

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, Oct. 31 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Oct. 31, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jodi Teich	Stearns County
Chris Byrd	Benton County
David Roedel	Sherburne County
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell

Non-Member Attendees:

Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Specialist
Dylan Edwards	Bolton & Menk
Madison Richard	Bolton & Menk

Online Attendees:

Jeff Lenz	MnDOT District 3 [Alternate for Steve Voss]
James Stapfer	APO, Planning Technician
Andrew Babb	Bolton & Menk
Angie Stenson	Bolton & Menk
Ian Jacobson	Bolton & Menk
Kevin Mackey	Bolton & Menk
Dean Chamberlain	Toole Design
Kevin Kroll	Toole Design
Susan Weber	FTA
Mike Ginnaty	MnDOT District 3 Engineer
Andrew Witter	Sherburne County

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Sept. 26, 2024, TAC meeting.
- b. Receive staff report of Oct. 3, 2024, Central Minnesota Area Transportation Partnership (ATP-3) meeting.
- c. Receive staff report of Oct. 10, 2024, Policy Board meeting.

Mr. Kedrowski made a motion to approve the Consent Agenda items. Mr. Byrd seconded the motion. Motion carried.

CONSIDERATION OF THE APPLICANTS FOR THE FY 2029 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SOLICITATION.

Ms. Johnson provided a review of the Highway Safety Improvement Program (HSIP) federal formula program. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$750,000 per location. She stated that the 2026-2029 HSIP solicitation kicked off in early September by MnDOT's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 27, 2024.

HSIP projects occurring within the APO's planning area must be reviewed by the APO's TAC and Policy Board prior to being submitted for funding consideration. All proactive/data driven projects will receive equal prioritization. All reactive projects will be subject to discussion based preliminary rankings by the TAC with final rankings/prioritization being handled at the Policy Board level.

Stearns County has indicated their intent to apply for this solicitation with the following projects:

- Proactive/Data-Driven: Installation of rural intersection lighting at several locations throughout the county including the following intersections within the APO's planning area: MN 15 at CSAH 74 and CSAH 6 at CSAH 74.
- Proactive/Data-Driven: Ground-in wet reflective edge lines throughout the county including the following roadways within the APO's planning area:
 - CSAH 4 between CSAH 3 and CSAH 2.
 - CSAH 3 between Norway Road and northern county line.
 - CSAH 47 from MN 23 to MN 15.
 - CSAH 8 from MN 23 to MN 15.

Ms. Teich motioned to recommend Policy Board ranking/prioritization for HSIP funding consideration. Mr. Byrd seconded the motion. Motion carried.

FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION

Ms. Stenson presented the agenda for the Future Regional and Arterials and

Collectors discussion. She reviewed the process and steps taken thus far in the study. Mr. Babb stated working in conjunction with the jurisdictions, test segments were identified. These segments included ones identified in the APO's Metropolitan Transportation Plan (MTP), ones found within local planning efforts, and ones identified in conversations over the course of this study. From there, Mr. Babb outlined the various context considerations used to develop the initial future functional classification model run. This included having an understanding of system spacing (such as a half-mile buffer around minor arterials, major collectors, and minor collectors as well as a 3-mile buffer around interstates and principal arterials) and growth area considerations in both residential and employment densities identified in the APO's MTP.

Mr. Babb stated after the initial test model run was completed, the consultant team was able to gain a better understanding of future traffic volumes on these roadways.

Ms. Stenson discussed the environmental context analysis that was completed on the initial test network. This included overlaying approximately 16 different environmental layers on a map with the proposed functional classification map. This analysis was also discussed with several local environmental planners in the region. Ms. Stenson stated segments were flagged for each environmental factor impacted. In the web map, this is separated into segments with the highest number of flags (highest 10% of segments and highest 25% of segments impacted). Mr. Glaseman asked about the methodology involved in flagging segments and if any weight was placed on some of these environmental factors. His concern was that not all environmental processes are treated the same. So, while one area may have multiple flags the environmental context could be substantially easier to address than one with that has maybe one or two flags. Ms. Stenson stated for the environmental section, all areas of concern were treated the same. She noted in the narrative/final documentation, it would be indicated that the environmental section would be structured like a checklist table denoting the various environmental impacts, but then on the project pages it would provide more detailed context of what and how environmental concerns would need to be addressed.

Ms. Stenson also provided information on recommendations to update the existing functional classification on 12 roadway segments. She indicated six segments the consultant team would recommend upgrading the existing functional classification from major collector to minor arterial. An additional six segments are recommended to be upgraded from minor collector to major collector.

Ms. Stenson stated the next steps will be to receive comments from the TAC on public review materials by Nov. 5, 2024. A 30-day public comment period will commence starting Nov. 12, 2024 through Dec. 13. Ms. Stenson said an open house is scheduled to be held from 3-4 p.m. on Thursday, Nov. 14, 2024, at the Great River Regional Library Bremer Meeting Room. At the next TAC meeting – slated for Nov. 20 – Ms. Stenson hopes to present the feedback heard on the draft network, provide study memos for the TAC to review, and receive direction on the final model run.

Mr. Glaesman recommended approval to release draft network for public comment. Ms. Teich seconded the motion. Motion carried.

SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION

Ms. Stenson presented the agenda for discussion regarding SS4A.

Mr. Edwards began the SS4A discussion with an overview of the feedback received during the Phase I community engagement process. This recap included an overview of the number of survey responses received as well as the number of individual comments received on the INPUTiD interactive web map. Mr. Edwards provided a demographic breakdown of the commenters as well as some of the specific comments received during the engagement efforts. Based upon the comments received, Mr. Edwards said the top three priorities were:

- Reduce distracted driving.
- Increase physical separation between people driving and people walking, rolling, or bicycling.
- Improve safety for people crossing the street.

Mr. Kroll provided information on the SS4A Descriptive Safety Analysis (DSA). The DSA focused on fatal and serious injury (FSI) crashes in the urbanized area between 2019 and 2023. As part of the DSA, Mr. Kroll covered topics such as overall crash trends; vulnerable road user crashes; FSI crashes by time of day and day of week; crashes by mode and crash severity; crashes by mode and city; collision types; contributing factors; weather; road conditions; lighting; speed; and demographics. In addition, Mr. Kroll presented on the region's High Injury Network (HIN). The HIN serves as a means to identify roadway segments with the highest densities of FSI crashes. Mr. Kroll provided an overview of the methodology used to determine the HIN and presented maps on the HIN for all modes, motor vehicles, bicycles, pedestrians, and motorcycles.

Mr. Mackey presented information related to the big data analysis. Information obtained through the big data analysis process was trying to understand the following:

- How far are people traveling?
- Where are more walking and biking trips occurring?
- How does this data align with crash history? Especially pedestrian and bicycle crashes.
- Data to supplement issues identification and development of potential projects.

Data to complete this analysis was sourced from StreetLight.

The Big Data Analysis concluded:

- Trips under 1 mile (that could be made by walking if users feel safe/comfortable) were concentrated near the intersection of MN 15 and MN 23. However, these roadways pose a significant barrier.

- Trips under 2 miles (that could be done by bike if users feel safe/comfortable) were also concentrated near the intersection of MN 15 and MN 23.
- Generally, the reported trips made by bike was relatively low – less than 1% -- with the highest percentage of bike mode share occurring in Sartell.
- Pedestrian mode share across the metro is around 10% and his the highest near the various colleges. Other notably high areas of pedestrian activity near Waite Park business corridor and near VA medical center.

Additional work on the Big Data Analysis was outlined by Mr. Mackey. This included providing more detailed comparisons on the HIN and crash data as well as incorporating some equity layers.

Ms. Stenson concluded with the next steps which consist of review and feedback on the DSA memo and the HIN Analysis memo. At the January TAC meeting, Ms. Stenson hopes to:

- Discuss safety policy priorities in context of the existing safety analysis.
- Understand equity spatial analysis in the context of the HIN.
- Identify highest priority HIN corridors for each city by mode.
- Provide an overview of safety countermeasures and safety solutions.

February will bring agency focus groups to develop safety solutions for priority locations by city. In March Bolton & Menk hopes to present and discuss the safety priority project list by agency and confirm the next steps for concept design. Ms. Johnson informed Ms. Stenson that the APO does not have a January meeting due to the Engineers’ Conference, and discussions will be held as to which February meeting the items earmarked for January will be presented at.

OTHER BUSINESS AND ANNOUNCEMENTS

- Letter of Intent (LOI) Deadline is Nov. 1, 2024, for Transportation Alternatives (TA), PROTECT (3pm), and Carbon Reduction Program (3pm).
- Status Update forms deadline is Nov. 15, 2024
- APO staff grant review/assistance is available
- Local Partnership Program (LPP) was released on Oct. 30, 2024

ADJOURNMENT

The meeting was adjourned at 11:49 a.m.