Surface Transportation Block Grant Program (STBGP) FY 2031 Scoring Guidance & Rubric

Saint Cloud Area Planning Organization



The 10th Avenue S corridor in the City of Waite Park. This roadway was awarded Surface Transportation Block Grant Program funds from the Saint Cloud APO for fiscal year 2030 to be expanded as well as to install a roundabout at the intersection of 10th Avenue S and First Street S.

Approved by the Saint Cloud APO's Policy Board Aug. 14, 2025

October 2026

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About this Rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars sub-targeted to the APO's planning area.

Applicants should consult this scoring guidance and rubric (along with accompanying appendices) to ensure all APO-specific components of the application are completed. Data provided in several of these appendices is the most recently available dataset in which APO staff have access. Applicants are strongly encouraged to utilize the most current data sets and factors when applying for STBGP funding. Please include relevant links/abridged versions/sources for data sets used.

For sections unique to the APO's STBGP process (i.e., Environmental Stewardship; Plan Identification, Public Engagement, and Project Readiness; and Technological Advancements), applicants can ***either*** address the necessary information under the other project qualifications (Access and Mobility; System Connectivity; Multimodal; System Condition; Safety; and Economic Vitality) ***or*** address the APO-specific criteria under the **Additional Project Details** section on the application.

APO staff will consult this scoring guidance and rubric while providing the preliminary project review and initial prioritization/ranking for consideration by the APO's Technical Advisory Committee (TAC).

Application Requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body ***PRIOR*** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will be ineligible for scoring.

Letter of Support

In accordance with ATP-3 requirements, all applicants with elements of their proposed project using or potentially impacting another roadway authority's right-of-way or facility will need to make early contact with that roadway authority on or before **Friday, Nov. 13, 2026**. Early notification is necessary for reviews of the project details and to provide input and feedback to the applicant on any issues or concerns that may impact project development or delivery. A letter of support from that roadway authority is **REQUIRED** to accompany the completed application.

Project Qualifications

Applicants will be required to address – through narrative – how the proposed project will satisfy the following project qualifications. Responses for each of the following qualifications will be assigned up to the maximum amount of points per criterion as follows:

- **Access and Mobility:** 25 points maximum.
- **System Connectivity:** 25 points maximum.
- **Multimodal:** 15 points maximum.
- **System Condition (Congestion Management):** 50 points maximum.
- **Safety:** 50 points maximum.
- **Economic Vitality:** 15 points maximum.
- **Environmental Stewardship:** 5 points maximum.
- **Plan Identification, Public Engagement, and Project Readiness:** 10 points maximum.
- **Technological Advancements:** 5 points maximum.

Projects can receive a maximum of 200 points. Be as complete as possible in responses as those responses will be used by APO staff (primarily) in developing the initial project ranking/prioritization for TAC consideration.

Access and Mobility (25 points total)

Explain how your project increases the accessibility and mobility options for people and freight.

Criteria to Address

See Appendix A: Access and Mobility for supporting documentation.

- Demonstrate how the proposed project will construct and/or maintain ADA compliant infrastructure.

- Describe how the proposed project would decrease average trip time or trip length for transit or active transportation modes.

- Document the proximity (in miles) of the proposed project to the following destinations:
    - Grocery, retail, medical facilities, schools, parks, community gathering spaces.
    - Businesses, commercial properties, industry/manufacturing facilities.
    - Residential dwelling units.

- Describe how the proposed project will facilitate access to those destinations listed above.

- Describe how the proposed project will decrease the average vehicle trip time or trip length to those destinations listed above.

- Demonstrate the improvements the proposed project will have to the following:
    - Level of Travel Time Reliability (LOTTR) – applicable to Interstate and non-Interstate NHS.
    - Truck Travel Time Reliability (TTTR) – applicable to Interstate.
    - Volume to Capacity (V/C) ratio – as demonstrated in the APO's Travel Demand Model (TDM).

System Connectivity (25 points total)

Explain how your project enhances the integration and connectivity of the transportation system for people and freight.

Criteria to Address

- Document the proximity (in miles) of the proposed project to a long-distance multimodal corridor (local/interjurisdictional) and/or the NHS/Interstate System and its direct and/or indirect connection to those corridors. Document the existing and/or proposed access control/spacing guidance.

- Describe how the proposed project facilitates a connection between residential areas and key destinations (grocery, retail, medical facilities, schools, parks, community gathering spaces, businesses, commercial properties, industry/manufacturing facilities).

- Describe how the proposed project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions – fills a gap (if applicable).

Multimodal (15 points total)

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

Criteria to Address

- Detail how the proposed project will provide multimodal access based upon context sensitive solutions. Prioritization will be given for projects that fill an existing gap (sidewalk network) and/or complete pieces of the regional active transportation network as documented in the APO's Regional Active Transportation Plan (https://tinyurl.com/bdzvy9rt).

- Describe the coordination efforts with Saint Cloud Metro Bus to ensure the proposed project supports Metro Bus's long-range planning efforts (https://ridemetrobus.com/forward/) (as applicable).

System Condition OR Congestion Management (50 points total)

For system preservation projects, complete the System Condition section. For capacity expansion projects, complete the Congestion Management section. DO NOT COMPLETE BOTH SECTIONS!

System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

Criteria to Address (System Condition)

See Appendix B: System Condition for supporting documentation.

- Describe how the proposed project will improve the pavement condition of an existing bridge, roadway, shared use path, or bicycle lane.

Congestion Management

Explain how the project seeks to mindfully plan, develop, and operate an innovative transportation network to minimize unnecessary travel delays.

Criteria to Address (Congestion Management)

See Appendix C: Congestion Management for supporting documentation.

- Describe the existing level of service/congestion issues located within close (1/4 to 1/2-mile) proximity to the location of the proposed project.
- Demonstrate the need for the proposed project based upon the current V/C ratio of adjacent corridors as well as results from the APO's Travel Demand Model (TDM) and/or the APO's 2024 Future Functional Classification Study.
- Demonstrate the Greenhouse Gas (GHG) Emissions Impact Assessment/mitigation strategy (https://tinyurl.com/42t4an8v) of the proposed project location (if applicable).

Safety (50 points total)

Explain how the project or elements of the project may improve safety.

Criteria to Address

See Appendix D: Safety for supporting documentation.

- Document existing safety concerns on the existing corridor (system preservation) or in close proximity to the proposed corridor (capacity expansion). Prioritization will be provided to those projects located on the region's High Injury Network (HIN).

- Detail how the proposed project will incorporate safety infrastructure based upon context sensitive solutions.

Economic Vitality (15 points total)

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

Criteria to Address

- Document the proximity (in miles) of the proposed project to major freight routes, particularly the NHS system (US 10, I-94, MN 23, MN 15, and Stearns CSAH 75) and its direct and/or indirect connection to those major freight corridors. Detail how the proposed project will improve the flow of freight on those corridors as well as work to improve and/or address existing freight bottlenecks within the region.

- Detail the proposed project's proximity (in miles) to various businesses/industries and how the proposed project will impact access and mobility to the region's top five economic sectors as determined by the U.S. Census Bureau's American Community Survey (health care, education, manufacturing, retail, accommodation/food service industries).

- Describe the proposed project location's current AADT and detail future projections of AADT based upon the APO's TDM.

Environmental Stewardship (5 points total)

Explain how the proposed project will protect and preserve the region's existing environmental assets.

Criteria to Address

- Describe the environmental review process/path you plan to take for the construction of the proposed project.
- Detail any environmental concerns related to the construction of the proposed project. Note any environmental impacts avoided by the design or alignment of the project. Describe any mitigation measures, if any, needed to complete the project.

- Demonstrate the GHG Emissions Impact Assessment/mitigation strategy (https://tinyurl.com/42t4an8v) of the proposed project location (if applicable).

Plan Identification, Public Engagement, and Project Readiness (10 points total)

Identify where the project has been notated in one or more local, regional, and/or statewide plans. These plans must be adopted by the appropriate governing body (local, regional, state).

Criteria to Address

- The proposed project has been incorporated into an approved local, regional, and/or state planning document. Prioritization will be given to those projects specifically identified in the APO's Looking Ahead 2050 Metropolitan Transportation Plan (MTP) (https://tinyurl.com/59b2ccs6).

- Detail the importance of this proposed project to the Saint Cloud Metropolitan Planning Area.

- Provide detailed information regarding the level of public engagement that has occurred pertaining to the proposed project.

- Provide detailed information on the readiness/schedule of this proposed project. This can include, but is not limited to feasibility documentation, right-of-way negotiations, scoping, preliminary engineering, etc.

Technological Advancements (5 points total)

Explain how the project coincides with planning for future innovative transportation technologies and/or encourages their presence and incorporation into the region's existing transportation network.

Criteria to Address

- Provide details on engineering/planning/design innovations associated with the proposed project. These innovations should work to support future technological advancements in the transportation system to benefit the Saint Cloud MPA.

APO Scoring Procedure

STBGP applications will undergo a preliminary internal review by APO staff. Individual staff scores will be compiled to assemble an initial ranking/prioritization based upon the scoring process identified above.

Those initial rankings will be presented to the APO's Technical Advisory Committee (TAC) who will not only review APO staff preliminary scores but will also further evaluate each individual project. TAC representatives will ultimately make a recommendation to the APO's Policy Board for funding consideration and distribution of STBGP funds targeted to the APO.

Appendix A

Access and Mobility Supporting Documentation

Volume to Capacity Ratio Guidance by Facility Type

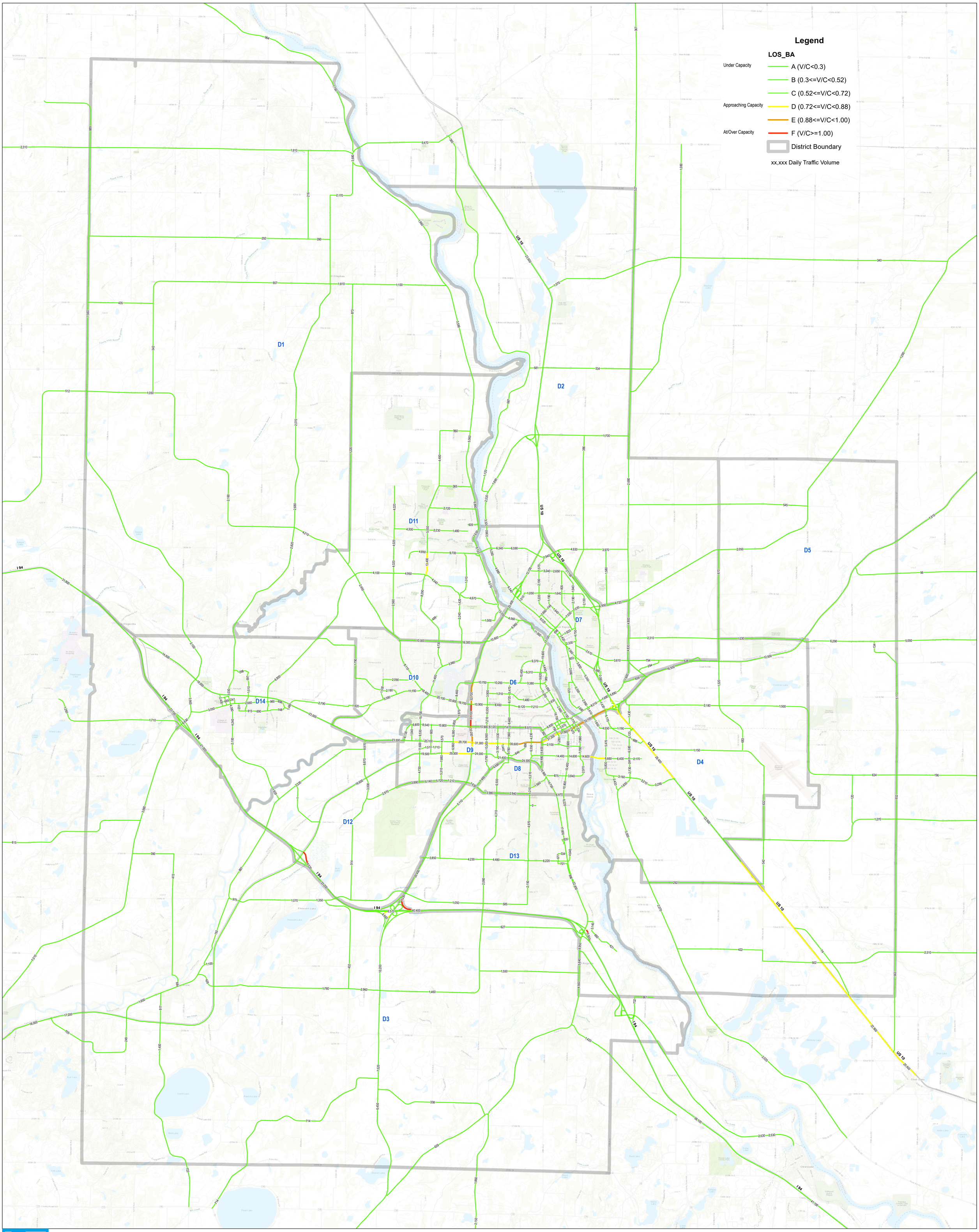
Facility Type	# of Lanes	B	C	D	E (Capacity)
Interstate Freeways & Expressways (Urban)	6	63,500	87,500	106,600	121,000
	4	42,300	58,300	71,100	80,700
Interstate Freeway & Expressways (Developing)	6	62,100	85,600	104,300	118,400
	4	41,400	57,000	69,500	78,900
Interstate Freeway & Expressways (Rural)	6	52,800	72,800	88,700	100,700
	4	35,200	48,500	59,100	67,100
Divided Arterials (Urban/Developing)	6	28,300	39,000	47,600	54,000
	4	18,800	25,900	31,500	35,800
	2	9,400	13,000	15,900	18,000
Divided Arterials (Rural)	6	25,500	35,100	42,800	48,600
	4	17,000	23,400	28,500	32,400
	2	8,500	11,700	14,300	16,200
Un-Divided Arterials (Urban/Developing)	4	17,900	24,700	30,100	34,200
	2	9,000	12,400	15,100	17,100
Un-Divided Arterials (Rural)	4	16,200	22,300	27,100	30,800
	2	8,100	11,100	13,600	15,400
Divided Collectors/Local Streets (Urban/Developing)	4	14,700	20,200	24,700	28,000
	2	7,200	10,000	12,200	13,800
Divided Collectors/Local Streets (Rural)	4	13,400	18,400	22,500	25,500
	2	6,700	9,200	11,200	12,700
Un-Divided Collectors/Local Streets (Urban/Developing)	4	13,800	19,000	23,200	26,300
	2	7,000	9,600	11,700	13,300
Un-Divided Collectors/Local Streets (Rural)	4	12,700	17,600	21,400	24,300
	2	6,400	8,800	10,700	12,200
Volume/Capacity Ratio		**0.52**	**0.72**	**0.88**	**1.00**

Note: Estimated based on freeway daily capacity in Exhibit 12-40 in HCM 6th Edition and hourly capacity in the Saint Cloud APO travel demand model. Data courtesy of HFTE Inc./KLJ

Roadway Segments Approaching or At/Over Capacity

Roadway	Termini	Level of Service	Agency/Jurisdiction
MN 15	Third Street N to Veterans Drive (Eighth Street N/CSAH 4)	F	MnDOT
MN 15	Veterans Drive (Eighth Street N/CSAH 4) to 12th Street N	E	MnDOT
MN 15	Third Street N to Division Street (CSAH 75)	E	MnDOT
MN 23	25th Avenue N to Washington Memorial Drive	E	MnDOT
MN 23	Mid-block between 12th Avenue S and 10th Avenue S to Lincoln Avenue SE	E	MnDOT
Pinecone Road	Heritage Drive to Second Street S (CSAH 133)	D	City of Sartell
MN 23	Second Avenue S to MN 15	D	MnDOT
CSAH 75	Waite Avenue to MN 15	D	Stearns County
MN 15	MN 23 to CSAH 75	D	MnDOT
MN 23	MN 15 to 25th Avenue N	D	MnDOT
MN 23	Washington Memorial Drive to 12th Avenue S	D	MnDOT
University Drive	Fifth Avenue S to Kilian Boulevard (University Bridge)	D	City of Saint Cloud
US 10	MN 301 to East Saint Germain Street	D	MnDOT

Roadway segments within the APO's planning area either approaching or at/overcapacity per the 2020 Base Year Travel Demand Model scenario. Data courtesy KLJ.



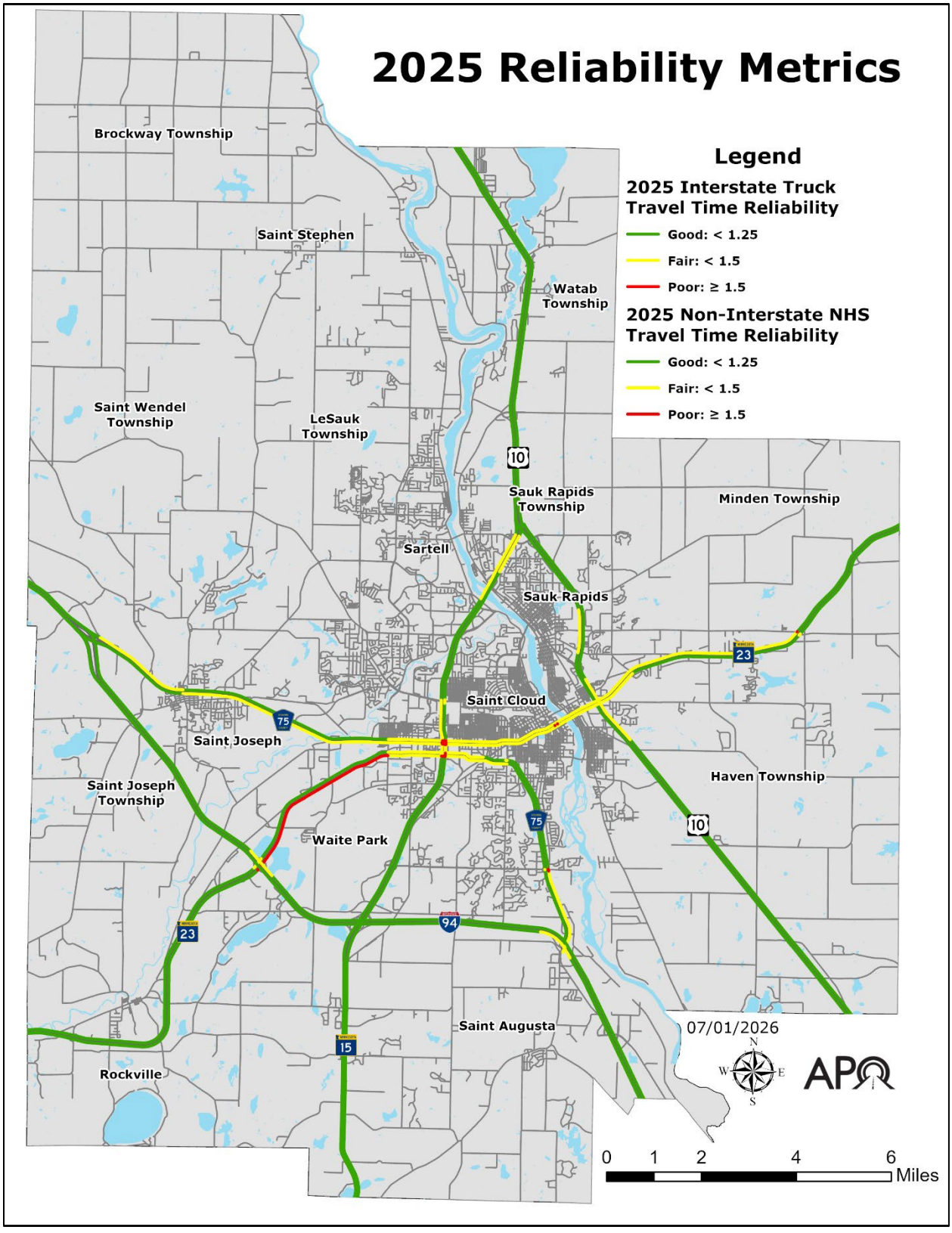
Date: 9/11/2023

By HXiao

Existing Roadway Daily Traffic Counts & Level of Service & Volume/Capacity Ratio

2050 Metropolitan Transportation Plan Support
St Cloud Area Planning Organization

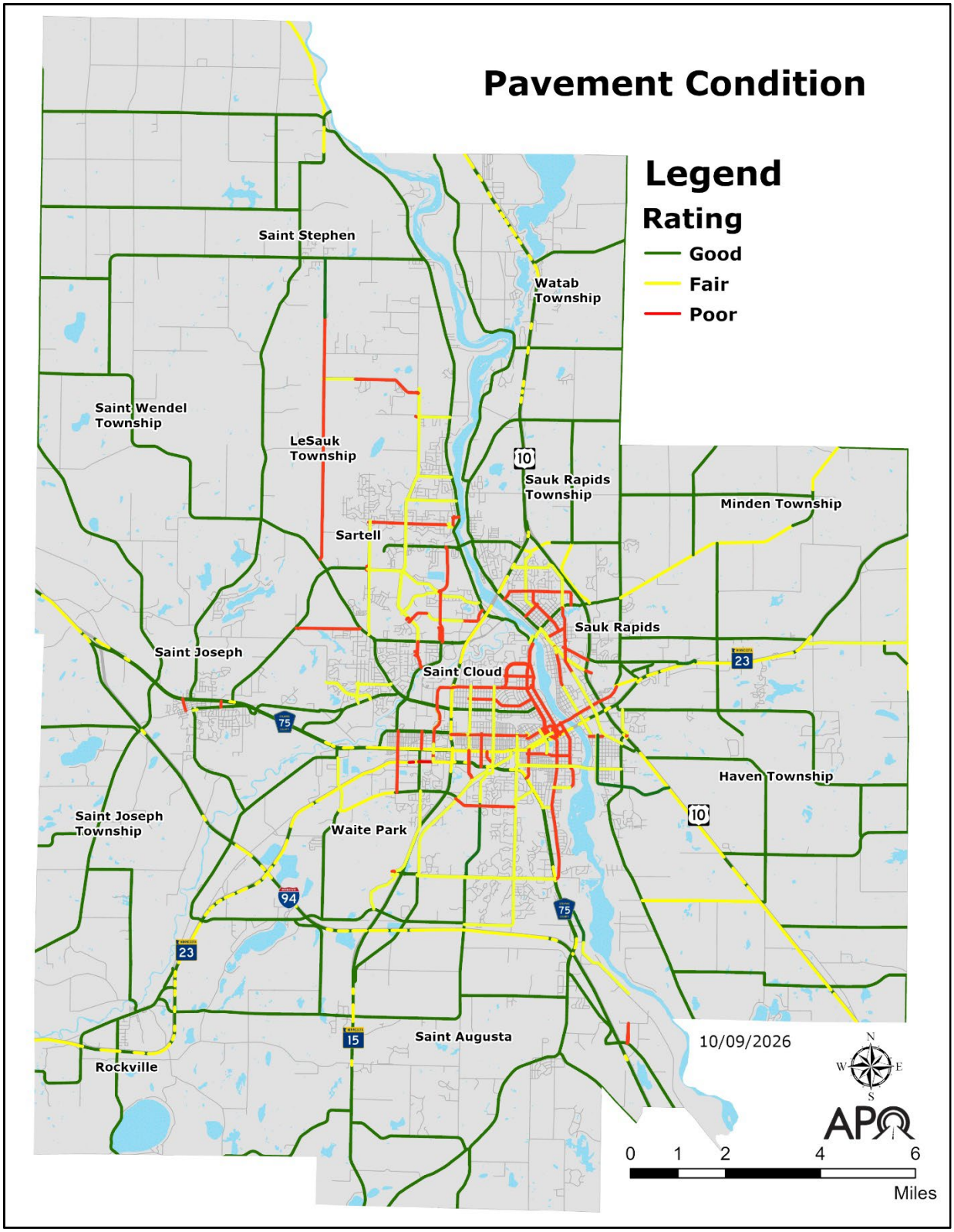
Figure 1



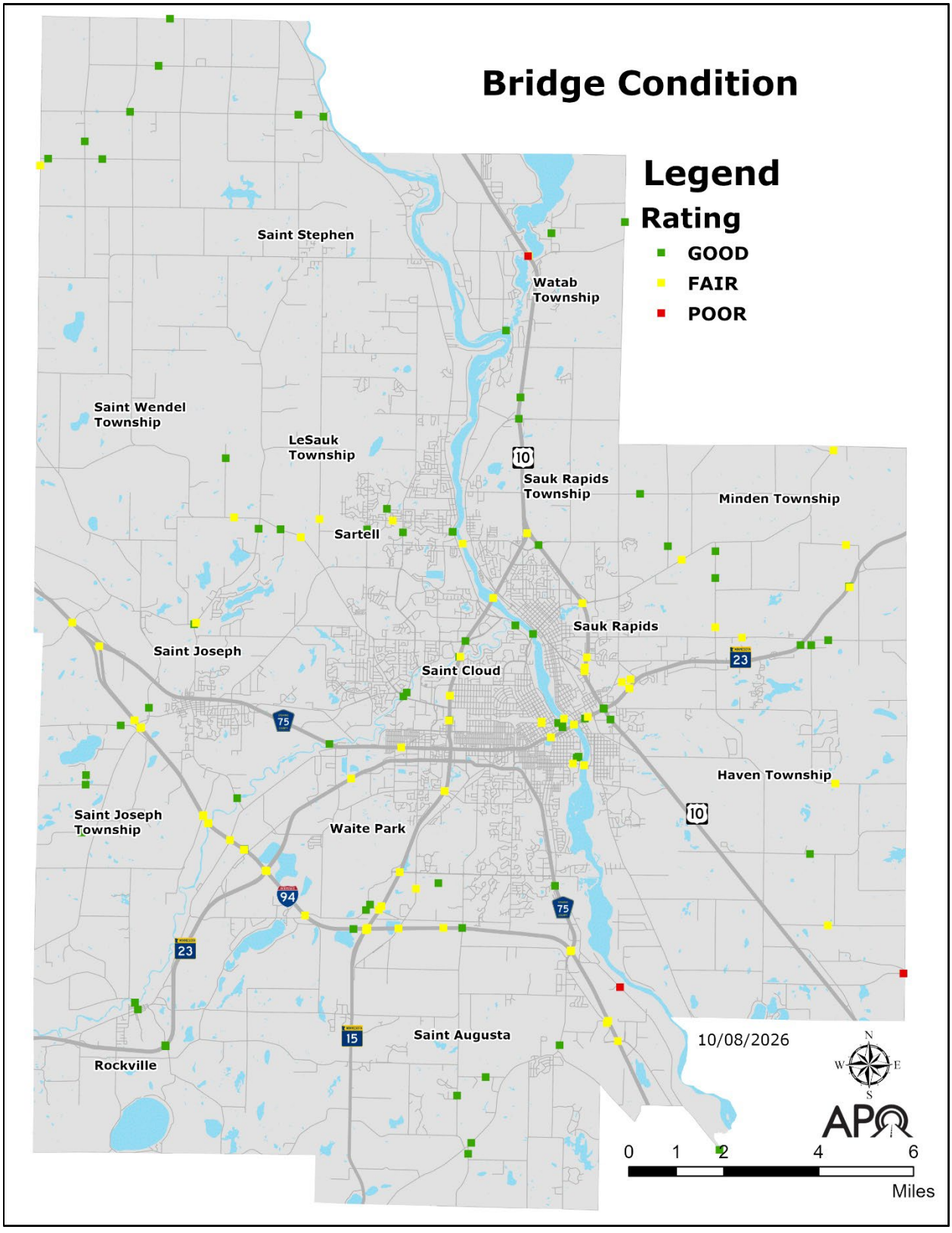
Level of Travel Time Reliability (LOTTR) for the non-Interstate National Highway System and the Interstate Truck Travel Time Reliability (TTTR) for I-94 within the APO's planning area.

Appendix B

System Condition Supporting Documentation



Pavement condition for the APO's functional classification roadway network (2025). Data courtesy of GoodPointe Technologies.



Bridge conditions for all bridges located within the APO's planning area.

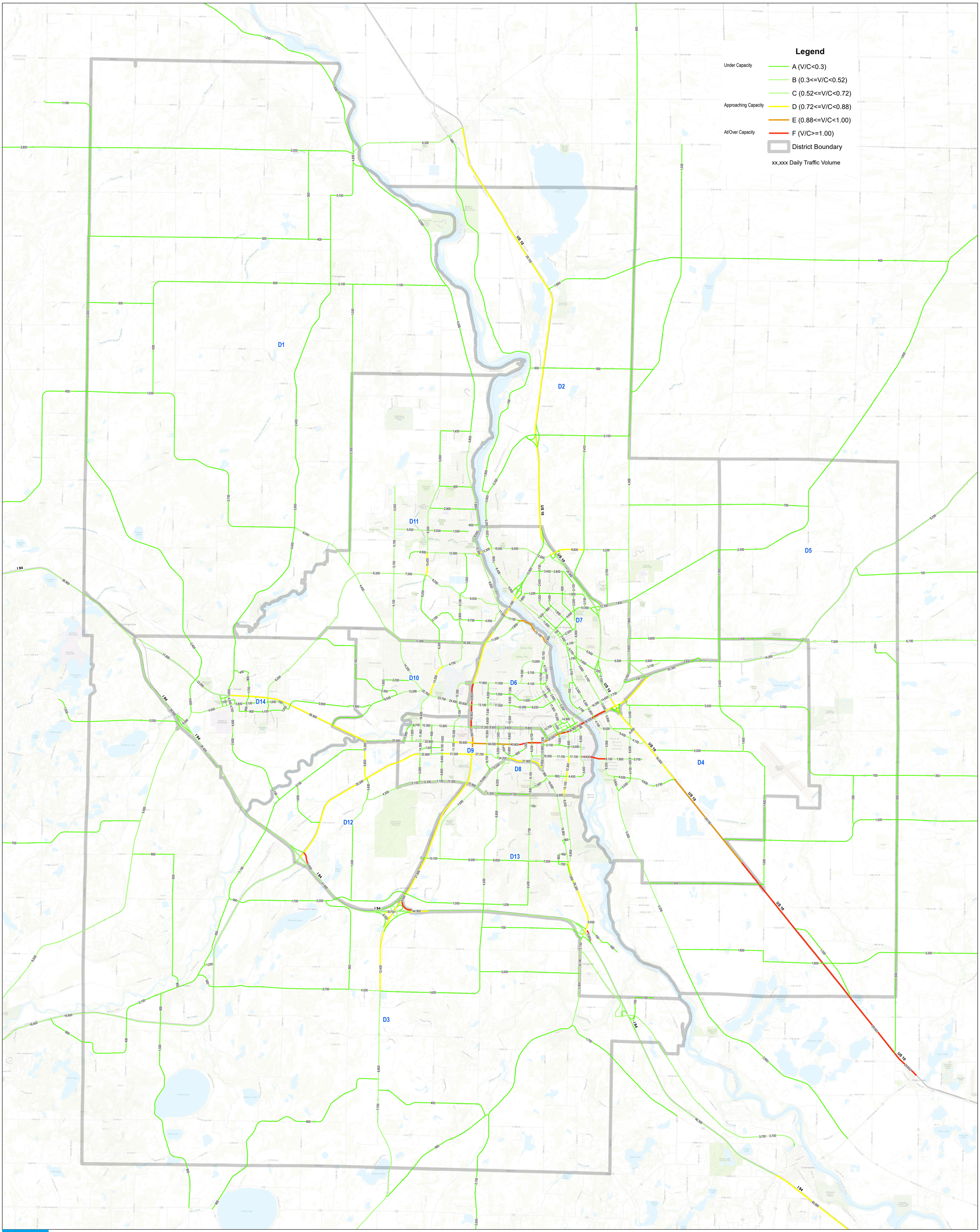
Appendix C

Congestion Management Supporting Documentation

2050 No-Build Model Results Level of Service E and F

Roadway	Termini	LOS	Agency/Jurisdiction
MN 15	Third Street N to 12th Street N	F	MnDOT
MN 23	25th Avenue to Washington Memorial Drive	F	MnDOT
MN 23	12th Avenue S to Lincoln Avenue SE	F	MnDOT
University Drive	Fifth Avenue S to Kilian Boulevard SE	F	City of Saint Cloud
US 10	Halfway between 32nd Street SE/CSAH 3 and CR 65 to southern Haven Township border	F	MnDOT
CSAH 1	CR 120 to Ninth Avenue N	E	Stearns County
MN 15	Third Street N to MN 23/Second Street S	E	MnDOT
MN 23	MN 15 to 25th Avenue	E	MnDOT
MN 23	Washington Memorial Drive to 12th Avenue S	E	MnDOT
US 10	Halfway between 32nd Street SE/CSAH 3 and CR 65 to MN 301	E	MnDOT

Roadway segments within the APO's planning area with a Level of Service F or a Level of Service E based on the APO's 2050 No-Build Travel Demand Model Results. Data courtesy KLJ.



Date: 9/11/2023

By HXiao

2050 NoBuild Roadway Daily Traffic Forecasts & Level of Service & Volume/Capacity

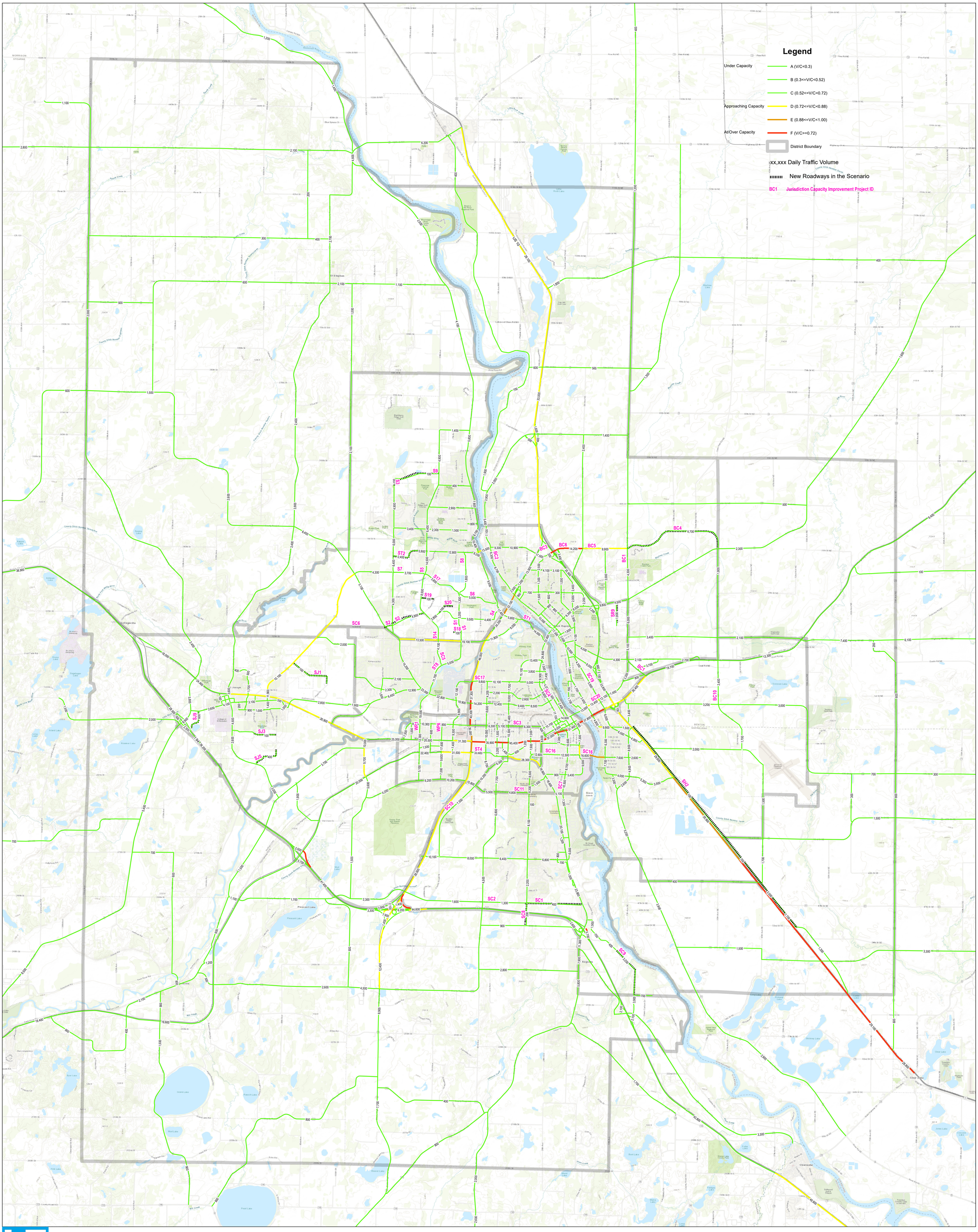
2050 Metropolitan Transportation Plan Support
St Cloud Area Planning Organization

Figure 2

2050 Build Model Results Level of Service E and F

Roadway	Termini	LOS	Agency/Jurisdiction
CSAH 29	US 10 to County Road 57	F	Benton County
MN 15	12th Avenue N to Third Street N	F	MnDOT
MN 23	MN 15 to Lincoln Avenue SE	F	MnDOT
US 10	Between CR 3 and CR 65 to southern Haven Township border	F	MnDOT
MN 15	Bridge 05011 (Bridge of Hope)	E	MnDOT
MN 15	Third Street N and Second Street S/MN 23	E	MnDOT
University Drive	Bridge 73540 (University Bridge)	E	City of Saint Cloud
US 10	MN 301 to area between CR 3 and CR 65	E	MnDOT

Roadway segments within the APO's planning area with a Level of Service F or a Level of Service E based on the APO's 2050 Build Travel Demand Model Results. Data courtesy KLJ.


Legend
Under Capacity
A (V/C<0.3)
B (0.3<=V/C<0.52)
C (0.52<=V/C<0.72)
Approaching Capacity
D (0.72<=V/C<0.88)
E (0.88<=V/C<1.00)
At/Over Capacity
F (V/C>=0.72)
District Boundary
xx,xxx Daily Traffic Volume
New Roadways in the Scenario
BC1 Jurisdiction Capacity Improvement Project ID
St Stephen
Collegeville
Pleasant Lake
Clear Lake
Clearwater
Augusta
BENTON
SHERBURNE
US 10
Mississippi River
Sauk River
Mayhew Creek
Rice Creek
Lake Rockwell
Rock Rapids
Lake Rockwell Park
Beaver Island
Mayhew Lake
Lake Maria
Pickerel Lake
Stickney Lake
Grand Lake
Rauch Lake
Mud Lake
Pearl Lake
Bunt Lake
Fuller Lake
Jones Lake
Crescent Lake
Fink Lake
Island Lake
Long Lake
Ryer Lake
Swamp Lake
Krueger Lake
Knight Lake
Achman Lake
Krosmer Lake
Quarry Park and Nature Preserve
Boulder Ridge Golf Club
St Cloud Country Club
Riverside Park
Lake Rockwell Park
Beaver Island Trail
Mississippi River Regional Park
Rice Creek Regional Park
Island View Regional Park
Lake Maria State Park
Mayhew Creek Park
Clearwater Creek Park
Oak Hill Golf Club
Pine Point Golf Course
Travelers Golf Club
Travelers Country Club
Whitney Park
Whitney Park
Municipal Athletic Field
Riverside Park
Lions Park
Veterans Park
Lake Rockwell Park
Mississippi River Regional Park
Rice Creek Regional Park
Island View Regional Park
Mayhew Creek Park
Clearwater Creek Park
Oak Hill Golf Club
Pine Point Golf Course
Travelers Golf Club
Travelers Country Club

Saint Cloud APO Future Functional Classification Map

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Future Functional Class
- Principal Arterial - Interstate
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

0 2 Miles

Source: SCAPO, MnDOT

Saint Stephen
Sartell
Sauk Rapids
Saint Joseph
Waite Park
Saint Cloud
Rockville
Saint Augusta

Map Document: \\arcserver1\bmi_gis\MINNESOTA\SCAPO\0T4132931\Pro\Future_Regional_Arterial_Study.aprx | Future Functional Class | Username: aaronpa | Date Saved: 1/6/2025 12:06 PM

Appendix D

Safety Supporting Documentation

City of Saint Cloud HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	33rd Avenue	Division Street to West Saint Germain Street	Angle, intersection related	82	N/A	7	N/A
2	Ninth Avenue	Division Street to 15th Street S	Angle, front to front, intersection related	79	12	N/A	4
3	MN 15	12th Street N to Second Street S	Rear end, intersection related	74	N/A	2	N/A
4	Division Street	Waite Avenue to 21st Avenue	Rear end, intersection related	72	2	9	3
5	Third Street N	MN 15 to 30th Avenue N	Rear end, intersection related	64	N/A	3	2
6	Veterans Drive	37th Avenue N to County Road 134	Angle, intersection related	64	N/A	N/A	2
7	University Drive S	17th Avenue S to Fifth Avenue S	Angle, intersection related	63	14	N/A	N/A
8	East Saint Germain Street	Riverside Drive SE to US 10		60	6	5	N/A
9	Second Street S	Waite Avenue S to 25th Avenue S	Angle, rear end, intersection related	59	N/A	N/A	N/A
10	Division Street	12th Avenue S to Mississippi River	Single vehicle	43	7	N/A	N/A
11	25th Avenue N	Third Street N to 12th Street N	Angle, intersection related	41	N/A	N/A	N/A
12	Washington Memorial Drive	West Saint Germain Street to	Angle, bicycle, intersection related	41	N/A	N/A	N/A

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
		Roosevelt Road					
13	US 10	Third Street SE to East Saint Germain Street	Pedestrian, intersection related	40	8	N/A	N/A

Top High Injury Network roadway segments located within the City of Saint Cloud. Data courtesy Bolton & Menk.

City of Saint Joseph HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	County Road 75	Old Highway 52 to Second Avenue NE	Angle, intersection	N/A	N/A	2	N/A
2	College Avenue N	Lake Wobegon Trail to West Minnesota Street	Pedestrian	N/A	3	2	N/A
3	County Road 75	Eighth Avenue NE to eastern city line	Angle, intersection	N/A	2	N/A	N/A
4	Wisconsin Street	Cedar Street E to Elm Street E	Pedestrian	N/A	5	N/A	N/A
5	County Road 3	County Road 75 to 0.2 miles north of County Road 75	Motorcycle	N/A	N/A	N/A	2

Top High Injury Network roadway segments located within the City of Saint Joseph. Data courtesy Bolton & Menk.

City of Sartell HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	Second Street S/County Road 133	Pinecone Road to Riverside Avenue S	Pedestrian, intersection related	N/A	5	3	N/A
2	Pinecone Road	2-1/2 Street N to 12th Street N	Pedestrian and bicycle, intersection related	N/A	2	2	N/A
3	Seventh Street N	Pinecone Road to Seventh Avenue N	Pedestrian and bicycle, intersection related	N/A	2	N/A	N/A
4	2-1/2 Street N	17th Avenue N to Seventh Avenue N	Rear end, bicycle, intersection	N/A	N/A	2	N/A
5	Heritage Drive	Pinecone Road to 10th Street S	Motorcycle, roundabout	N/A	N/A	N/A	3

Top High Injury Network roadway segments located within the City of Sartell. Data courtesy Bolton & Menk.

City of Sauk Rapids HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	Benton Drive	Fourth Street N to Sixth Street S	Run off road, angle, intersection	42	5	2	8
2	Benton Drive	Sixth Street S to US 10	Single vehicle, intersection	N/A	N/A	2	7
3	Eighth Street N	Benton Drive to Pearl View Drive	Pedestrian, intersection	N/A	5	N/A	N/A
4	North Benton Drive	Plum Street to First Avenue N	Pedestrian	N/A	5	N/A	N/A
5	First Street S	River Avenue S to Ninth Avenue S	Intersection	N/A	N/A	N/A	7

Top High Injury Network roadway segments located within the City of Sauk Rapids. Data courtesy Bolton & Menk.

City of Waite Park HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	10th Avenue S	Division Street to Sundial Drive	Rear end, intersection	56	3	2	N/A
2	Division Street	Eighth Avenue N to Waite Avenue S	Angle, intersection	39	N/A	N/A	5
3	Second Avenue S	Division Street to Sundial Drive	Angle, intersection	39	N/A	3	5
4	Third Street NE	MN 15 to 44th Ave N	Left-turn, intersection	42	N/A	2	N/A
5	Second Street S	Second Avenue S to Waite Avenue S	Intersection	56	N/A	N/A	N/A
6	Waite Avenue S	Second Street S to Division Street	Angle, intersection	39	5	N/A	N/A

Top High Injury Network roadway segments located within the City of Waite Park. Data courtesy Bolton & Menk.

Multijurisdictional HIN Segments

Rank	Roadway	Termini	Primary Crash Type	Scores (All modes)
1	Third Street NE	44th Avenue N to 30th Avenue N	Angle/left turn, intersection	64
2	Division Street	Eighth Avenue N to 21st Avenue N	Angle, rear end, intersection	72
3	Second Street S	Second Avenue S to 25th Avenue N	Bike and ped, rear end, angle, intersection	59

Top High Injury Network roadway segments across multiple jurisdictions within the APO's planning area. Data courtesy Bolton & Menk.

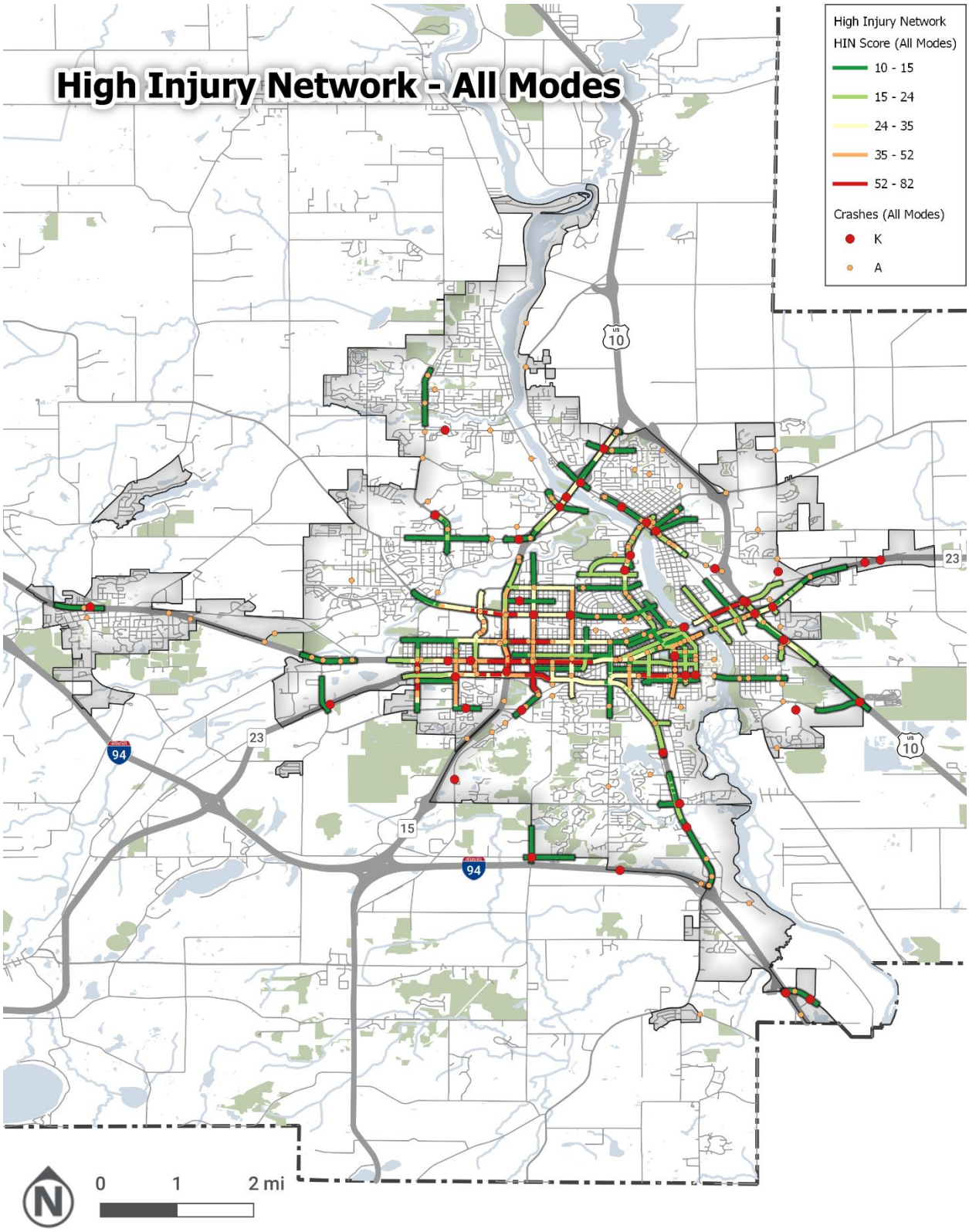


Figure 2. High Injury Network - All Modes

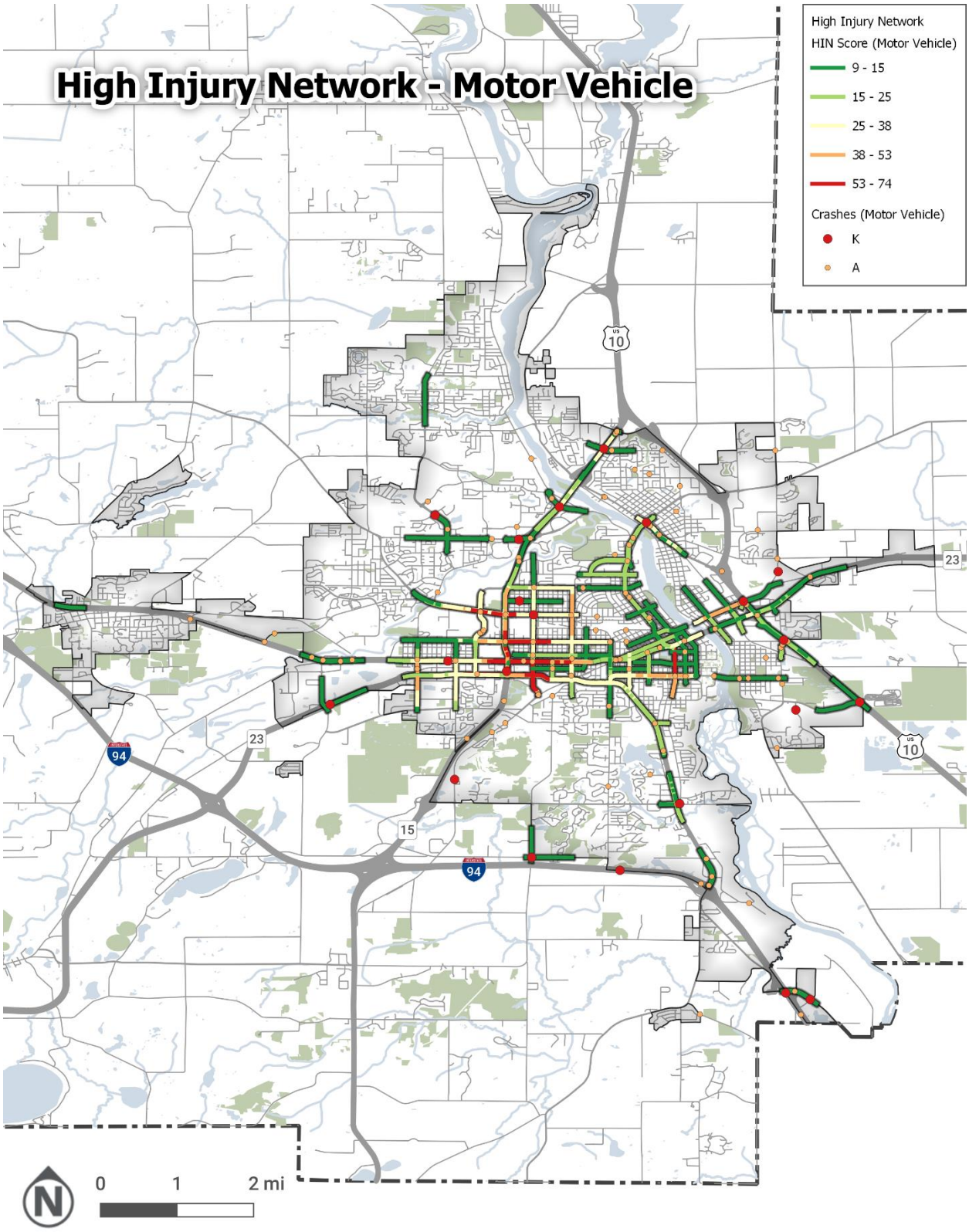


Figure 3. High Injury Network - Motor Vehicle

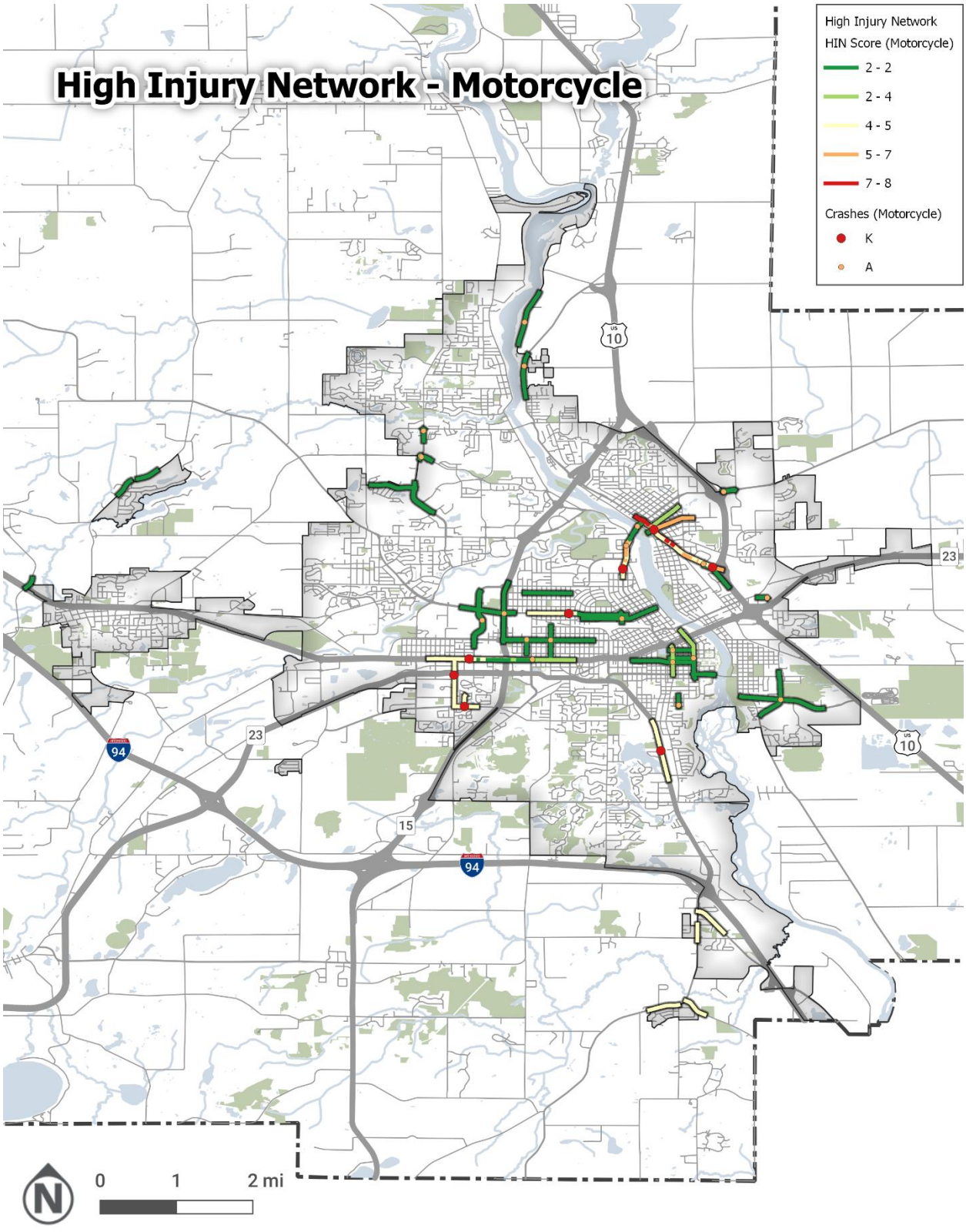


Figure 4. High Injury Network - Motorcycle

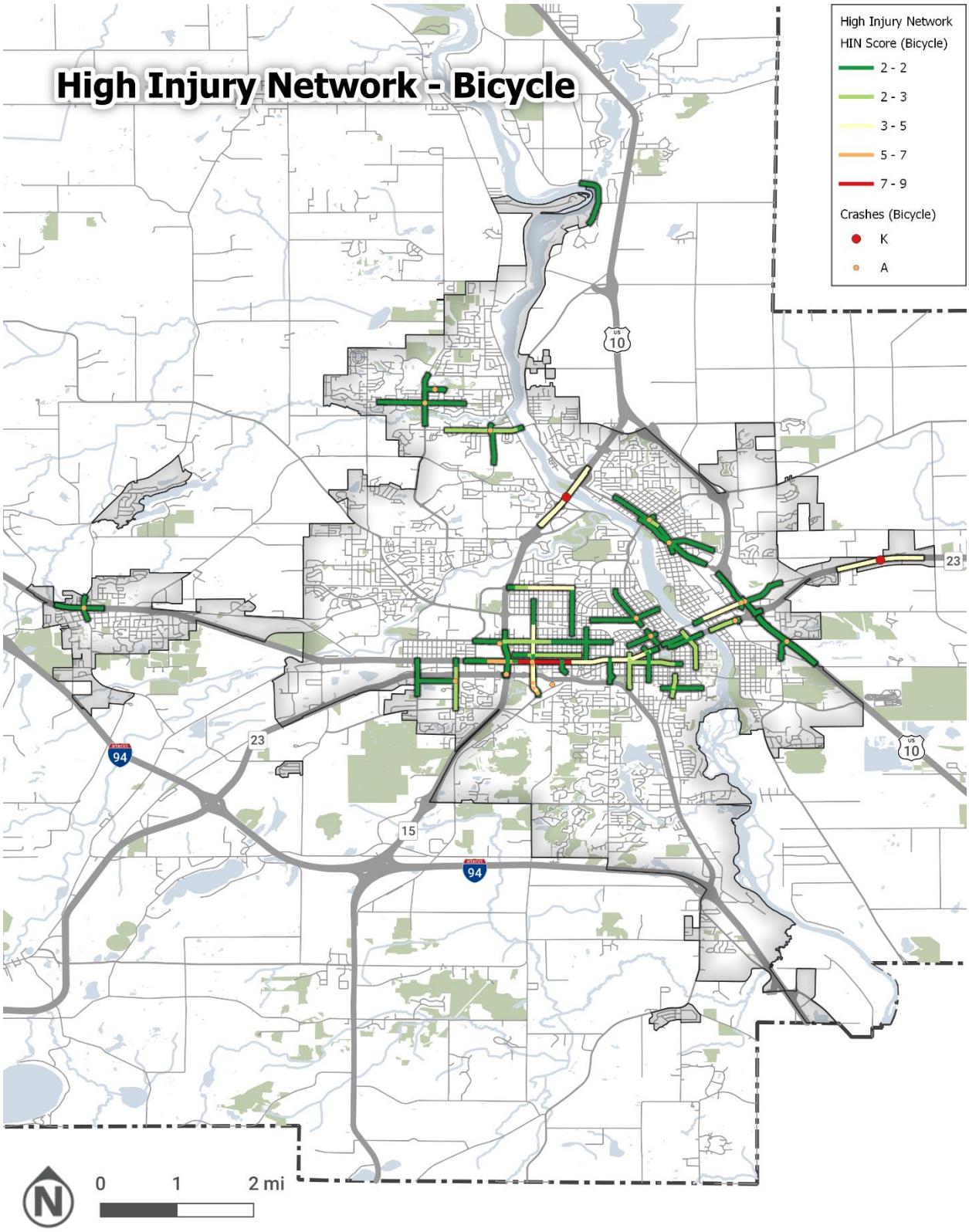


Figure 5. High Injury Network - Bicycle

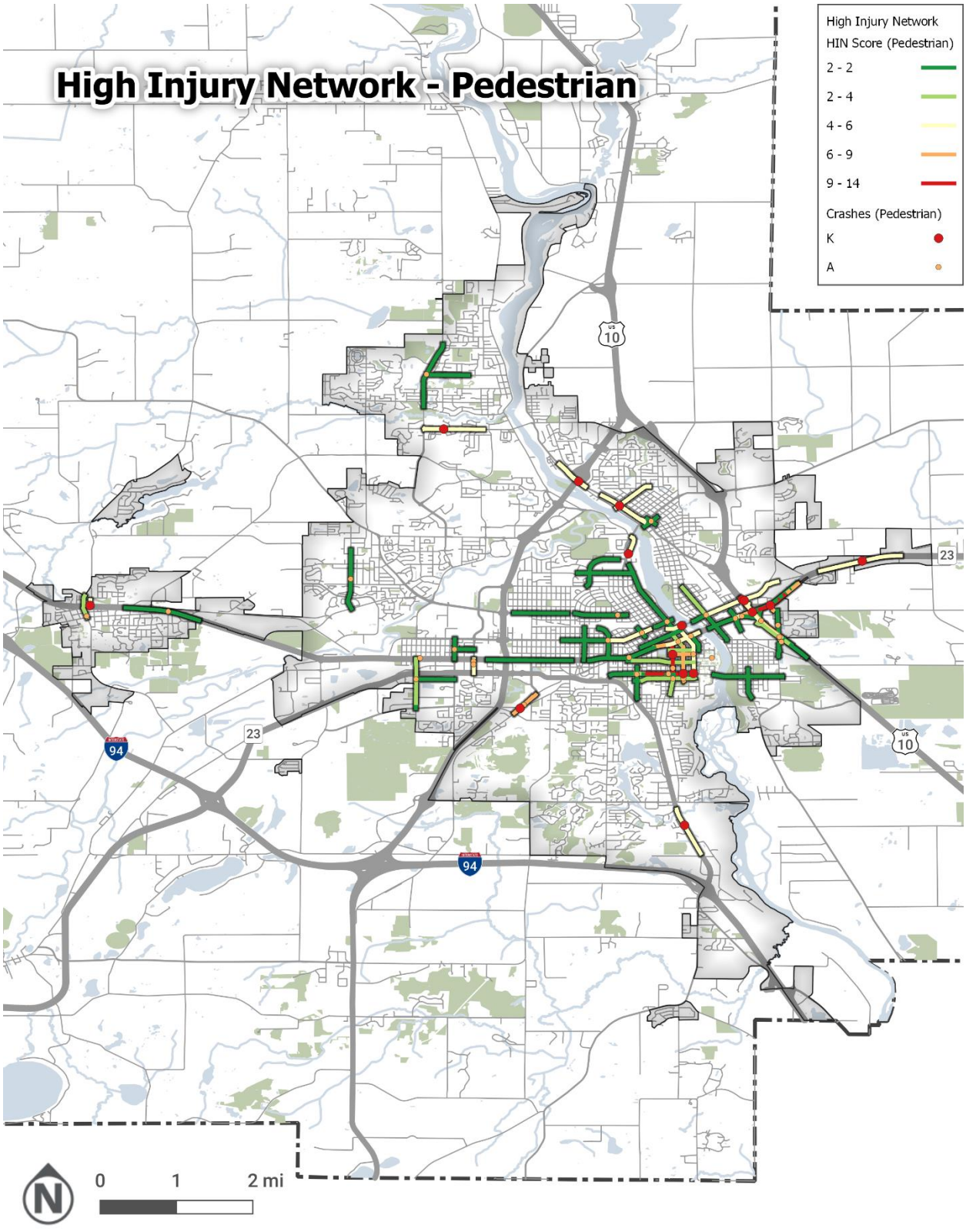


Figure 6. High Injury Network - Pedestrian