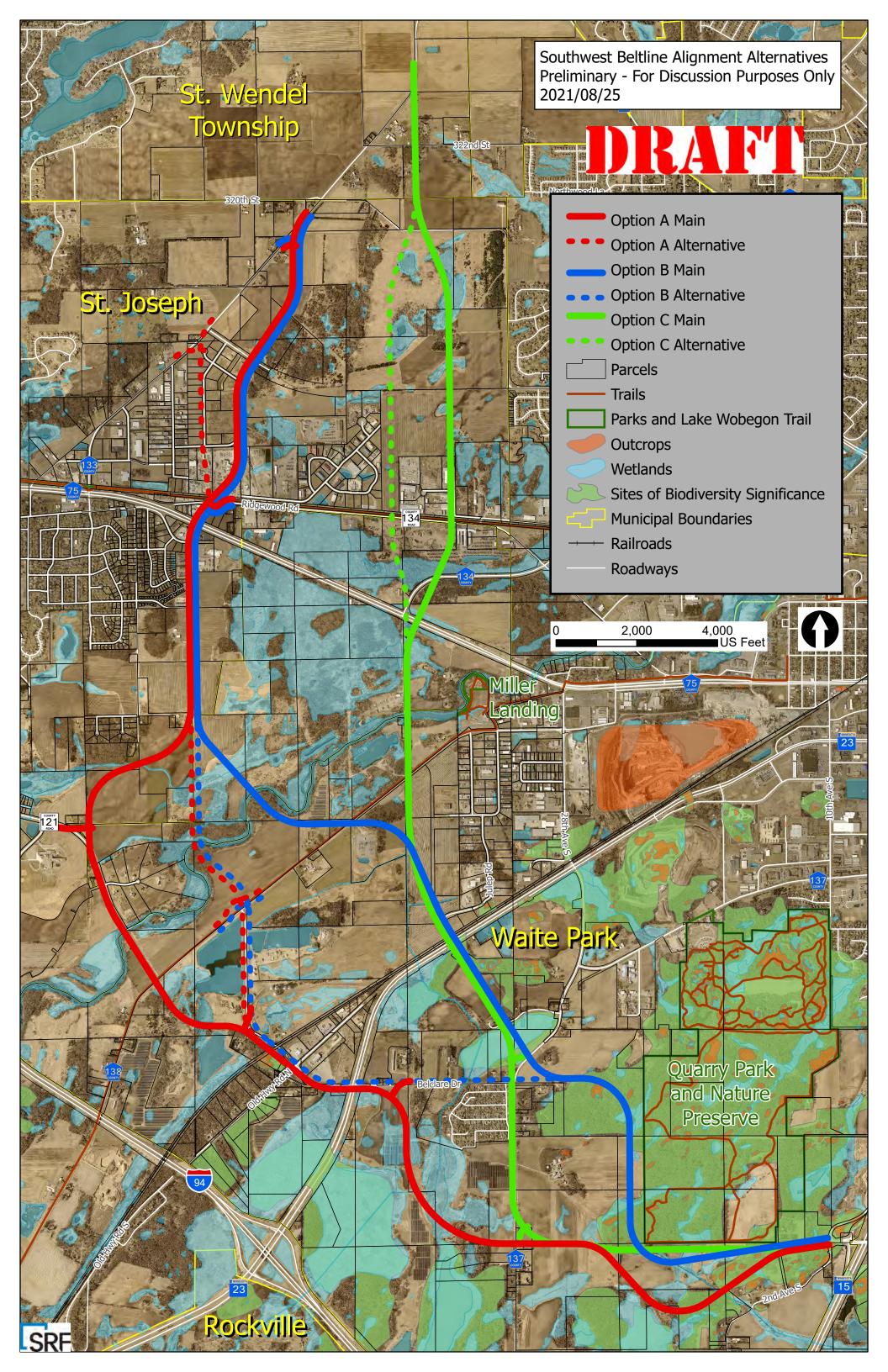
# St Cloud APO SW Betline Corridor Study Schedule with Deliverables

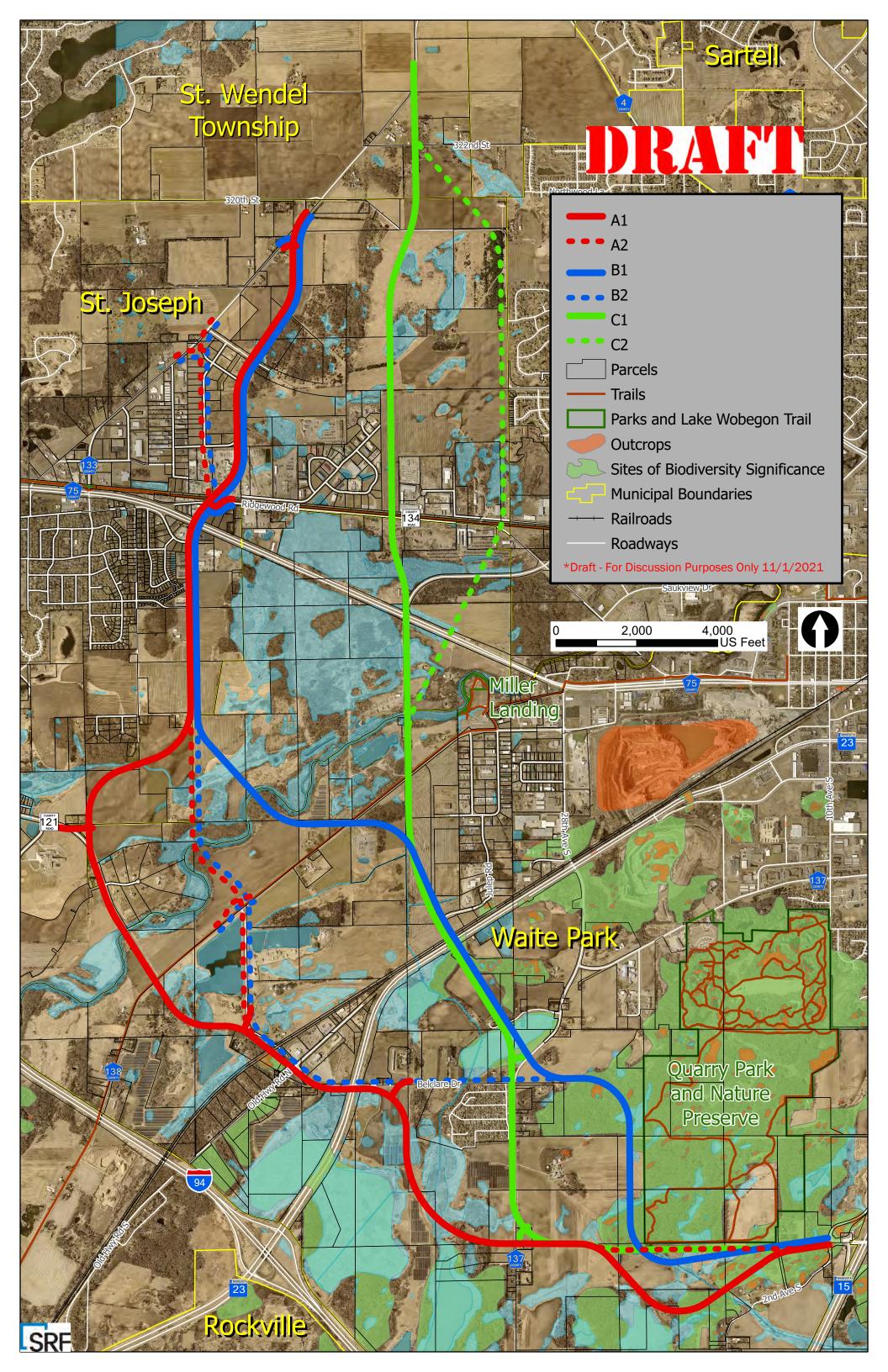


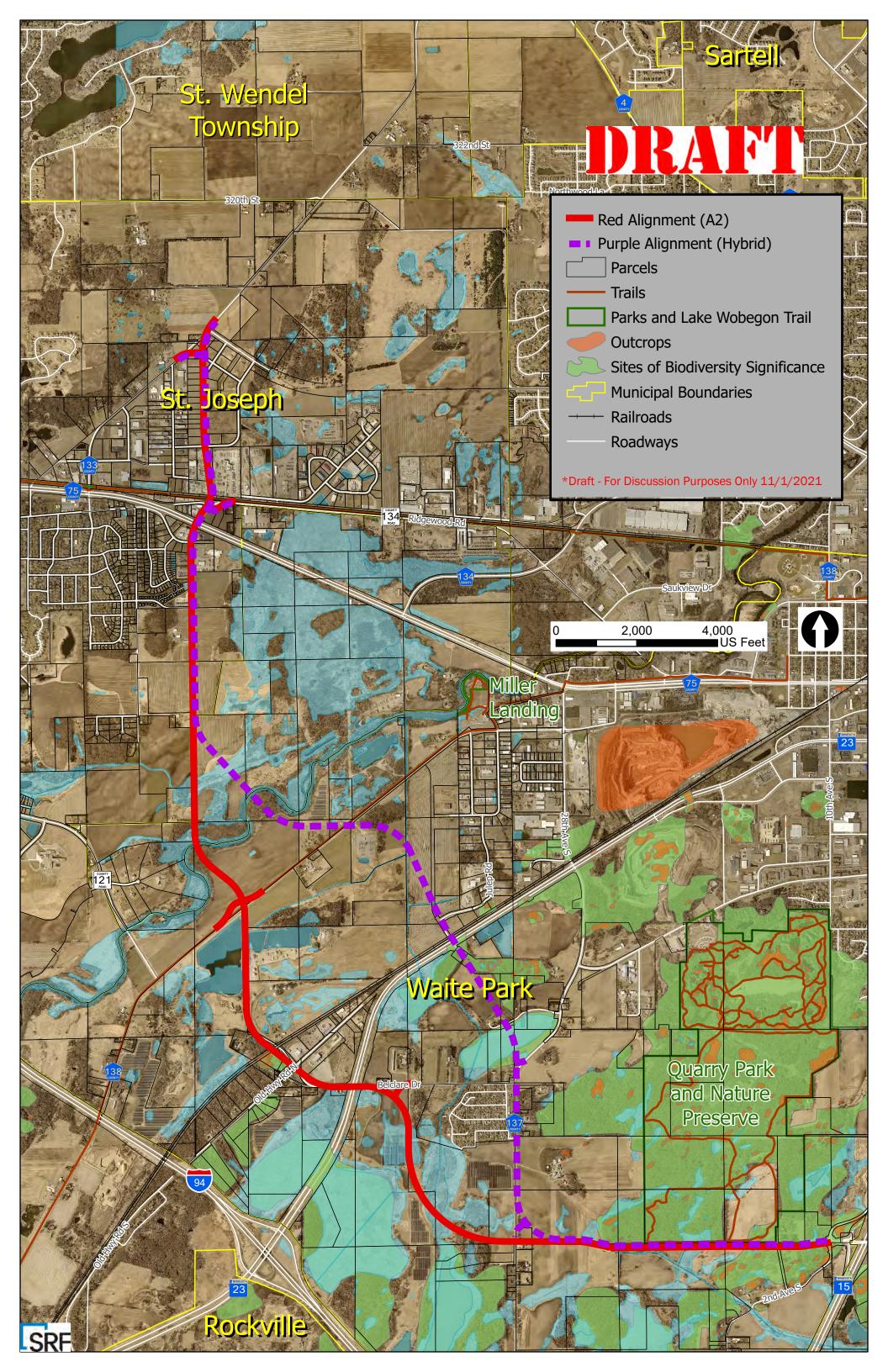


# **APPENDIX B – ALIGNMENT ALTERNATIVES AND EVALUATION**









## Southwest Beltline Corridor Study Alignment Alternative Evaluation Matrix

See 1 See 1 See 1 See 2 See 2 See 2 See 2 See 3						CSAH 133	to CSAH 75				I					CSAH 75	to TH 23										TH 23 t	o TH 15				
See the section of th			A1.			/B2	C			2							C							A2	В			82				
Many Many Many Many Many Many Many Many	Transportation	Metric	,	Score	Data	Score		Score	Data			Score				Score								Score				Score				Score
The control of the co	Mobility (travel time)	Travel Time (mins) without intersections	0.6	5	0.6	5	1.7	3	2.0	2	4.2	2	3.6	3	2.9	4	3.6	3	1.7	5	1.7	5	3.2	4	2.9	4	3.1	4	3.2	4	3.2	4
Secretary Control (1988) (1988	Projected 2045 Volume		9,500	4	9,500	4	10,500	5	10,500	5	5,100	3	5,100	3	6,900	4	6,900	4	9,800	5	9,800	5	11,900	4	11,900	4	13,600	5	13,600	5	13,600	5
The fine the least of the least	Safety	Number of curves	5	2	3	4	4	3	3	4	6	1	5	2	4	3	5	2	1	5	2	4	5	2	2	4	3	3	2	4	2	4
Column   C	Railroad impacts		0	5	0	5	0	5	0	5	15,300	4	15,300	4	20,700	3	20,700	3	29,400	2	29,400	2	0	5	0	5	0	5	0	5	0	5
The second property of the control o	Reliability of the Route (2045 timeframe)	I	20	4	20	4	25	3	25	3	75	5	80	5	95	4	80	5	105	3	105	3	50	5	50	5	60	4	60	4	65	4
The following is a control of the co	Compatibility with Existing and Future Transportation System			2		5		4		3		5		4		3		4		2		1		2		4		3		3	<mark>/</mark>	4
The proper is a supplication of the property o	Future Interchange Feasibility	23 interchange, interchange feasibilty, overpass feasibilty, interchange				Not Ap	plicable					3		3		2		3		2		2					Not Ap	plicable				
Seminary Property of the Conference of Conference of the Conference of Conference of the Conference of	Property/Land Use																															
The following of the properties of the propertie	Property Impacts		5.25	2	3.5	4	5	2	5.5	2	10.5	1	8	2	7	2	7.75	2	2.25	4	2.25	4	2.5	4	2.25	4	2.75	4	3.5	3	5.25	2
Segretarian emission for the segretaria control of the segretaria cont	Environmental Justice - People of Color 80th Percentile	number of acres being impacted	0	5	0	5	0	5	0	5	25.1	3	32.7	2	24.0	3	32.7	2	20.2	3	20.2	3	54.2	1	49.3	2	51.1	1	53.3	1	52.9	1
Attache development crustaringing 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Proximity to established neighborhoods	relative distance to neighborhoods		3		3		4		5		5		4		4		4		3		3		3		3		2		2		5
Properties be information with the control of the c	Compatibility with future land use		3	4	3	4	3	4	7	2	6	2	4	3	6	2	4	3	1	5	2	4	2	4	0	5	5	2	4	2	1	4
The contraction of the contracti	Environmental																															
Use designation of the feeting impacted of the plant communities of the	Impacts to biodiversity zones	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	14.4	3	11.3	4	25.6	1	20.0	2	16.0	3
Page 1 to 1 and 1 acres impacted 1 to 1 acres impacted 2 to 2 to 3 to 3 to 4 to 5	Impacts to wetlands and other aquatic resources	total acres impacted	0.4	5	0	5	8.5	2	6.6	3	4.21	2	3.3	3	2.19	4	3.3	3	3.5	3	3.6	3	6.3	3	6.7	3	7.9	2	7.9	2	4.0	4
Second   Common   C	Native plant communities	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	3.8	1	0.0	5	2.1	2	1.3	3	0.3	4
## A Part of the properties of	Impacts to granite outcrops	total acres impacted	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0.0	5	0.2	5	1.5	1	1.5	1	0.5	4
Impacted/relocated impacted/relocated impacted/relocated impacted/relocated impacted/relocated impacted/relocated impacted/relocates (segment) \$5.8. \$3 \$3.68M \$4 \$8.60M \$2 \$8.60M \$2 \$8.60M \$2 \$1.20M \$1.50M \$3.50M \$3.50M \$4 \$1.50M \$3.50M \$3.	Economic																															
Postfruction cost   Postfrugieved costs (segment)   S7.4M   S1.5M   S4.6M   S1.5M   S1	Commercial business relocation			3		3		3		3		5		5		5		5		5		5		5		5		5		5		5
Planning-level costs (intersection control)   S3M   3   S2M   4   S3M   3   S2M   3   S3M   3   S2M   4   S3M   3   S2M   3   S3M   3	Construction cost	planning-level costs (segment)	\$7.4M	3	\$4.6M	4	\$11M	2	\$10.8M	2		1		1	\$13.4M	2		1	\$8.7M	4	\$8.8M	4	\$12.2M	2	\$11M	4	\$11.5M	3	\$12M	2	\$12M	2
Wiles of existing roadway utilized 0.4 5 0.4 5 0.0 1 0.0 1 1.1 5 0.9 5 0.4 3 0.9 5 0.1 1 0.0 1 0.1 2 0.1 2 0.0 1 0.7 5 0.6 5 0.6 5 0.4 0.4 5 0.4 5 0.4 5 0.0 1 0.0 1 1.1 5 0.9 5 0.4 3 0.9 5 0.1 1 0.0 1 0.1 2 0.1 2 0.0 1 0.7 5 0.6 5 0.6 5 0.4 0.4 0.4 5 0		planning-level costs (intersection control)		3		4		3		3	\$1.2M	4	\$1.1M	4		3	\$1.1M	4		3		3		4		4		4		4		3
Miles of existing roadway utilized 0.4 5 0.4 5 0.0 1 0.0 1 1.1 5 0.9 5 0.4 3 0.9 5 0.1 1 0.0 1 0.1 2 0.1 2 0.0 1 0.7 5 0.6 5  Multimodal  Miles of existing roadway utilized 0.4 5 0.4 5 0.0 1 0.0 1 1.1 5 0.9 5 0.4 3 0.9 5 0.1 1 0.0 1 0.1 2 0.1 2 0.0 1 0.7 5 0.6 5  Multimodal  Multimodal  Multimodal  Multimodal  Segment distance adjacent to natural resources (e.g. parks, rivers, etc.)  Feature distance to neighborhoods/city centers  Segment distance to neighborhoods/city centers  Segment distance within 1/2 mile of a school 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0	System preservation costs	New miles of roadway constructed	1.4	4	0.7	5	2.7	2	2.6	3	2.8	2	2.4	3	2.2	3	2.4	3.0	1.4	5	1.6	5	2.9	3	2.6	4	2.8	3	2.2	5	2.4	4
segment distance adjacent to natural resources (e.g. parks, rivers, etc.)  resources (e.g. parks, rivers, etc.)  relative distance to neighborhoods/city centers  resources (e.g. parks, rivers, etc.)  5 5 3 2 3 4 5 5 4 5 3 3 4 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	oyotom procervation code	Miles of existing roadway utilized	0.4	5	0.4	5	0.0	1	0.0	1	1.1	5	0.9	5	0.4	3	0.9	5	0.1	1	0.0	1	0.1	2	0.1	2	0.0	1	0.7	5	0.6	5
resources (e.g. parks, rivers, etc.)  resources (e.g. parks, rivers, etc.)  relative distance to neighborhoods/city centers  relative distance to neighborhoods/city centers  roximity to existing chools/residential  segment distance within 1/2 mile of a school  0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0	Multimodal																															
eighborhoods centers  orximity to existing chools/residential  segment distance within 1/2 mile of a school 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0	Rider Comfort			2		2		3		4		3		2		3		2		4		5		3		4		3		4		5
roximity to existing chools/residential segment distance within 1/2 mile of a school 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0	Proximity to established neighborhoods			5	<u> </u>	5		3		2		3		4		5		4		3		3		2		2		3		3	<u> </u> ]	5
	Proximity to existing schools/residential	segment distance within 1/2 mile of a school	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0.94	5	0	3	0	3	0	3	0	3
Total         84         94         75         75         77         80         80         80         85         83         72         85         64         72         85	Stakeholder Input																															
		Total		84		94		75		75		77		80		80		80		85		83		72		85		64		72		85

#### Summary of Alignments - Ranked by Total Score

Scoring Criteria	
Good; meets criteria well	5
Acceptable; but relatively less desirable than 5	4
Moderate; no distinguishing characteristics	3
Less desirable; considering criteria	2
Poor: fails to meet criteria	1

		Segment Score			
Alternative	CSAH 133 to CSAH 75	CSAH 75 to TH 23	TH 23 to TH 15	Total	Total Cost
Hybrid Alignment (A2/B2 - B1 - C1)	94	80	85	259	\$27.5M - \$36M
Alignment A2	94	80	85	259	\$27.8M - \$35.7M
Alignment B2	94	80	72	246	\$28.5M - \$36.7M
Alignment C1	75	85	85	245	\$29.6M - \$38.7M
Alignment C2	75	83	85	243	\$29.2M - \$38.6M
Alignment A1	84	77	72	233	\$30.7M - \$40.4M
Alignment B1	84	80	64	228	\$29.3M - \$38.3M

### SW Beltline Corridor Study Cross-Section Alternative Evaluation Matrix

Criteria	Two-lane Divided Hybrid	Two-lane Undivided Rural	Two-lane Divided Urban
Upfront Capital Cost	4	5	3
Safety	4	3	4
Conflict Points	4	2	4
Expandability/Constructability	5	5	2
Multimodal Comfort	5	4	3
Total	22	19	16

Scoring Criteria	
Good; meets criteria well	5
Acceptable; but relatively less desirable than 5	4
Moderate; no distinguishing characteristics	3
Less desirable; considering criteria	2
Poor; fails to meet criteria	1

#### **Southwest Beltline Corridor Study**

Alignment Option	Intersection / Intersection Traffic Control Assumptions for Alignment Alternatives (Year 2045)											
	CSAH 133	Westwood Pkwy	Ridgewood Rd	CSAH 75	CSAH 121 / College Ave	CSAH 138	TH 23	CSAH 137 North	CSAH 137 South	Total		
										TWSC	Signal / RAB	Signal
A1	Signal / RAB	Signal / RAB	Signal / RAB	Signal	TWSC	TWSC	Signal	-	Signal / RAB	2	4	2
A2	-	Signal / RAB	Signal / RAB	Signal	-	TWSC	Signal	-	Signal / RAB	1	3	2
B1	Signal / RAB	Signal / RAB	Signal / RAB	Signal	-	Signal / RAB	Signal	Signal / RAB	-	0	5	2
B2	-	Signal / RAB	Signal / RAB	Signal	-	TWSC	Signal	Signal / RAB	-	1	3	2
C1	Signal / RAB	Signal / RAB	Signal / RAB	Signal	-	Signal / RAB	Signal	Signal / RAB	Signal / RAB	0	6	2
C2	Signal / RAB	Signal / RAB	Signal / RAB	Signal	-	Signal / RAB	Signal	Signal / RAB	Signal / RAB	0	6	2

