

APPENDIX A - ISSUES IDENTIFIED BY PUBLIC AGENCIES

APPENDIX A – ISSUES IDENTIFIED BY PUBLIC PROCESS

1.0 ISSUES FROM AGENCY CHARRETTE

A charrette was held with agency representatives (city and township engineers, city planners, etc.) within Sherburne County on November 13, 2017. Most of the communities within the county had at least one representative in attendance at the charrette. Following a presentation summarizing existing conditions as they pertain to the county's transportation system, agency representatives were asked to provide feedback regarding existing issues and priorities for improvements. Responses are summarized below by geographic area:

Elk River Area:

- Lack of north-south connection between CR 40 and TH 10
- Lack of north-south connection between CSAH 13 and TH 10
- Lack of east-west connection south of CSAH 12
- County system dead end along CSAH 12 east of TH 10
- Safety issues along CSAH 13
- Additional future traffic in the CSAH 13/CSAH 12 area
- Intersection study at CSAH 12/CR 40 intersection
- Intersection study at CSAH 13/CR 40 intersection
- Intersection study at CSAH 13/Line Avenue intersection
- Potential realignment/extension of Viking Boulevard to connect to CSAH 33
- Potential realignment of CSAH 33 to remove junction with Proctor Road
- Inconsistent county system between CSAH 30 and CR 30
- County system dead end at CR 30
- Intersection study at TH 10 and CSAH 1
- Congestion along TH 10 and TH 169 corridors
- Signal optimization on TH 169

Big Lake Area:

- Pedestrian safety concerns for crossings at TH 10 and TH 25
- Safety concerns regarding turns into development areas along TH 10 between CSAH 11 and TH 25
- Lack of trail connection along CR 75 from CSAH 5 to CSAH 10
- Lack of trail connection along CR 73 from CR 81 to 185th Avenue
- Lack of trail connection along TH 25
- County system dead end at CR 68; potential turnback of CR 68
- Area study north of TH 25 between CR 50 and CSAH 17
- CSAH 11 functions as a regional connection (between TH 10 and I-94), congestion issues
- Congestion and potential future interchange at intersection of TH 10 and CSAH 11

- Pavement condition issues (rutting) along CSAH 5 north of Glenwood Avenue
- Potential intersection improvement at CSAH 5 and Hiawatha Avenue
- Lack of north-south county connection between CSAH 4 and CR 73
- Lack of east-west county connection north of CR 35 between CSAH 5 and CR 32 (consider 209th Avenue)
- Lack of east-west county connection between CR 73 and CSAH 5 (consider Highline Drive)
- Potential turnback of CR 79
- Potential turnback of CR 51

Becker Area:

- New river crossing west of TH 25
- TH 10/TH 25/CSAH 8 intersection study and potential CSAH 8/TH 25 realignment
- Safety issues along TH 10 through Becker
- Potential turnback of CSAH 8 (following realignment)
- Potential turnback of CSAH 24 west of CSAH 23
- Development area south of TH 10: Sherco Power Plant, Northern Metals, and other industrial development
- Lack of connectivity along the south side of TH 10
- Lack of trail along CSAH 23 between TH 10 and CSAH 4
- Lack of east-west connection between CSAH 4 and TH 10

Clear Lake Area:

- Capacity issues on TH 24 (potential expansion to four lanes)
- County system dead ends at CSAH 20, CR 76, CR 58, and CR 55
- Potential turnback of CR 55
- Potential realignment of CR 76 to address curve west of 70th Avenue
- Lack of local road network northeast of City of Clear Lake, potential turnbacks of CR 53, CR 54, CR 55, and CR 56

St. Cloud Area:

- Potential turnback of CR 63
- Lack of pedestrian facilities along CR 63
- Potential realignment of CSAH 16 to remove “T” intersections with 45th Avenue
- Extension of rail transit between St. Cloud and Big Lake

Palmer Township Area:

- Safety concerns regarding curves and sight distance along CSAH 16 west of CR 53
- Lack of east-west connection between CR 48 and CR 61
- Potential realignment of CSAH 6 to eliminate “T” intersections with CSAH 16

Sherburne National Wildlife Refuge Area:

- Lack of east-west connectivity along CSAH 4, “T” intersections with CSAH 5
- Lack of east-west connectivity between CSAH 9 and CSAH 16
- Potential Realignment of CSAH 3 to eliminate “T” intersection with CSAH 22
- Potential turnbacks of CR 70, CR 85, and CR 86

Princeton Area:

- Safety concerns regarding TH 169 curve
- Intersection safety at CR 45 and CR 29
- Lack of north-south connection east of the airport
- Proposed roundabout along CR 45
- Park and pool lot improvements
- Role of CSAH 29 as frontage road along TH 169; potential turnback

Zimmerman Area:

- Offset intersections at Main Street and 3rd Street
- Potential expansion/reconstruction along CSAH 4
- Lack of trail connection to Grams Regional Park; constrained ROW along CSAH 4
- Lack of pedestrian facilities/crossings along CSAH 4 west of CR 45
- Lack of east-west county connection between CSAH 1 and CR 45 south of CR 87
- Potential turnback of CR 87
- Potential realignment of CR 32 to connect to CSAH 25 at junction with CSAH 1 (and eliminate “T” intersection)
- Potential realignment of CSAH 25 or CSAH 19 to eliminate “T” intersections at TH 169
- Potential turnback of CR 74
- Lack of north-south county connection between CSAH 19 and CR 121

Multiple Areas or Countywide Issues:

- Corridor aesthetics along TH 10
- Safety along TH 10 corridor, including bicycle and pedestrian crossings
- Lack of connectivity
- “Dead ends” on state aid system
- Number of “T” intersections
- Jurisdictional issues
- Intersection signalization
- Completion of the Great Northern Trail
- East-west trail throughout entire county (potentially along CR 65, CR 61, CSAH 9 corridors)
- Lack of trails to connect communities
- Impacts on agricultural operations and irrigation systems