

CHAPTER 6: TRANSPORTATION

FRAMEWORK

As a growing community, there are few things more important to the quality of life in St. Cloud than transportation. A city's transportation system has a great influence on its future growth and development, as the network of streets in a community determines land use relationships and configurations.

Communities are continually challenged with providing access for shoppers and employees to local businesses and industries, providing efficient through transportation for regional travelers, and providing recreational transportation opportunities. These challenges are further complicated by the need to balance the conflicting needs of pedestrians and the automobile. During visioning sessions, neighborhood meetings, and staff interviews, the issue of congestion became a common theme regarding transportation deficiencies. This Plan provides guidelines for helping St. Cloud provide a transportation system that will continue to serve its residents and businesses while also serving others that pass through the community.

The traffic patterns and volumes in St. Cloud have been very dynamic over the last decade because of changing development patterns, as well as major improvements that have been made to the roadway system. The city's traffic patterns will continue to evolve and will be influenced by development and roadway improvements both within the city of St. Cloud and outside the city's jurisdiction.

Comprehensive plans typically address transportation issues with regard to general travel patterns and emphasis areas. The Transportation chapter of the St. Cloud Comprehensive Plan examines transportation related issues from regional, city specific and detailed planning sub-area perspectives, and it describes what actions need to be taken to address key issues, including the implementation of detailed studies that currently exist or are pending.

Transportation is important to the quality of life in St. Cloud



TRANSPORTATION PLANNING OBJECTIVES AND CYCLE

Transportation planning is a study of the cyclical relationships between land development and the needs for transportation facilities. The steps that frequently occur during the “land development-transportation improvement” cycle are:

1. Land development generates vehicle trips
2. Additional trips increase roadway needs
3. Needs dictate roadway improvements
4. Improvements modify access
5. Modified access changes land values
6. Changed land value attracts intensified development
7. Intensified development generates more trips
8. More trips lead back to the second step of the cycle

The land use and transportation planning process seeks to answer a number of important questions concerning existing and forecasted future travel patterns:

- What will be the magnitude of population and economic activities in the future?
- Where will these activities be located?
- How many trips will these activities generate?
- To where will these trips be attracted?
- Which mode of travel will the trips use?
- What alternatives/strategies are available to relieve demands on the transportation system?
- Which route will be utilized to reach the trip destination?
- What is the best overall transportation system to handle the future trip desires?

Within the development-improvement-development cycle, the objective of transportation planning is to provide the information necessary for making decisions on when, where and what type of improvements should be made in the transportation system to satisfy current and anticipated travel demands; and to promote land development patterns that are in keeping with community goals and objectives.

TRANSPORTATION PLANNING JURISDICTION

Since St. Cloud is a regional hub, many other jurisdictions, including federal, state and local agencies need to be involved in planning the transportation system of St. Cloud and the surrounding areas. Many of the agencies described within this section have and will continue to play a critical role in developing transportation strategies, approvals and funding at the local and regional level.

- Federal Tier - The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Environmental Protection Agency (EPA) are all involved in providing funding and review of transportation projects. Generally, the corresponding state agencies are given the primary responsibilities for overseeing the federal programs.
- State Tier - Both the Minnesota Department of Transportation (MnDOT) and the Minnesota Pollution Control Agency (MPCA) are involved with assessing state concerns with planned transportation projects. MnDOT oversees the Interstate Highway and Trunk Highway system and provides secondary support assistance to cities, metropolitan planning efforts and transit planning activities. MnDOT maintains a five-year Capital Improvement Program that prioritizes project needs with a statewide perspective. The MPCA's responsibilities include monitoring developments and projects having potential environmental impacts. The MPCA annually reviews the Transportation Control Plan (TCP) for the St. Cloud metropolitan area that describes transportation improvements aimed at reducing the emissions of carbon monoxide. The MPCA also becomes involved in large development or roadway projects that require Environmental Assessment Worksheets (EAW), Environmental Impact Statements (EIS) or Indirect Source Permits (ISP).
- Local Metropolitan Tier - Two agencies have transportation responsibilities at the metropolitan level, the St. Cloud Area Planning Organization (APO) and the St. Cloud Metropolitan Transit Commission (MTC). The APO is a federally mandated planning entity for metropolitan areas with populations greater than 50,000 and is responsible for maintaining a continuous, comprehensive and coordinated transportation planning process. It is also responsible for developing 20-year transportation plans that must include consideration of seven planning factors identified by the Transportation Equity Act for the 21st Century (TEA-21). The APO transportation plans outline major regional roadway and multi-modal improvements with long-range planning as its emphasis. The APO is also responsible for prioritizing and programming of federal funding within the APO jurisdiction. The Metropolitan Transit Commission (MTC) operates the metro transit system and also performs short and long-range transit planning functions.
- County Tier - The St. Cloud metropolitan area includes the three counties of Benton, Sherburne and Stearns. Portions of the city of St. Cloud lie within all three counties, with a majority of the city located in Stearns County. Collaboration between all three counties and the city will be crucial as the city expands within these jurisdictions.

FUNCTIONAL CLASSIFICATION SYSTEM

A roadway functional classification system defines roadways according to the type of service they provide. Such classification aids in determining roadway widths, intersection control, design features, funding availability, accessibility and maintenance priorities. It also aids in land use planning and development.

There are two primary functions of a roadway system: land access and mobility. For example, interstates have no direct land access; they are intended primarily to move large volumes of traffic across longer distances. Individual driveways do not access onto them, rather, one can only enter an interstates via certain major roadways. Conversely, local residential streets provide direct land access to each property abutting it.



Arterials, Collectors and Local Streets function together in a network

The following definitions will further define the description of each classification mentioned above:

- Principal Arterial. These roadways serve moderate to long trip lengths and provide a system to distribute traffic making external trips. Turning movements are often handled with channelized turn lanes or signal systems. Their very nature causes them to divide neighborhoods and to have negative effects on adjacent residential land uses. Principal arterials are characterized by an emphasis on traffic mobility rather than land access. In St. Cloud, principal arterials typically have average daily traffic counts between 20,000 and 30,000. Typical speeds are between 30 and 50 miles per hour. Principal arterials typically have access to minor arterials and collectors, which are described below. Typically there is no direct land access to these arterials with the exception of major traffic generators. Trunk Highway 23 is an example of a principal arterial.

- Minor Arterials. These roadways either augment the arterial system in more densely or intensively developed areas or provide service in lieu of principal arterials in less densely or intensively developed areas where trip lengths are relatively short. Minor arterials provide a somewhat lower level of mobility than that provided by principal arterials, but should not penetrate identifiable neighborhoods.

They may, however, provide slightly greater direct access to abutting properties than a principal arterial. Access to these arterials should be limited to principal and other minor arterials and collectors. Traffic volumes on minor arterials in St. Cloud are generally between 10,000 and 22,000 cars per day. Examples of minor arterials in St. Cloud include 25th Avenue North and 3rd Street North.

Direct land access to minor arterials is typically restricted. However, in an urban setting like St. Cloud, where the speeds are posted at 35 MPH or less, local streets typically access a minor arterial. Major cross streets are typically signalized and arterials are given the right-of-way over all other streets. Channelization is frequently used to limit access.

- Collectors. Collector roadways serve an approximate balance between land access and mobility. Typically, few residential driveways are provided; however, full access is usually provided with other collectors and local streets. The collector street's objective is to provide movement from the local street system to the arterial system. Their principal function is to carry short trip lengths and to serve adjacent land. At the same time, they must be capable of moving relatively large volumes for limited distances. Collectors in St. Cloud typically carry between 2,000 and 5,000 vehicles per day. They may also carry traffic to and from dispersed major traffic generators. An example of a collector roadway in St. Cloud is 15th Street North.

Access to collectors includes other collectors, minor arterials, local streets, and direct access to/from abutting lands. Typical traffic controls include signalization with intersecting arterials. Collector street intersections may be signalized or controlled with four-way stop signs. Local streets are usually under stop sign control with collector streets having the right-of-way.

- **Local Streets.** The primary function of local streets is to serve local land access with little emphasis on mobility. They serve almost exclusively to collect and distribute traffic by connecting blocks within neighborhoods and specific activities within similar land uses. Residential streets that have average speeds of less than 20 MPH are the best example of local streets. Local streets in St. Cloud typically carry less than 2,000 vehicles per day. In a residential setting, numerous driveways are provided. Access to local streets is through collectors, and other local streets, and direct access to abutting properties. Often intersections between local streets are uncontrolled with the right-of-way assigned by the rules of the road. As traffic volumes increase, stop signs are usually installed in a pattern that limits mobility, but avoids the stopping of vehicles at every block.

From a design perspective, the concept of functional classification is more important than the actual maps that illustrate the details of the designations. The functional classification map shows the desired system and represents a plan of how certain streets will be emphasized. Often this map is in conflict with the actual existing travel characteristics. Proper design of a street should impart its function to the driver through its consistent use of traffic control, roadway width, development setbacks and the configuration of adjacent land access.

It is important for the city to develop its functional classification system to achieve their mobility and accessibility goals, yet remain consistent within the TEA-21 guidelines.

INVENTORY AND ANALYSIS

EXISTING ROADWAYS

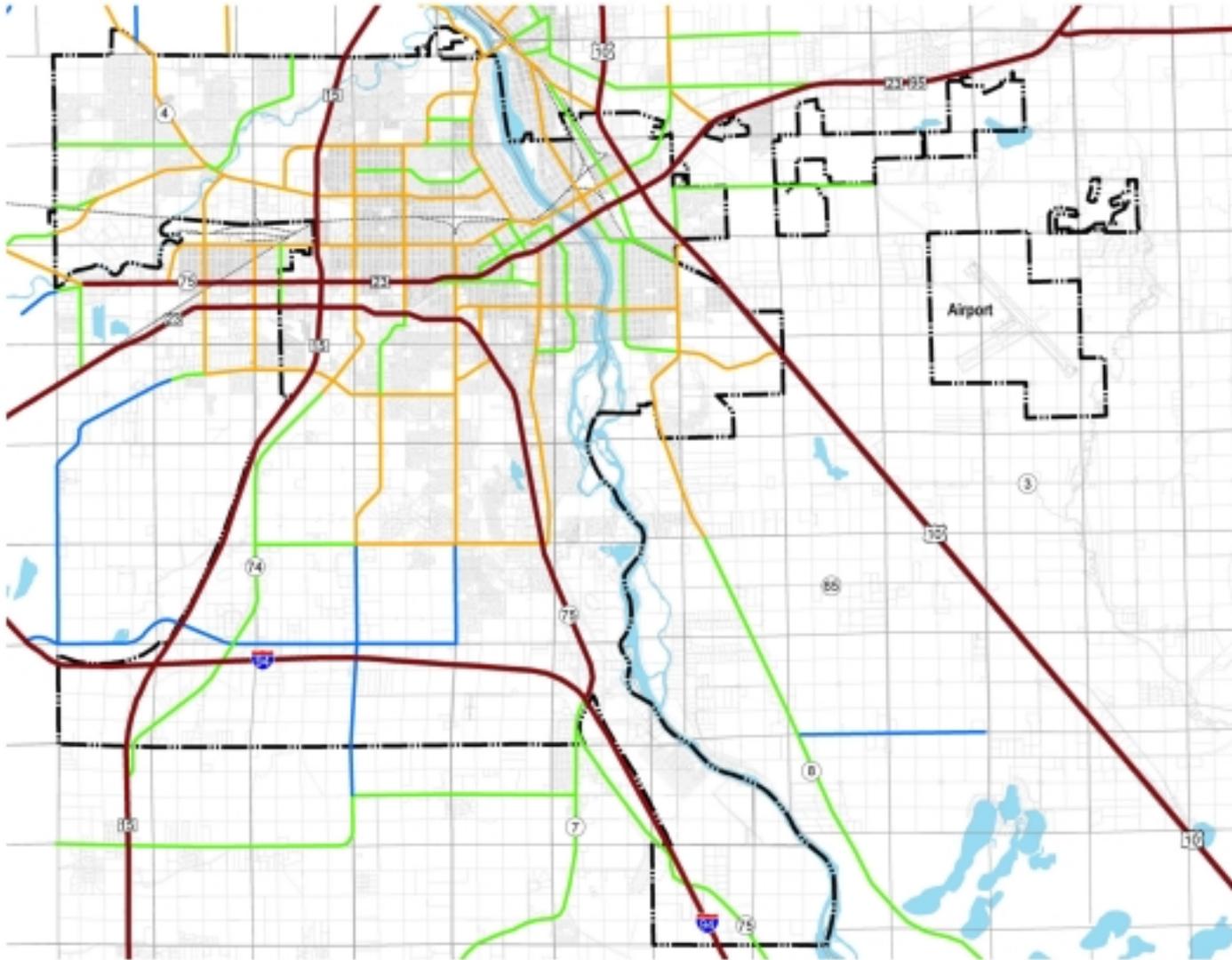
To aid in the understanding of St. Cloud's road system, all of the city's roadways have been classified by function and are illustrated on Figure 6-1, *Existing Transportation Functional Classification*.

BICYCLE/PEDESTRIAN WAYS

The city has numerous trail systems. These are inventoried in the Parks and Recreation chapter.

AIR SERVICE

St. Cloud and the region are currently served by the St. Cloud Regional Airport located east of Trunk Highway 10 on Del Tone Road (County Road 7). The St. Cloud Regional Airport has a modern airline terminal consisting of 10,000 square feet, which houses aviation controls, airport administration and meeting rooms. The airport grounds have numerous private hangars and aviation related businesses on site. Car rental is also available for passengers on site.



LEGEND

-  City Boundary
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Railroad
-  Open Water

Existing Transportation Functional Classification

Figure 5-1



The airport currently provides two runways, with expansion plans recently adopted. (See Airport Area Master Plan for more information.) The main runway is 7,000 feet long by 150 feet wide, and the current crosswind runway is 3,000 long by 75 feet wide. According to the current St. Cloud Regional Airport Master Plan, the length of these facilities is expected to increase to 8,000 long and 5,000 feet long, respectively. The runways have pilot controlled lighting sunset to sunrise, Automated Surface Observing System (ASOS) weather reports are available 24 hours per day, and the facility is equipped with aircraft rescue and fire fighting equipment. Construction of a control tower is scheduled to begin in 2003.

The airport primarily serves smaller corporate and private planes, with limited commercial service. Northwest Airlink/Mesaba Aviation provides commercial air service to the St. Cloud Area. Northwest Airlink offers roundtrip service daily with five arrivals and departures to and from the Minneapolis/St. Paul International Airport.

The nearest international airport is the Minneapolis St. Paul International Airport.

RAILROADS

Burlington Northern and Santa Fe Railway Company (BNSF) serves the St. Cloud area. BNSF was created in 1995 with the merger of Burlington Northern and Santa Fe Pacific Corporation. In addition to the rail network within the state of Minnesota, the network covers the western two-thirds of the United States, stretching from major Pacific Northwest and Southern California ports to the Midwest, Southeast and Southwest and from the Gulf of Mexico to Canada. BNSF is the largest rail service in the world primarily carrying coal, grain, intermodal containers and trailers, chemicals, metals and minerals, forest products, automobiles and consumer goods. Locally, the rail runs north and south parallel to Trunk Highway 10; and a rail spur also runs east and west north of, and loosely parallel to, Trunk Highway 23. The local spur provides limited but direct access to business and industry in the St. Cloud area. It is anticipated that the Northstar Commuter Rail service between St. Cloud and Minneapolis will utilize the existing BNSF rail network.

TRANSIT

The Metropolitan Transit Commission (MTC) provides public transportation throughout the cities of St. Cloud, Sauk Rapids, Sartell and Waite Park. It provides both fixed route and demand responsive services. The fixed route network includes 18 bus lines. The demand responsive system offers several services, including two types of paratransit service and evening service between SCSU and student housing areas.

The MTC transit hub is located downtown at the intersection of 5th Avenue South and 1st Street South.

In addition to services operated by the MTC, there are other private transportation providers in the area. Greyhound provides intercity bus service while several cab companies offers taxi service. Student transportation is provided by the St. Cloud School District. There are also two non-profit organizations that provide various transportation services to their specific clientele. Also, The MTC and St. Cloud

State University (SCSU) cooperatively operate the Husky Shuttle and Sundowner transportation programs for remote/lower campus commuter parking and night-time campus to off-campus curb-to-curb service respectively.

NORTHSTAR COMMUTER RAIL

Plans are underway for an 82-mile commuter rail system between downtown Minneapolis and the St. Cloud/Rice area. The Northstar Corridor Commuter Rail would use existing rail lines along Trunk Highway 10 to transport commuters between the St. Cloud region and the Twin Cities. The projected ridership is 9,600 passengers per day.

The system will include a transit station in St. Cloud near Trunk Highway 10 and Lincoln Avenue. A plan for future land uses and development near the station is included in the Target Area Plans chapter of this document.

FUTURE TRAFFIC FORECASTS

The forecasting of traffic movements is very difficult because of the very nature of how trip-making decisions occur. While some travel patterns can change drastically, others have been found to remain stable over a long period of time. For example, the use of St. Germain Street/Trunk Highway 23 for east-west travel through the city has existed for many years. However, to increase mobility and improve access management along Trunk Highway 23 through the city, St. Cloud is supporting the completion of MnDOT's Trunk Highway 23 Interregional Corridor Study. This study is one of several being conducted by MnDOT to improve roadway corridors that connect regional trade centers throughout the state.

In the recently completed St. Cloud Area 2025 Transportation Plan, the APO concluded the following as it impacts the transportation system within the city of St. Cloud and the region:

- Notable growth characteristics of the 2025 Transportation Plan include a 34 percent increase in population and a 36 percent increase in employment from 2000 to 2025 within the St. Cloud region.
- It is estimated that these population and employment increases will generate approximately twenty square miles of new land use by 2025.
- Travel demands generated from this additional land use are expected to increase 56 percent over the 25 year forecast period, causing severe congestion along many key state, regional and local arterial roadways within the St. Cloud Metropolitan Area.

TRANSPORTATION ISSUE AREAS

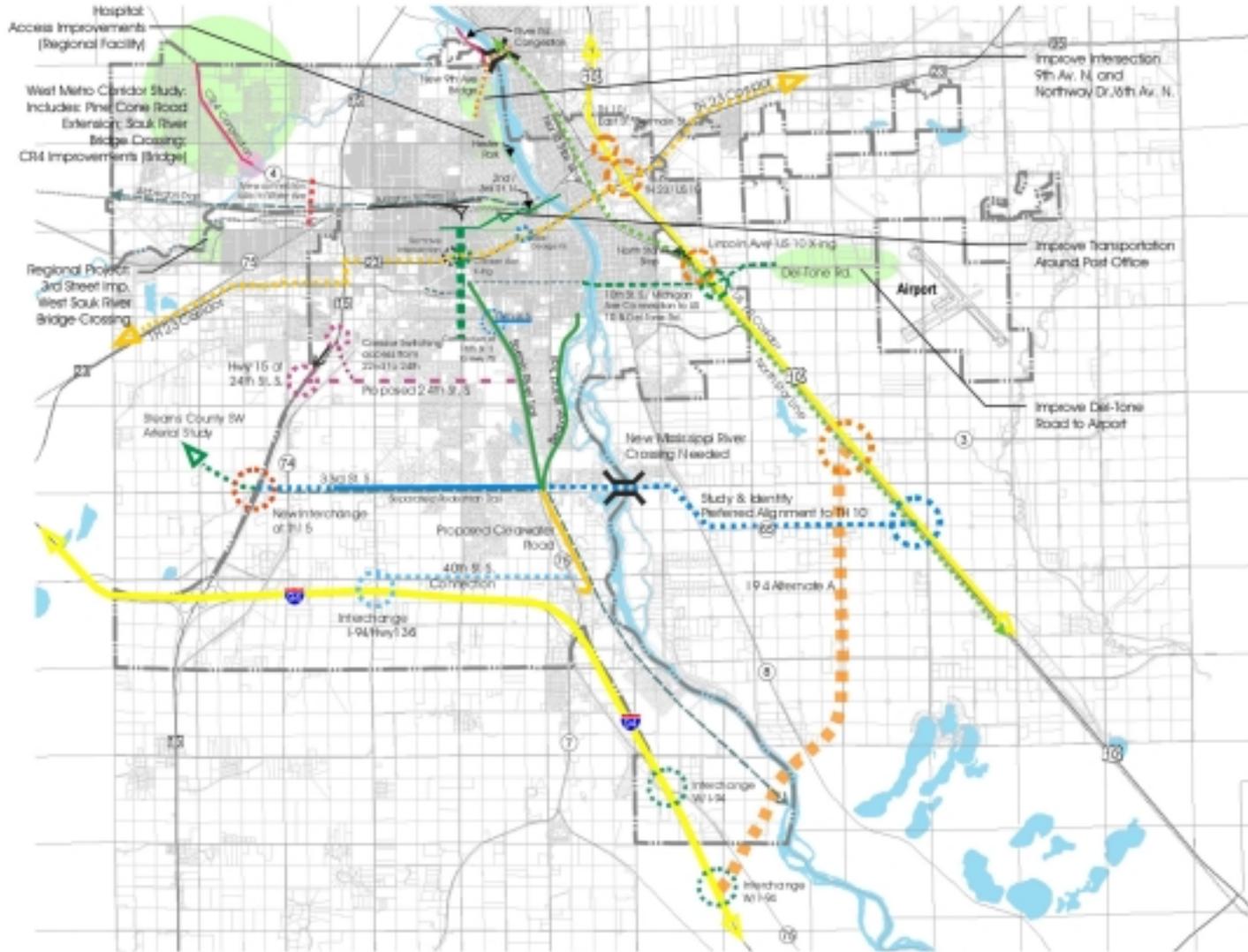
The Planning Advisory Committee (PAC) identified and discussed major transportation issues that need to be considered to meet the goals and objectives of the community. These are included in Appendix A. In addition, a number of specific problem areas were identified by the PAC and city staff. Figure 6-2, *Transportation Issue Areas*, identifies these transportation issue areas. These areas are listed below and are further defined in the Transportation Recommendation section of this chapter.

The following summary lists the key transportation issues identified by city staff and the PAC, and were the basis for the transportation recommendations within this section.

- Improvement to 9th Avenue North to improve the traffic congestion from 15th Street North to the Mississippi River crossing in Sauk Rapids.
- The Sauk Rapids Mississippi River crossing improvements and location.
- County Road 4 traffic congestion and improvements or relocation of the 8th Street Bridge.
- Improvements to traffic flow and signalization along Trunk Highway 23/Division Street corridor.
- Improvement of the Lake George interchange at 9th Avenue South and Division Street.
- Future improvement of 40th Street South as a collector from County State Aid Highway (CSAH) 75 to CSAH 74.
- Implementation of improvements to the 33rd Street South corridor and the Southwest Arterial Study.
- Mississippi bridge crossing at 33rd Street South and potential corridor extension to Trunk Highway 10.
- Extension of 10th Street South/Michigan Avenue to Trunk Highway 10 at Del-Tone Road (County Road 7) including an interchange at Trunk Highway 10.
- Location of the high-speed connection between I-94 and Trunk Highway 10.
- Connections at East St. Germain Street and Trunk Highway 10, and improvements to the Trunk Highway 23 and Trunk Highway 10 interchange.
- Cooper Avenue improvements and crossing at Trunk Highway 23.
- Proposed construction of 24th Street South to connect with CSAH 75 and an interchange at Trunk Highway 15.
- Connection at 16th Street South and CSAH 75. Creating an intersection at 16th Street South and Traverse Road.
- Extension of the Lake Wobegon Trail, Scenic River Trail, the Beaver Island Trail and various trail connections to community parks.
- Expanded transit service to St. Joseph, St. Cloud Business Park and the St. Cloud Regional Airport.
- Additional transit hubs at Crossroads Center and the Northstar Commuter Rail Station, and additional hubs in west and south St. Cloud.

A future bridge crossing is planned for 33rd Street South over the Mississippi River





LEGEND

- City Boundary
- Railroad
- Open Water

* Dashed circles indicate interchange locations

Transportation Issue Areas

Figure 6-2



TRANSPORTATION RECOMMENDATIONS

St. Cloud's roadway system is a product of responding to the changing travel desires while being constrained by a number of natural, financial and human barriers to travel. The continual striving to develop a logical and consistent transportation system is one of the main system issues, which needs to be addressed.

The city of St. Cloud is the primary area of focus in the following recommendations, although many issues are mentioned that reside outside the city's current limits. St. Cloud is one of the major driving forces behind this dynamic growing metropolitan area, and it provides many of the basic services necessary to sustain the development growth of the whole metropolitan area. By virtue of this relationship, St. Cloud is closely linked to the infrastructures of other cities, counties and townships. Major transportation decisions made by the city can often affect the residents and employees in these other jurisdictions, and vice versa. Therefore, the wider ranging ramifications need to be evaluated where this connectivity relationship exists.

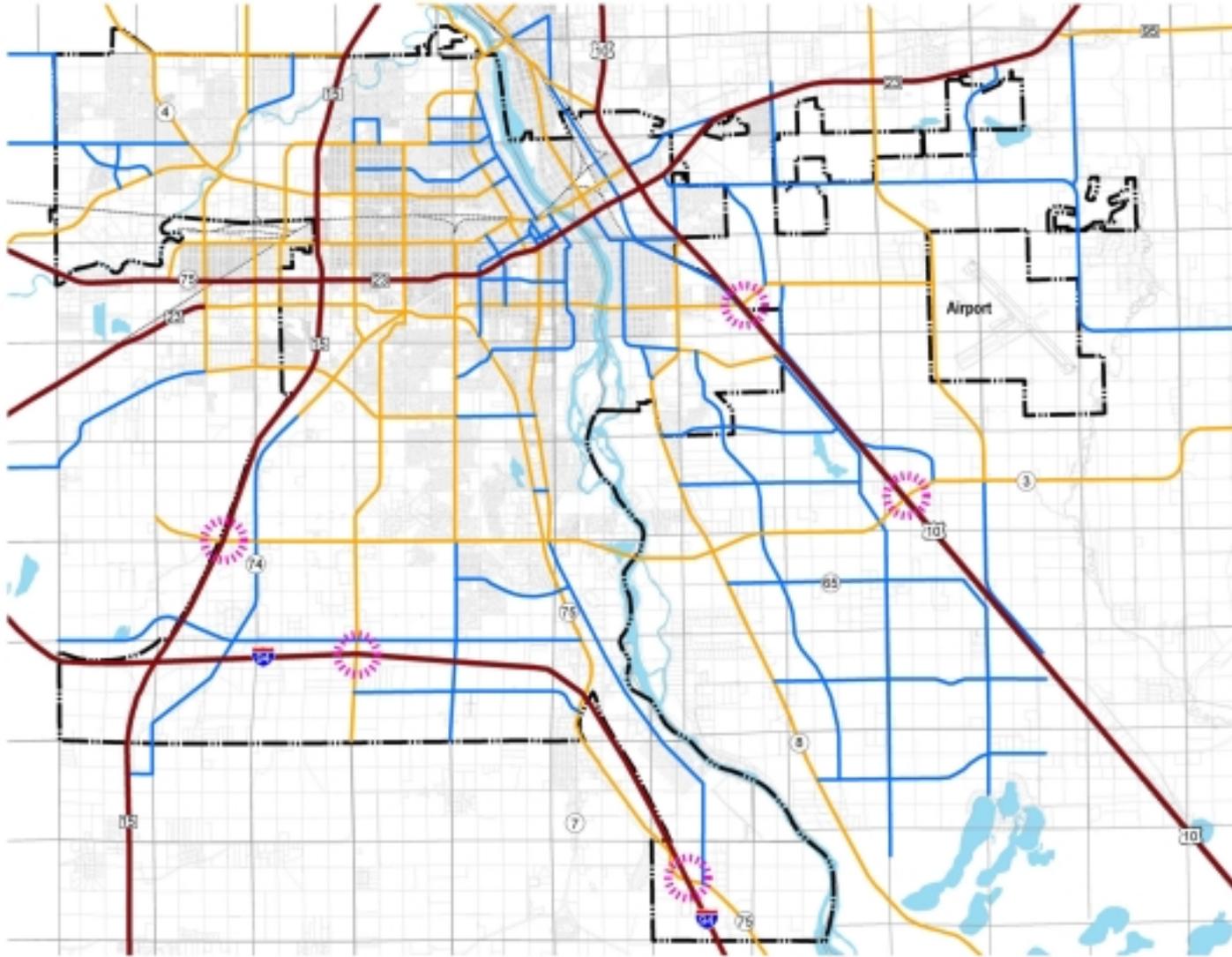
A number of transportation related concerns and questions were raised during the city visioning and neighborhood meetings and meetings with city staff. The evaluation of transportation issues and recommendations is divided into sections by regional, city specific, detailed planning areas, transit, airport and bikeways/walkways. Below is a list of the transportation recommendations. In addition, it is recommended that the city:

- Implement and use as a planning document the future functional classification system as shown in Figures 6-3a and 6-3b, *Transportation Plan*.
- Continue to evaluate and justify roadway concepts.
- Pursue the integration of all forms of transportation and land use planning within the city and its review agencies.

It is recommended that Transportation Plans be presented to the APO and any differences in designation be resolved. The resolution could be accomplished as part of future detailed studies of the impacts of the Plan's alternative land use concepts and roadway improvement recommendations as made within this section.

REGIONAL RECOMMENDATIONS

Generally, most regional issues are concerned with arterial roadways that provide for the mobility needs of the metropolitan area. Many of these arterials come under the jurisdiction of agencies such as MnDOT and individual counties. Modifications or upgrading of these roads usually involves the MPCA since the actions may require the preparation of an Environmental Assessment Worksheet (EAW). These regional issues affect St. Cloud in profound ways, yet the city will often be dependent upon other agencies to help them implement many of the measures that will be required.



LEGEND

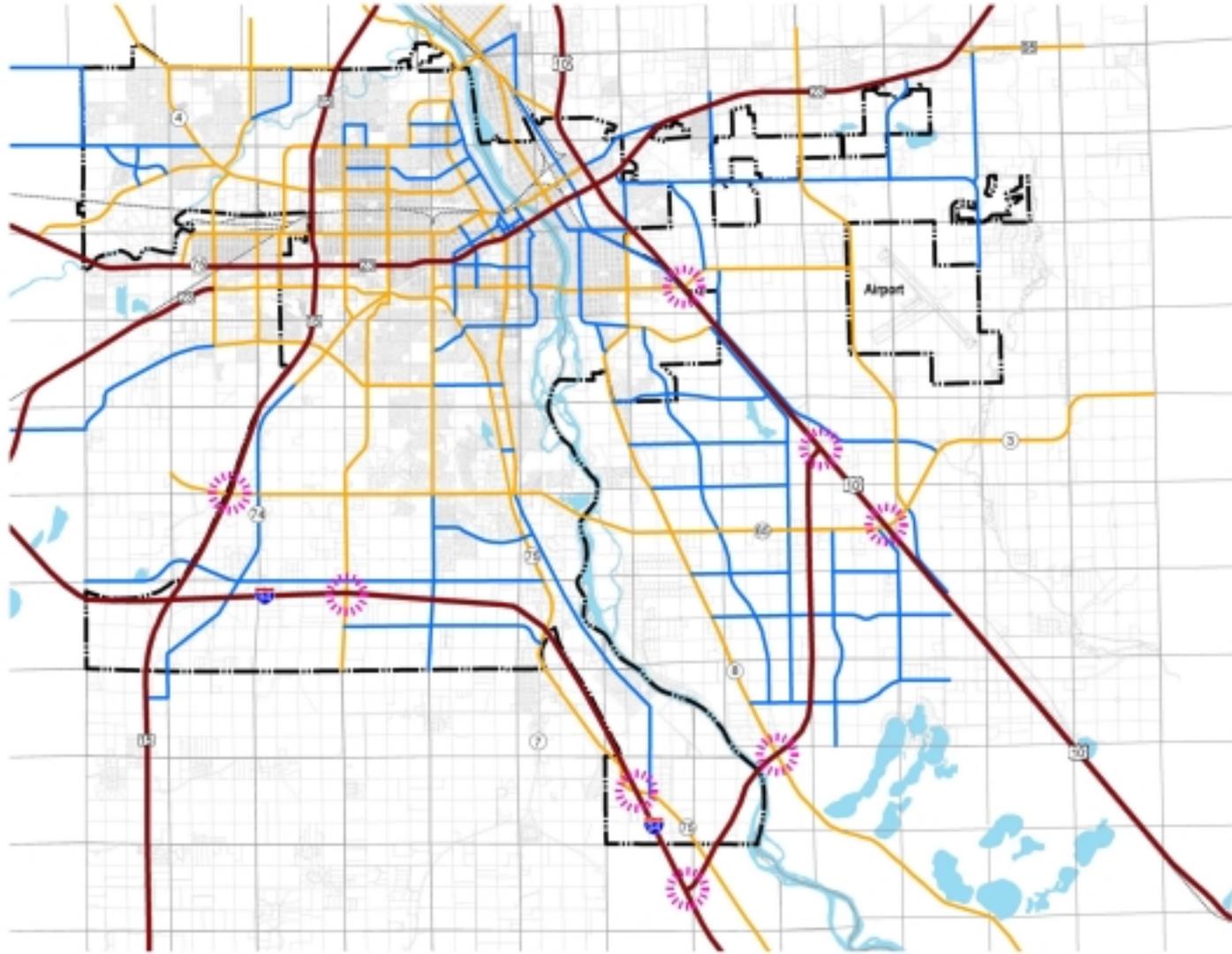
-  City Boundary
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Railroad
-  Open Water
-  Future Interchange

Transportation Plan
Option 1

(w/ I-94 to Hwy. 10 Alt. A Connection)

Figure 6-3a





LEGEND

- City Boundary
- Principal Arterial
- Minor Arterial
- Collector
- Railroad
- Open Water
- Future Interchange

Transportation Plan

Option 2

(w/ I-94 to Hwy. 10 Alt. A Connection)

Figure 6-3b





Above: Trunk Highway 10 will be upgraded in coming years with several interchanges.

Below: Highway 23 through downtown is a vital link in the regional transportation system.



- Trunk Highway 23 Corridor - Continue the ongoing *Trunk Highway 23 Interregional Corridor (IRC) Study*. Implement IRC Study recommendations aimed at emphasizing this corridor's mobility and access management objectives. The IRC Study will include an analysis of intersection spacing between Trunk Highway 10 and Trunk Highway 15, including the proposed Lake George Interchange. Implement the IRC Study recommendations in this area.

It is anticipated that the IRC Study will recommend that portions of this corridor be widened in the future. If that is the case, the city should enact appropriate land use and building standards in the proposed expansion areas to minimize the cost and disruption of future right-of-way acquisition.

- US-10 Corridor - Actively participate in the ongoing *Trunk Highway 10 Interregional Corridor (IRC) Study*. Implement IRC Study recommendations aimed at emphasizing this corridor's mobility and access management objectives.

The IRC study will include an analysis of the interchange at Highways 10 and 23 and of the intersection at Trunk Highway 10 and E. St. Germain Street. Implement IRC Study recommendations directed at resolving long-term capacity, safety and access issues at these locations.

It is anticipated that the IRC Study will recommend that portions of this corridor be expanded and/or relocated in the future. The primary goal of the study is to find a way to change Trunk Highway 10 through St. Cloud from an expressway to a freeway. If that is the case, the city should enact appropriate land use and building standards in the proposed expansion areas to minimize the cost and disruption of future right-of-way acquisition.

- 33rd Street South Corridor - Strongly support the long-term implementation of a new Mississippi River bridge crossing within this corridor.

Study and identify a preferred roadway alignment between the Mississippi River and Trunk Highway 10. Determine how best to connect to Trunk Highway 10 and take the appropriate action to preserve right-of-way. Potential connections between the new bridge and Trunk Highway 10 can be seen in the Haven Township Growth Area Master Plan within the Land Use and Growth chapter. Figures 7-6a and 7-6b within the Land Use and Growth Chapter reflect two of the corridors being studied.

Implement the recommendations of the Southwest Arterial Study including construction of an interchange at Trunk Highway 15. Acquire and/or preserve right-of-way for the future widening of 33rd Street South.

- I-94 to Trunk Highway 10 Connection - MnDOT has been studying several alternatives to locate a new, high capacity roadway and Mississippi River bridge to connect I-94 and Trunk Highway 10. Among the alignments MnDOT is studying, the St. Cloud Area Joint Planning District Plan identifies "Alternate A" as

the preferred alignment. However, alternative alignments may be appropriate. (See discussion under Proposed I-94 to Trunk Highway 10 Connection within the Land Use and Growth Chapter.) The city should continue to work with MnDOT and other affected jurisdictions to Study and identify a preferred roadway alignment.

Because the location of this crossing greatly impacts the city's future land use and development pattern, Land Use Plan identifies alternative land use scenarios based on whether or not "Alternative A" is selected. The two concepts are shown in Figure 7-4, Land Use Plan and in Figures 7-6a and 7-6b, *Haven Township Growth Area Master Plan (Concepts 1 and 2, respectively)*.

- Northstar Corridor Study - Continue to support the regional effort to complete the Northstar Passenger Rail System as a transportation alternative for the St. Cloud region and the Trunk Highway 10 corridor. Study transit oriented development (TOD) opportunities in the vicinity of the rail station. Work with the Metropolitan Transit Commission (MTC) to provide shuttle bus service between the rail station, the SCSU campus and the MTC transfer station in downtown St. Cloud. If warranted, assist the MTC in the location and development of a park-and-ride lot near the rail station site.
- West Metro Corridor Study - Continue to work cooperatively with adjacent jurisdictions to identify regional transportation options to increase mobility on the west side of St. Cloud. Implement identified corridor improvements to reduce traffic congestion and delay along County Road 4 (Veterans Drive).

CITY-SPECIFIC RECOMMENDATIONS

Citywide issues generally are concerned with land use and roadway compatibility issues. Most of the streets are under the jurisdiction of the city and most are collector and local type streets with a few minor arterials. Specific citywide issues areas that were identified included:

- 10th Street South Corridor/Michigan Avenue - This corridor is a minor arterial corridor, and the proposed connection to Trunk Highway 10 and Del-Tone Road (County Road 7) will be examined under the ongoing *Trunk Highway 10 IRC Study*. Implement the connection plan recommended by the IRC Study. Pursue actions aimed at emphasizing the corridor's mobility objectives.
- Northstar Station/Lincoln Avenue - Examine the feasibility of a new, controlled intersection at Lincoln Avenue and US-10 in relation to the proposed Northstar Station and creating an access to Del-Tone Road (County Road 7) and the Airport.
- Cooper Avenue - The upgrading needs for Cooper Avenue and a north/south corridor should be evaluated in conjunction with the reconstruction of Cooper Avenue and the removal of the railroad tressel over Trunk Highway 23. Support the extension of Cooper Avenue across Trunk Highway 23 connecting to 3rd Street North. The Trunk Highway 23 Corridor

Study is recommending that Trunk Highway 23 be brought to grade at this location with a signalized intersection at Cooper Avenue and Trunk Highway 23. It is recommended that the signalized intersection at 19 ½ Avenue be removed.

- 3rd/2nd Street North Corridor - Support the downtown diagonal concept connection.
- Burlington Northern Right-of-way (near 5th Street North) - The need for improvements in this corridor is long term, possibly beyond the 20-year timeframe of the Comprehensive Plan. It is recommended that ROW be examined for feasibility as part of the long range planning efforts for a north/south road corridor and potential redevelopment. It is also recommended that the area be studied for pedestrian/bicycle path with connection to the Lake Wobegon Trail in St. Joseph.
- 9th Avenue Corridor - Implement the reconstruction of 9th Avenue North from 8th Street North to the city of Sauk Rapids. Strongly support the construction of a new Mississippi River bridge crossing between the city of St. Cloud and the city of Sauk Rapids that improves the safety and capacity of the existing structure.
- Lake George Interchange - The need and feasibility for this proposed interchange will be examined under the *Trunk Highway 23 IRC Study*. The findings and recommendations of that study that pertain to this interchange should be implemented.
- 24th Street South - Continue to support the efforts of the St. Cloud APO in examining a corridor connection between CSAH 74 and CSAH 75 along the proposed 24th Street South alignment.
- 40th Street South Connection - Support the construction of 40th Street South from Cooper Avenue to CSAH 75 to increase east-west mobility and spacing continuity with 33rd Street South.
- 44th Avenue North Connection to Waite Avenue - Support the connection to create a minor arterial from County Road 4 to Waite Avenue in Waite Park. This road is anticipated to help reduce congestion around Crossroads Center.
- 16th Street South - Connect 16th Street South to CSAH 75 (Roosevelt Road) at Traverse Road. Reconstruct 16th Street South between Clearwater Road and Roosevelt Road including provision for drainage and pedestrian and bicycle thoroughfare. Design 16th Street South as a collector facility.
- Clearwater Road/Heatherwood Road/8th Avenue South Corridor - The need for a future north-south minor arterial roadway corridor between the Mississippi River and I-94 was identified under the I-94 Business Park Interchange planning process. This corridor would connect Clearwater Road/Heatherwood Road to 8th Avenue South in the I-94 Business Park. The specific alignment of this corridor should be determined and necessary right-of-way should be preserved or acquired.
- Street Connections Between Neighborhoods - Connections should be provided to facilitate movement between neighborhoods, maximize multiple points of access for emergency service providers, and to provide efficient access and service

routes for other service providers and neighborhood destinations (e.g. school bus and postal carrier routes, parks). Care should be given in designing street connections to avoid the creation of “short-cut” routes that should be provided for on collector and arterial routes.

- Street Construction Standards - Support standards should reflect a commitment to multi-modal transportation amenities and to buffering traffic impacts to adjacent land uses with landscape and other appropriate amenities.
- Skywalk System - Study the enhancement of the existing skyway system to ensure pedestrian safe alternatives to travel within the downtown area. Specifically study the impacts and opportunities to the skywalk system as it relates to the future use of the Convention Center and other destination points within the downtown.
- Traffic Calming in Residential Areas - Study traffic impacts on higher volume residential streets, such as Riverside Drive, and implement appropriate traffic calming measures where appropriate.

DETAILED PLANNING AREA RECOMMENDATIONS

- Downtown Area - Implement the recommendations and work items identified in the St. Cloud Downtown Master Plan.
- University Area - Continue to work with SCSU and local residents to implement the joint street and campus circulations plan. Monitor SCSU development and redevelopment for opportunities to improve north-south circulation. Continue to support the use of transit to reduce vehicular impacts within the campus vicinity.
- Fernwood Area - Support the completion of the 24th Street South Corridor. Study the feasibility of providing access between the corridor and Trunk Highway 15 at County Road 137. Examine the benefits of relocating the east-west connection to Clearwater Road from 22nd Street South to 24th Street South.

TRANSIT

- Support the recommendations of the St. Cloud MTC Transit Long Range Plan as outlined in the 2000 St. Cloud MTC Transit Plan. Operating and capital improvements included in the MTC Long Range Plan are:

Operations Improvements

- 1) Expansion of full service transit operation in St. Joseph in 2006;
- 2) Development of an I-94 Corridor commuter bus service by 2006; and
- 3) Implementation of service to the city of St. Augusta by 2008 based on the current population and employment growth projections.
- 4) Encourage the development of a full service transit operation to interface with the potential Northstar Rail Station site.

Capital Improvements

- 1) Development of a Sauk Rapids Transit Hub by 2006;
 - 2) Development of a Crossroads Center Intermodal Facility consisting of a bus terminal;
 - 3) Development of a south end (St. Cloud) transit station to expand transit services to the former St. Cloud Township and city of St. Augusta;
 - 4) Expansion of the MTC's Operations Center Maintenance Facility by 2008; and
 - 5) Continue to develop Intelligent Transportation System (ITS) deployment strategies to improve transit service reliability, efficiency and effectiveness.
- Work with the MTC to continue to implement transit services aimed at specific market niches.
 - The potential re-signalization and reconstruction of 4th and 5th Avenue intersections at Trunk Highway 23 should strive to minimize the operational impacts to the St. Cloud MTC Downtown Transit Center and other businesses in the Downtown area. Further study of this area will be detailed as part of the Downtown Master Plan.
 - Encourage the evaluation of the proposed downtown "trolley" shuttle and integrate the circulation and facility needs for this service within the Downtown Master Plan.
 - There should be continued and expanded coordination with the MTC to obtain their input regarding access to major developments or coordination with street designs that serve transit routes. Input could be helpful in the areas of geometric needs for turning buses, special pavement design needs, stop-pullout areas and the signage of stop locations. The city should consider modifications to the planning and zoning review process that provides the opportunity for MTC review and comment.
 - Support efforts to establish Travel Demand Management (TDM) Strategies such as carpooling and staggered work hours throughout the St. Cloud area.

ST. CLOUD REGIONAL AIRPORT

Since 1969, the Saint Cloud Regional Airport has provided a direct link to the nation's air transportation system. Many area businesses, aviation enthusiasts, and students have benefited from the airport and the economic development the facility has and will continue to foster. The city should implement the following recommendations:

- Implement the recommendations developed from the St. Cloud Regional Airport Master Plan and Airport Layout Plan.
- Support the land use plans and recommendations of the Airport Area Master Plan and the Minden Township Orderly Annexation Area Master Plan. The Airport Area Master Plan and the Minden Township Orderly Annexation Area Master Plan are components of the St. Cloud Comprehensive Plan and incorporate land use and transportation planning around the St. Cloud Regional Airport.

BIKEWAYS & WALKWAYS

For safety and operational reasons, the provision of exclusive facilities for both pedestrians and bicycles should be supported. To be utilized, the sidewalks and trails must be part of a logical system that connect to major activity centers such as schools, parks (local and regional) and commercial areas. Bikeways and walkways need to be incorporated into the design of new developments since they are very difficult to construct after the development has occurred. The following recommendations should enhance the existing bikeway and walkway system:

- Support efforts aimed at continued development of these systems to close gaps and orienting them to connect to major activity centers.
- Support the city's Capital Improvements Program aimed at eliminating the gaps in the bikeway and sidewalk system along minor arterials.
- Pursue dedicated trail ways in off-street locations. Encourage recreational trails such as the Beaver Island Trail and the Downtown River system.
- Examine the jurisdictional design and funding constraints as they affect the extension of bikeways and walkways. Investigate measures to coordinate the state and federal requirements to the city's system improvements objectives.
- The city should continue to coordinate with the MTC to investigate and implement services such as the "Bike-n-Ride" program. The Bikeway Plan should be refined to identify the best locations for transit/bike facilities.
- Support the expansion of the Beaver Island Trail to Hester Park to the north and to Warner Lake to the south.
- Support regional connections of inter-city trails with regional trails systems as it relates to the Central Minnesota Parks and Trails Plan. Pursue the extension of the Scenic River Trail from 10th Street South to 25th Avenue North along the railroad corridor and eventually continuing along the rail corridor connecting with the Lake Wobegon Trail in St. Joseph.
- Recommend and support Stearns County in the construction of Warner Lake Park and the connection to the Beaver Island Trail.
- Support the recommendations of the 33rd Street South Corridor Study to create a separated pedestrian trail along 33rd Street South connecting the following city, county and regional parks and trails: Neenah Creek Park, Quarry Park, Beaver Island Trail and the Lake Wobegon Trail.

Additional discussion and goals for trail facilities is included in the Parks, Recreation and Open Space chapter.