

Draft Vision & Goals July 29, 2021

Each of documented issues and needs below, based on NEPA (National Environmental Protection Act) elements, is followed by goals for a new Mississippi River bridge and roadway to address the need. The goals in turn, will be the basis for developing design criteria and alternatives for the bridge and roadway.

Mississippi River Bridge Planning Study



APQ



Social Demands and Economic Development

- The St. Cloud metropolitan area has had significant growth in terms of population and employment on the west side of the Mississippi River. Haven Township, on the east side of the Mississippi River, is anticipated to grow in the future. This growth trend, south of St. Cloud's metropolitan core, is anticipated to continue.

Documentation from Previous Studies (see below): 1, 2, 3, 4, 5, 7, 8, 9, 10, and 11

- The comprehensive plans for St. Cloud and Waite Park envision meeting the demands of metropolitan area growth by accommodating new residential, commercial and industrial land uses in the south parts of the region. This growth needs an integrated regional roadway system with a new bridge crossing to function safely and effectively.

Documentation: 9, 13

Mobility - System Linkage and Local Access

- South of University Drive the current transportation system lacks east-west arterial connectivity. Access for individuals and freight transport on the southeast side of St. Cloud must utilize University Drive to cross the Mississippi River and travel south on Roosevelt Road to access I-94 and surrounding businesses.

Documentation: 1, 3, 4, 5, and 7

- NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments sets guidelines and industry best standards regarding response time. A significant benchmark is 4 minutes response time (travel time) for the initial arriving apparatus. Currently, areas east of the Mississippi River and south of 36th Street SE are outside of the 4-minute initial response time.

Documentation: 11



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Capacity and Transportation Demand

- Due to growth in the southern St. Cloud metropolitan area, traffic volumes are increasing and are projected to continue increasing, especially on the existing bridges. Currently, the University Drive bridge is the primary river crossing for those in southern St. Cloud. The University Drive Bridge now operates at an LOS (Level of Service) F and serves primarily residential neighborhoods on either side. It cannot be widened without significant modifications, adding even more traffic to these residential areas while not serving the real transportation needs of destinations further south in St. Cloud.

Documentation: 1, 3, 4, 5, 8, and 10

Modal Interrelationships

- The St. Cloud airport is an important economic and transportation hub for the area. The current roadway network lacks east-west mobility across the Mississippi River for the businesses and individuals in the southwest portion of the St. Cloud region who rely on air transportation.

Documentation: 1, 3, 4, 5, 7, and 12

- No current pedestrian facilities exist to cross the Mississippi River south of University Drive in the St. Cloud area.

Documentation: 4, 9, and 10

'Other' (not listed as part of NEPA's Elements)

- Physical constraints such as existing developments and environmental areas exist at all potential Mississippi crossing locations.

Documentation: 9

- The Mississippi River is designated as 'Scenic' from St. Cloud to Clearwater.

Documentation: 2, 6, 9, and 10

- Other crossing locations are less ideal in terms of location, benefits, and environmental impacts.

Documentation: 1



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Goals

The above needs can only be met with a new Mississippi River bridge and roadway in the vicinity of 33rd Street South. The following related Goals can also be met if the corridor and bridge are provided in this location:

- Goal 1. Provide essential connectivity for the south and east sides of the St. Cloud region to serve the economic and social needs of the Greater St. Cloud Area.
- Goal 2. Complete the southern leg of the circumferential Beltline that has been planned to complete an efficient and integrated roadway system throughout the St. Cloud region.
- Goals 3. Provide connectivity and continuity with the regional arterial and collector roadway system, relieving congestion and improving the efficiency of movement of people and materials to support the prosperity of the broader St. Cloud community.
- Goal 4. Improve the efficiency of freight transport throughout the region in order to support the economic health of the region.
- Goals 5. Improve the efficient movement of people to jobs in the southern part of the region in order to support the economic health of the region.
- Goal 6. Relieve traffic congestion on bridges in the region, especially the University Drive bridge, which connects mostly residential areas, by creating a bridge and roadway across the southern St. Cloud region.
- Goal 7. Save lives and improve emergency vehicle response times for the areas east of the Mississippi River with the goal of achieving a 4-minute response time for emergency services.
- Goal 8. Greatly improve access to the St. Cloud Regional Airport for businesses and individuals in the southwest part of the region.
- Goal 9. Provide integrated pedestrian and bicycle mobility across the Mississippi River for the area south of University Drive.
- Goal 10. Identify an alignment for the bridge and roadway to minimize environmental and visual impacts to the Mississippi River corridor, balancing those impacts with the identified benefits of the project.



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Previous Studies with Documented Needs

1. 2001 SW Arterial Alignment Study
2. 2003 Cumulative Impacts Study for the Mississippi Scenic Riverway – St. Cloud (10th Street Bridge) to Anoka-Champlin (TH 169 Bridge)
3. 2005 St. Cloud Metropolitan Area Mississippi River Crossing Environmental Impact Statement Scoping Decision Document
4. 2008 33rd Street Environmental Assessment
5. 2008 Southwest Beltway Scoping Document
6. 2011 St. Cloud Urban Area Mississippi River Corridor Plan
7. 2011 Sherburne County Comprehensive Land Use Plan 2010-2030
8. 2015 Stearns County 2040 Transportation Plan
9. 2015 St. Cloud Comprehensive Plan
10. 2019 Mapping 2045 (Long Range Transportation Plan)
11. 2020 Emergency Services Master Plan
12. 2019 St. Cloud Regional Airport Air Transport Optimization Study
13. Waite Park Comprehensive Plan, 2005