



MINUTES

33rd Street South Corridor Project
Technical Committee Meeting #1
St Cloud Area Planning Organization
1:30 PM – 2:30 PM on May 7, 2007

Attendees:

Jodi Teich – Stearns County
Scott Mareck – St Cloud APO
Kirby Becker – St Cloud APO
Dave Then – ST Cloud APO
Brian Johnson – Bonestroo
Bryant Ficek – Bonestroo
Sonja Piper - Bonestroo

Minutes recorded by: Brian C. Johnson - Bonestroo

Note: Minutes are in *Italics*

Action Items and Special Notes are in ***Bold Type Italics***

The meeting was started at 1:35 PM.

1. **Background Information:** As part of the data collection phase of the project, the APO supplied Bonestroo with existing (base year 2000)/forecasted traffic (base year 2030) daily volumes turning counts for the 33rd Street South Corridor project. This particular area in St Cloud is experiencing rapid residential growth and it is likely that commercial businesses will emerge in the area as well. In light of this, certain traffic assumptions need to be made given the lack of existing physical data, and the fact that future traffic operations will change significantly as other connections to the regional transportation system are made. Bonestroo felt it was important to review, discuss and document the traffic assumptions that will be used with the APO and Stearns County for reasonableness of projected p.m. peak hour turning movement counts as the project moves forward into actual intersection analysis and preliminary geometric designs.
2. *No Agenda was distributed, but rather a packet of traffic information for review and discussion, including the existing/projected p.m. peak hour turning counts and a summary of assumptions.*

3. *Bryant reviewed the information packet with the group. Bryant noted that there was an automatic traffic recorder located on 3rd Street North and asked if this roadway had enough similar traffic characteristics to be used as a comparison in terms of peak hour and directional distribution. The group agreed that while there was some merit to this, it probably was not totally representative of 33rd Street South and should not be used.*
4. *Scott noted that the traffic models used by the APO are simply for planning purposes and are mainly used to determine the number of lanes needed for a given transportation facility. The forecasted traffic numbers are not to be taken literally.*
5. *In general the group decided that it would be wise to approach the traffic numbers that we use moving forward with caution, and to not make any bold assumptions. Instead, we should analyze the forecasted land use, travel demands, and future connections to the regional transportation system. It will be important to summarize the assumptions made and note disclaimers in our reports and findings moving forward.*
6. *It was agreed that truck volumes would increase along 33rd Street South as the beltway connections were made in the future.*
7. *The group agreed that given the nature of 33rd Street South, it was unlikely that it would become more than a 4-lane divided facility in the future.*
8. *There is no firm schedule for final design and construction at this time. The goal is to preserve R/W for the future planned expansions. There will most likely be a follow up traffic analysis needed for the final design project. **Note: It will be important for Bonestroo to document assumptions made in regards to traffic analysis and forecasting and site disclaimers accordingly.***
9. *The following list summarizes the traffic data assumptions that will be used moving forward with this project:*
 - a. *Follow APO's Financially Constrained Plan (2030) for future traffic demands*
 - b. *Minimum Peak Hour Volume ~ 5*
 - c. *Peak Hour ~ 10% of Daily Volume*

- d. *Percent of Heavy Trucks:* ~2% on CR 74, CR 136, and Cooper Ave
 ~4% on 33rd Street South
 ~8% on TH 15 and CR 75
- e. *Directional Distribution for 2000 ~ 60/40 split for north-south roadways, 60% of traffic traveling southbound during p.m. peak hour. Use 60/40 split for 2000 conditions for 33rd Street, 60% westbound traffic during the p.m. peak hour.*
- f. *Directional Distribution 2030 ~ 50/50 for both 33rd Street South and the north-south roadways.*
- g. *Preserve enough R/W at major intersections to allow for dual lefts and exclusive right turn lanes whether they are designed as part of the final design or retrofitted in the future. Consider sight triangles in R/W preservation.*

The meeting concluded at 2:40.