CAMBRIDGE
Minnesota's Opportunity Community℠

300 Third Avenue Northeast
Cambridge, MN 55008
www.ci.cambridge.mn.us

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(763) 689-6801 FAX

Meeting Announcement and Agenda of the Cambridge Planning Commission
City Hall Council Chambers
Regular Meeting, Tuesday, July 2, 2019, 7:00 pm

Members of the audience are encouraged to follow the agenda. When addressing the Commission, please state your name and address for the official record.

AGENDA

1. Call to Order and Pledge of Allegiance
2. Approval of Agenda (p. 1)
3. Approval of Minutes
   A. June 4, 2019 Regular Meeting (p. 3)
4. Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each.
5. New Business
   A. **PUBLIC HEARING** – Cynthia Erikson easement vacation for a lot line adjustment (p. 11)
   B. Comprehensive Plan Review, Chapters 4 & 5 (p. 16)
6. Other Business/Miscellaneous
   A. City Council Update
   B. Parks, Trails, and Recreation Commission (PTRC) Update
7. Adjourn

Notice to the hearing impaired: Upon request to City staff, assisted hearing devices are available for public use.

Accommodations for wheelchair access, Braille, large print, etc. can be made by calling City Hall at 763-689-3211 at least three days prior to the meeting.

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Cambridge Planning Commission Meeting Minutes
Tuesday, June 4, 2019

A regular meeting of the Cambridge Planning Commission was held on Tuesday, June 4, 2019, at Cambridge City Hall Council Chambers, 300 3rd Avenue NE, Cambridge, Minnesota, 55008.

Members Present: Chair Julie Immel, Vice Chair Monte Dybvig, Member Aaron Berg, Member Robert Boese, Member Arianna Weiler and Council Appointee Marlys Palmer.

Members Absent: Member Marisa Harder-Chapman (Excused).

Staff Present: Community Development Director Marcia Westover.

Call to Order & Pledge of Allegiance
Immel called the meeting to order at 7:00 pm and led the Pledge of Allegiance.

Approval of the Agenda
Palmer moved, seconded by Boese, to approve the agenda as presented. Motion passed 6/0.

Approval of Minutes
Weiler moved, seconded by Palmer, to approve the May 7, 2019 minutes as presented. Motion passed 6/0.

Public Comment
Immel opened the public comment period at 7:02 pm and, without any comments, closed the public comment period at 7:03 pm.

New Business

PUBLIC HEARING – Ryan Nelson Variance for an Accessory Structure
505 E. Rum River Dr. N.

Westover stated Mr. Ryan Nelson recently purchased the property at 505 E. Rum River Dr. N. and has been working on plans to build an accessory structure. The property has over three (3) acres and is located on the Rum River.

Westover explained the requested location to build the accessory structure is on a flat garden area in the front yard. City code does not allow accessory structures in the front yard and requires them to be built on the side or rear yard. Westover pointed out the requested location is to build the accessory structure 15.7 feet from the front yard property line at the closest point. Because the property is pie-shaped and on a cul-de-sac, the other end of the garage is proposed to be 32.94 feet from the front property line.

Westover stated staff discussed the possibility of moving the structure back on the lot and conducted a site visit with the owner. Because of steep slopes down to the Rum River, moving the structure back is problematic. Meeting the City code regulations and having the structure on the side or rear yard would be extremely difficult and require large amounts of fill on a steep slope.

Westover stated staff then looked at the possibility of the accessory structure meeting at least a 30 foot setback from the front yard property line. A 30 foot front yard setback is required for all new dwellings. The existing dwelling on the property is set back approximately 100 feet from the front yard property line (it was built in 1979). A 30 foot setback is possible, however, the accessory structure will still be in the front yard, and the land drops about two-three feet and will require tree removal and fill.

Westover stated in addition to the front yard setback, a height variance is being requested. City code only allows a 10 foot high sidewall for accessory structures. The owner drafted the plans to match the existing dwelling's roof-line and character. A portion of the garage is intended to be 13 feet high and slope down to the remainder of the garage which is 8 feet high. This slope creates an angle to match the existing dwelling's roof line. Without the 13 foot high wall at the one end, the structure's character will diminish.

Westover explained the purpose of the Variance process is to review applications on a case by case basis to determine whether relief may be granted from unforeseen particular applications of the zoning code that create practical difficulties. In considering an application for a variance, the Planning Commission shall recommend the approval of the variance only upon the finding that the application complies with the standards set forth below.

Westover stated the Findings of Fact have been written to allow the variance request for a 15.7 foot front yard setback and to allow the 13 foot high sloped garage wall height. However, the Planning Commission can reverse this draft or make a new recommendation. The Findings of Fact can be rewritten if necessary upon new findings.

The Commissioners asked if the neighboring property owners had been notified and if there have been any complaints. Westover stated all adjacent property owners within 350 feet were notified and no complaints have been received.

Palmer asked Mr. Nelson if he had spoken with City staff about his plan to build and check on any zoning ordinances.

Mr. Nelson stated he came in and picked up the packet on accessory structures. However, upon reading the packet, although it indicated what the side allowances and allowances next to an existing building need to be, it did not state that an accessory structure could not be built in the front yard.

Palmer asked if the DNR would get involved with this project since it so close to the Rum River and said their height requirements state the structure must not be viewable from the river.

Westover stated if Mr. Nelson is required to move the proposed accessory structure back toward the river, grading and fill would be required and the DNR may get involved. Westover also stated Mr. Nelson's lot is heavily treed which will most likely block views of the structure from the river.

Berg stated the west side of garage wouldn't impact the next lot, the garage height doesn't exceed the height of the house and the house is not closer to the river.

Palmer suggested having a garage in front of the house may affect the integrity of the neighborhood and might impede the sale of future lots and cautioned that the City could be setting a precedent if a structure would be allowed to be built in front of the house.

Berg stated variances are reviewed on a case by case basis and that each property would have to be compared to the same seven criteria and according to each property's unique characteristics.

Immel stated if the accessory structure was required to be moved back further on the lot, more trees would have to be removed which may cause erosion and would require more fill, all having a bigger impact on the integrity of the lot.

Weiler suggested the accessory structure handout/packet be updated to specifically state accessory buildings are not allowed in the front yard and cannot be built in front of the home. Westover stated staff will add this verbiage to the handout.

Mr. Nelson stated having that statement in the accessory structure handout may have prompted him to ask some more questions before purchasing the home; however, he probably would have applied for a variance to build the accessory structure where it is currently being proposed anyway due to the nature of the lot and the location of the house.

Berg stated he was comfortable that the variance request meets the seven criteria and because the lot has many trees and there is not a lot of traffic in this area, he is for recommending this resolution be passed by the City Council.

Immel opened up public hearing at 7:22 pm. Hearing no comments, the public hearing was closed at 7:23 pm.

Berg moved, seconded by Dybvig, to recommend the City Council approve the Resolution as presented and allow the accessory structure to be built 15.7 feet from the front yard property line (at the closest point) and allow the sloped 13 foot high sidewall to match the character of the existing dwelling. This option does not require any fill and will be placed on an existing flat location on the property. Motion passed 6/0.

PUBLIC HEARING – North Metro Auto Sale Interim Use Permit (IUP)
140 1st Ave. W.

Westover reported Kevin and Briana Wudel (North Metro Auto Sales, LLC), 140 1st Ave. W., were approved for an Interim Use Permit (IUP) on June 19, 2017 for a two (2) year IUP to allow automobile sales and service, minor, in the B-1 Zoning District.

Westover explained Automobiles Sales and Auto Repair and Service, Minor, in the B-1 Downtown Business District may be allowed through an IUP. The purpose of the IUP is to allow a use that reasonably utilizes the property for a limited period of time or allow a use that is presently acceptable but with anticipated development or other changes will not be acceptable in the future. IUPs terminate upon a specific date, but can be extended upon reapplication before the Planning Commission and City Council.

Westover went on to explain the original request for the IUP was for five (5) years. The Planning Commission, on May 2, 2017, ultimately voted (4/3) to recommend the City Council deny the IUP request based on their opinion the use is not compatible and not a good fit for the future. After tabling the discussion, on June 19, 2017 the City Council approved (4/1) the IUP request; however, they only approved the request for two (2) years and one of the conditions was that the Wudels would need to find an alternative location for their business prior to the termination of the IUP.

Westover stated the concerns raised during the initial application related to parking and traffic issues. Since the original IUP was approved, staff has not received any complaints on this business. Mr. Wudel has also been compliant with his parking plan.

Immel asked if Mr. Wudel has been looking for an alternative location as stated when the 2017 IUP was approved. Westover stated she has not had a direct discussion with the owners regarding their intention to move or to search for an alternative location.

The Commissioners expressed concern with the absence of the applicants at the Planning Commission meeting. The Commissioners also asked about continually extending the IUP and discussed approving for 1, 2 or 3 years. Westover stated each IUP has an end date but the applicant can return to the Planning Commission and City Council to request issuance of a new IUP. If the use is no longer acceptable, the Planning Commission and City Council can deny the request for the IUP.

Immel asked whether the upcoming widening of Highway 95 will impact this IUP. Westover stated Highway 95 is expanding on the south side and not on the north side where North Metro Auto Sales is located.

Boese asked when the Highway 95 project be finished. Westover stated the last she heard was that 2023 is the project's proposed completion year.

Immel explained the downtown revitalization goals revolve more around the type of ambiance the City is looking for businesses located in the downtown corridor. Dybvig stated the trend of auto dealerships is to be located on the edge of the town rather than downtown.

Weiler asked whether North Metro Auto Sales would need to do any further research on moving to an alternative location if the business will not be affected by the Highway 95 expansion project. Berg pointed out that this is not a compliance issue.

Dybvig added from the City's perspective, there is no compelling interest right now to end the IUP.

Westover reminded the Commission that the idea of rewriting the city ordinance to limit the number of auto dealerships and zoning districts got a thumbs down from the Planning Commission recently.

Palmer stated since the Highway 95 project is not going to be done until 2023, the Commission could easily approve this IUP for two or three years.

Immel opened the public hearing at 7:39 pm. Hearing no comments, Immel closed the public hearing at 7:40 pm.

Immel stated she is comfortable with the three year timeframe as that would give the Commission time to revisit the progress of the Highway 95 project and, in the meantime, the auto dealership could continue to bring traffic in to spend money in downtown Cambridge.

Immel moved, seconded by Palmer, to recommend the City Council approve the Interim Use Permit (IUP) to allow automobile sales in the B-1 zoning district at the location listed above, upon satisfying the stated conditions. Motion passed 6/0.

Palmer asked Staff to contact the Wudels and request they attend the upcoming June 17th City Council meeting.

PUBLIC HEARING – Valder's Vehicles Interim Use Permit (IUP)
309 1st Ave. E.

Westover reported Jordan Valder (Valder's Vehicles) was originally approved for an Interim Use Permit (IUP) on August 18, 2014 for a three (3) year IUP to allow automobile sales and service, minor, in the B-1 Zoning District. Mr. Valder was approved of the initial request and an extension of his IUP for an additional two years on July 17, 2017.

Westover stated Automobiles Sales and Auto Repair and Service, Minor, in the B-1 Downtown Business District may be allowed through an IUP. The purpose of the IUP is to allow a use that reasonably utilizes the property for a limited period of time or allow a use that is presently acceptable but with anticipated development or other changes will not be acceptable in the future. Westover stated IUPs terminate upon a specific date, but can be extended upon reapplication before the Planning Commission and City Council.

Westover explained the concerns raised during the initial application in 2014 and the renewal application in 2017 were related to the resurfacing of the parking lot and contamination remediation efforts. Minnesota Pollution Control Agency (MPCA) has determined the investigation and cleanup

have adequately been addressed. If approved, the issue of resurfacing should be continued since the expansion of Highway 95 has not been completed.

Mr. Valder stated he recently became the property owner. Mr. Valder stated he patched the parking lot last fall and put crushed asphalt as a temporary improvement due to the fact that this area will be torn up for the Highway 95 expansion project. The building itself will be moved back and a new parking lot will be installed which will need to conform to the standards required. Mr. Valder stated he does have permission from Burlington Northern Railroad to pave the 100 feet they currently lease.

Immel opened the public hearing at 7:50 pm. Hearing no comments, Immel closed the public hearing at 7:51 pm.

The Commission discussed changing the IUP from a 2 year to a 3 year IUP.

Dybvig moved, seconded by Boese, to recommend the City Council approve the Interim Use Permit (IUP) to allow automobile sales in the B-1 zoning district at the location listed above, upon satisfying the stated conditions, including a change to discontinue the IUP in three (3) years instead of two (2) years from the date of approval. Motion passed 6/0.

PUBLIC HEARING - Mobile Food Vendors

Westover stated with the increasing interest in Mobile Food Vendors placing vehicles and stands on privately owned property, staff has had to review the existing ordinance that allows mobile food carts.

Westover stated staff researched several other communities and also discussed this topic with the Minnesota Department of Health, Food, Pools, and Lodging Services (FPLS) Department.

Westover asked the Commission to review and discuss the draft Ordinance 695, which will regulate mobile food vendors. Westover handed out an updated/amended version (with Regulatory Authority definition) of the Ordinance for the Commission to review.

The Commissioners discussed many different aspects of this ordinance including the regulatory authority being the State of Minnesota Department of Health, background checks are required, written permission from property owner to park, daily, monthly and seasonal permits, temporary sign permit requirements, self-contained power requirement, aesthetics, noise restrictions, preventing hazards, safety concerns with long lines of people in parking lots, number of parking spaces required, seasonal food stands, how solicitors and peddlers differ from food trucks, current restaurants adding food trucks near their own business, and television screens, vehicle decals and signs containing menus.

Westover explained food trucks cannot occupy any of the required parking spaces a business needs to provide so there needs to be adequate parking at the location.

Commissioners discussed adding the words "on their property" on Exemption Item G after the words "to run their vehicle/stand".

Immel opened the public hearing at 8:30 pm. Hearing no comments, Immel closed the public hearing at 8:31 pm.

Dybvig moved, seconded by Boese, to recommend the City Council adopt Ordinance No. 695 (as amended with the Regulatory Authority definition), Mobile Food Vendors, with changes to Item G to add the language "on their own property" at the end of the sentence. Commissioners also requested staff clarify whether temporary signs would take away from the property owner's temporary sign allotment. Motion passed 6/0.

Other Business/Miscellaneous

City Council Update

Palmer updated the Commission on the last City Council meeting.

Palmer stated the Local Options Sale Tax was approved by the legislature.

Palmer stated we have a new miniature golf course coming into Cambridge named K&A.

Palmer stated the City is looking into an East Central Arts Council grant for the downtown area for possible metal sculptures and street or sidewalk art. The City Council made is clear that no taxpayers' money will be spent on these items.

Parks Commission Update

Westover stated the last Parks, Trails, and Recreation Commission was cancelled due to no quorum. However, the Local Options Sales Tax items for the Parks include the connection of the Cambridge-Isanti Bike/Walk Trail which is located along a Township road that is currently gravel and Sandquist Park improvements including completing baseball/softball fields, football fields and multipurpose fields.

Adjournment

Being no further business before the Cambridge Planning Commission, Dybvig moved, seconded by Palmer, to adjourn the regular meeting at 8:43 pm. Motion passed 6/0.

_____

Julie Immel
Cambridge Planning Commission Chair

ATTEST:

Marcia Westover, Community Development Director

PUBLIC HEARING...EASEMENT VACATION... CYNTHIA ERIKSON...855 ELINS LAKE ROAD SE.

Applicant
A request by Cynthia Erikson, 855 Elin's Lake Road SE., to vacate a drainage and utility easement.

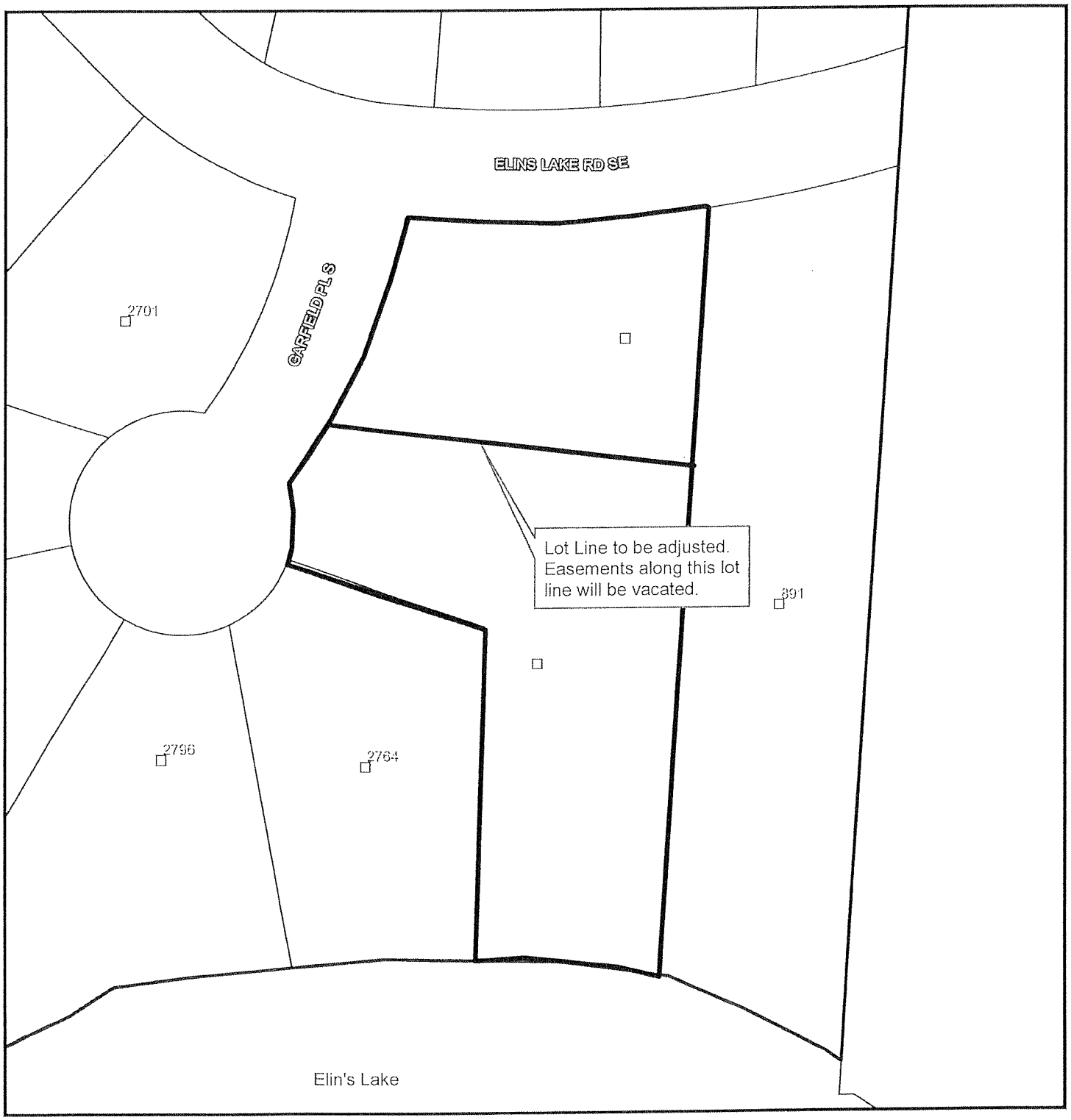
Review
Cynthia Erikson currently owns two adjacent parcels, 855 Elin's Lake Road SE and 2732 Garfield Place S. Ms. Erikson built a house at 855 Elin's Lake Road SE and the property on Garfield Place S. is vacant. Ms. Erikson is selling the vacant Garfield Place S. property, but would like to adjust the lot line between the two parcels before she sells.

The lot line is proposed to be adjusted slightly to accommodate a larger back yard for the 855 Elin's Lake Road SE property. When this property line is moved, the existing drainage and utility easements are no longer necessary and need to be vacated. New drainage and utility easements will be reinstated/conveyed with the new lot line as shown on the Lot Line Adjustment sheet prepared by LHB Surveying. Drainage and utility easements along property lines are required standards for all parcels within the city.

The Lot Line Adjustment prepared by LHB Surveying will be reviewed administratively by city staff and then recorded at the Isanti County Recorder's office. The Planning Commission must hold a public hearing for any easement vacation no longer necessary as part of a lot line adjustment.

Planning Commission Action
PUBLIC HEARING
Motion on the attached draft resolution as may be amended by the Commission, recommending approval of the vacation of the drainage and utility easements as stated on the resolution.

Attachments
1. Location Map
2. Lot Line Adjustment survey prepared by LHB Surveying
3. Draft Resolution



[redacted]

300 Third Ave NE, Cambridge, MN 55008 ~ 763-689-3211
www.ci.cambridge.mn.us

Easement vacation for a
Lot Line Adjustment requested
by Cynthia Erickson, 855 Elin's
Lake Road SE.

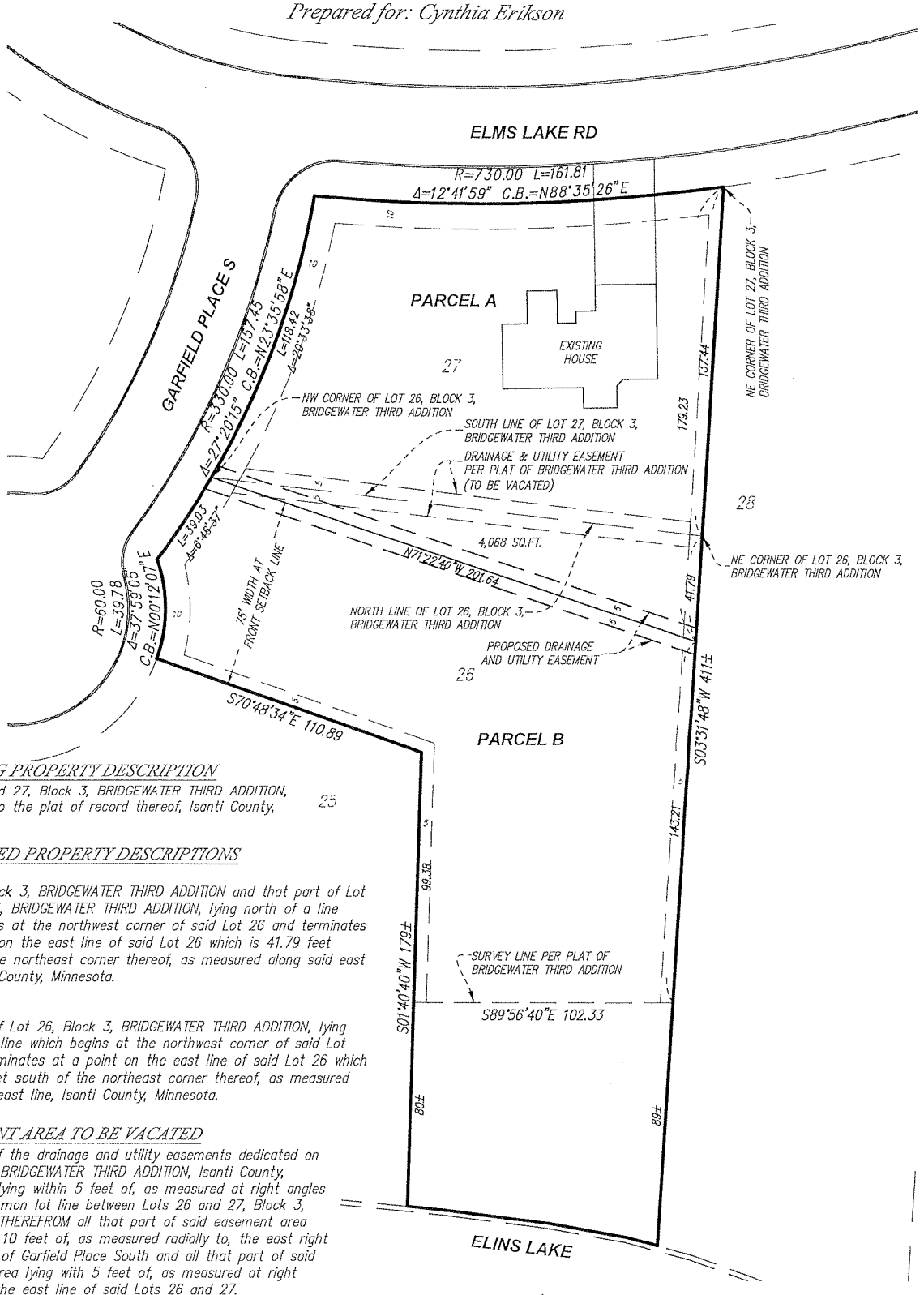
N

Feet
0 30 60 120

clevitski

Lot Line Adjustment

Prepared for: Cynthia Erikson



EXISTING PROPERTY DESCRIPTION

Lots 26 and 27, Block 3, BRIDGEWATER THIRD ADDITION, according to the plat of record thereof, Isanti County, Minnesota.

PROPOSED PROPERTY DESCRIPTIONS

Parcel A:

Lot 27, Block 3, BRIDGEWATER THIRD ADDITION and that part of Lot 26, Block 3, BRIDGEWATER THIRD ADDITION, lying north of a line which begins at the northwest corner of said Lot 26 and terminates at a point on the east line of said Lot 26 which is 41.79 feet south of the northeast corner thereof, as measured along said east line, Isanti County, Minnesota.

Parcel B:

That part of Lot 26, Block 3, BRIDGEWATER THIRD ADDITION, lying south of a line which begins at the northwest corner of said Lot 26 and terminates at a point on the east line of said Lot 26 which is 41.79 feet south of the northeast corner thereof, as measured along said east line, Isanti County, Minnesota.

EASEMENT AREA TO BE VACATED

That part of the drainage and utility easements dedicated on the plat of BRIDGEWATER THIRD ADDITION, Isanti County, Minnesota, lying within 5 feet of, as measured at right angles to, the common lot line between Lots 26 and 27, Block 3, EXCEPTING THEREFROM all that part of said easement area lying within 10 feet of, as measured radially to, the east right of way line of Garfield Place South and all that part of said easement area lying with 5 feet of, as measured at right angles to, the east line of said Lots 26 and 27.

EASEMENT AREA TO BE CONVEYED

That part of Lot 26, Block 3, BRIDGEWATER THIRD ADDITION, lying 5 feet on each side, as measured at right angles to, a line which begins at the northwest corner of said Lot 26 and terminates at a point on the east line of said Lot 26 which is 41.79 feet south of the northeast corner thereof, as measured along said east line, Isanti County, Minnesota.

CERTIFICATION

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

KYLE A. RODDY, MN LIC. NO. 42627 DATED: 6/14/19

0 20 40 80

(SCALE IN FEET)

P13

LHB
PERFORMANCE DRIVEN DESIGN.
LHBcorp.com
324 Garfield St S | Cambridge, MN 55008 | 763.689.4042

RESOLUTION NO. R19-XXX

RESOLUTION APPROVING THE VACATION OF
DRAINAGE AND UTILITY EASEMENTS
(855 Elin's Lake Road SE.)

WHEREAS, the City Council of the City of Cambridge, Minnesota, have determined that the herein described public drainage and utility easements is the proper subject for vacation; and

WHEREAS, a public hearing was duly held by the Planning Commission on July 2, 2019, and at said public hearing, the Commission considered such public drainage and utility easement vacation and heard all parties interested therein; and

WHEREAS, the City Council held a meeting to review and consider the public drainage and utility easement vacation on July 15, 2019, and the City Council concurs in this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CAMBRIDGE, ISANTI COUNTY, MINNESOTA:

1. That the City Council hereby finds that it is in the best interest of the public that the public drainage and utility easements hereinafter described be vacated.

2. That from and after the date hereof, the following described public drainage and utility easements shall be and hereby are vacated, to wit:

That part of the drainage and utility easements dedicated on the plat of BRIDGEWATER THIRD ADDITION, Isanti County, Minnesota, lying within 5 feet of, as measured at right angles to, the common lot line between Lots 26 and 27, Block 3, EXCEPTING THEREFROM all that part of said easement area lying within 10 feet of, as measured radially to, the east right of way line of Garfield Place South and all that part of said easement area lying with 5 feet of, as measured at right angles to, the east line of said Lots 26 and 27.

3. That the City Administrator is hereby directed to file a Notice in writing of the completion of these vacation proceedings, together with a certified copy of this Resolution, with the County Recorder in and for Isanti County, Minnesota.

4. That the City of Cambridge has no right, title or interest in and to said drainage and utility easement herein vacated.

5. That any easements conveyed after the dedication of this drainage and utility easement being vacated as described above on said property shall remain in full force and effect.

Adopted by the City Council of Cambridge, Isanti County, Minnesota, this 15th day of July, 2019.

_____
Jim Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator

Item #5B

CHAPTER 4
TRANSPORTATION

INTRODUCTION

Since 2001, Cambridge has grown considerably, economic conditions have changed, and, in many instances, travel patterns have shifted. In that respect, the development of the transportation chapter provides Cambridge with an opportunity to establish a new vision for the community and the future framework of the transportation system. Transportation facilities both link and, in some cases, separate land uses within communities and throughout a county or region. Therefore, the Transportation Plan is an integrated component of the Cambridge Comprehensive Plan because it assesses all components of the transportation system. This chapter encompasses the location, limits, function, and capacity of all transportation facilities in and surrounding the community.

PURPOSE AND CONTENT OF THE TRANSPORTATION PLAN

The purpose of the Cambridge Transportation Plan is to provide the policy and program guidance needed to make appropriate transportation related decisions when land use changes occur, when elements of the transportation system need to be upgraded, or when transportation problems occur. This Transportation Plan defines how Cambridge will provide for an integrated transportation system that will serve existing and future needs of residents, businesses, visitors, and how the City's system of roadways will complement the portion of the Isanti County roadway system and state highway system that lie within and surrounding the City of Cambridge. To provide for safe transportation facilities that offer adequate capacity (existing and future) with a high level of mobility, a transportation improvement plan that corresponds to Cambridge's overall comprehensive plan must be adopted, implemented, routinely utilized, and regularly maintained.

TRANSPORTATION VISION

The intent of this vison statement is to pronounce a desired outcome in general terms. The transportation vision was developed by considering key findings related to the transportation system and integrating public input generated as part of the community outreach associated with the Comprehensive Plan Update.

"The transportation network in the City of Cambridge will facilitate the efficient movement of citizens, visitors, and commerce within and through the city on a safe, well maintained, convenient, coordinated, sustainable, and fiscally responsible network of routes using a balanced multi-modal transportation system".

GUIDING TRANSPORTATION PRINCIPLES

The City's transportation guiding principles will serve as an overall framework for this transportation chapter. These principles reflect the expressed needs and desires of the citizens and businesses of Cambridge. The guiding principles will influence the direction of future transportation improvements throughout the community. These principles will also be used as a tool for guiding infrastructure improvements and furthering the transportation vision for Cambridge. The following principles reflect the community's desire to provide a safe, convenient, multi-modal, and environmentally-responsible transportation infrastructure for Cambridge and the surrounding area:

- To develop a system of streets that is consistent with efficient transportation patterns throughout the community, which provides safe and timely travel for residents, visitors, commuters, and commercial users by creating a network of routes that separate traffic according to length of trip, speed, land accessibility, and development plans.
- Local street patterns should minimize circuitous travel because it increases trip length, time, fuel consumption, and emissions. Local street design should permit flexibility in community design, sufficient parking, and allow streets that are compatible with all design objectives of a neighborhood.
- Encouraged and facilitate opportunities to allow walking and biking throughout the community.
- Enhance transit services as the community and needs grow to a scale that can support additional transits services and facilities.
- Opportunities to expand additional modes of transportation (i.e. air travel and railroad corridors) should be preserved and expanded in a safe and efficient manner.
- The City shall ensure local and regional transportation plans are regularly updated to effectively guide planning and attract future development.

EXISTING ROADWAY JURISDICTIONAL CLASSIFICATION SYSTEM

Jurisdiction over the system of roadways in Cambridge is shared among three levels of government (state, county, and city). Roadway jurisdiction is important because it affects a number of critical organizational functions and obligations including regulatory, maintenance, construction, and financial obligations of each governmental unit. Jurisdictional classification isintended to maintain a balance of responsibility among state, county, and municipal agencies. Figure 4-1 depicts the existing jurisdictional classification forall roadways within and immediately surrounding the City of Cambridge. The system includes the trunk highway system, managed by the Minnesota Department of Transportation (MnDOT), the County State Aid Highway (CSAH) and County Road system, managed by Isanti County, and the City's Municipal State Aid System (MSAS) and local city streets, managed by Cambridge. Furthermore, several roadways located in the future growth area for the city are currently under township jurisdiction.

In general, the following relationships regarding jurisdictional designations are observed:

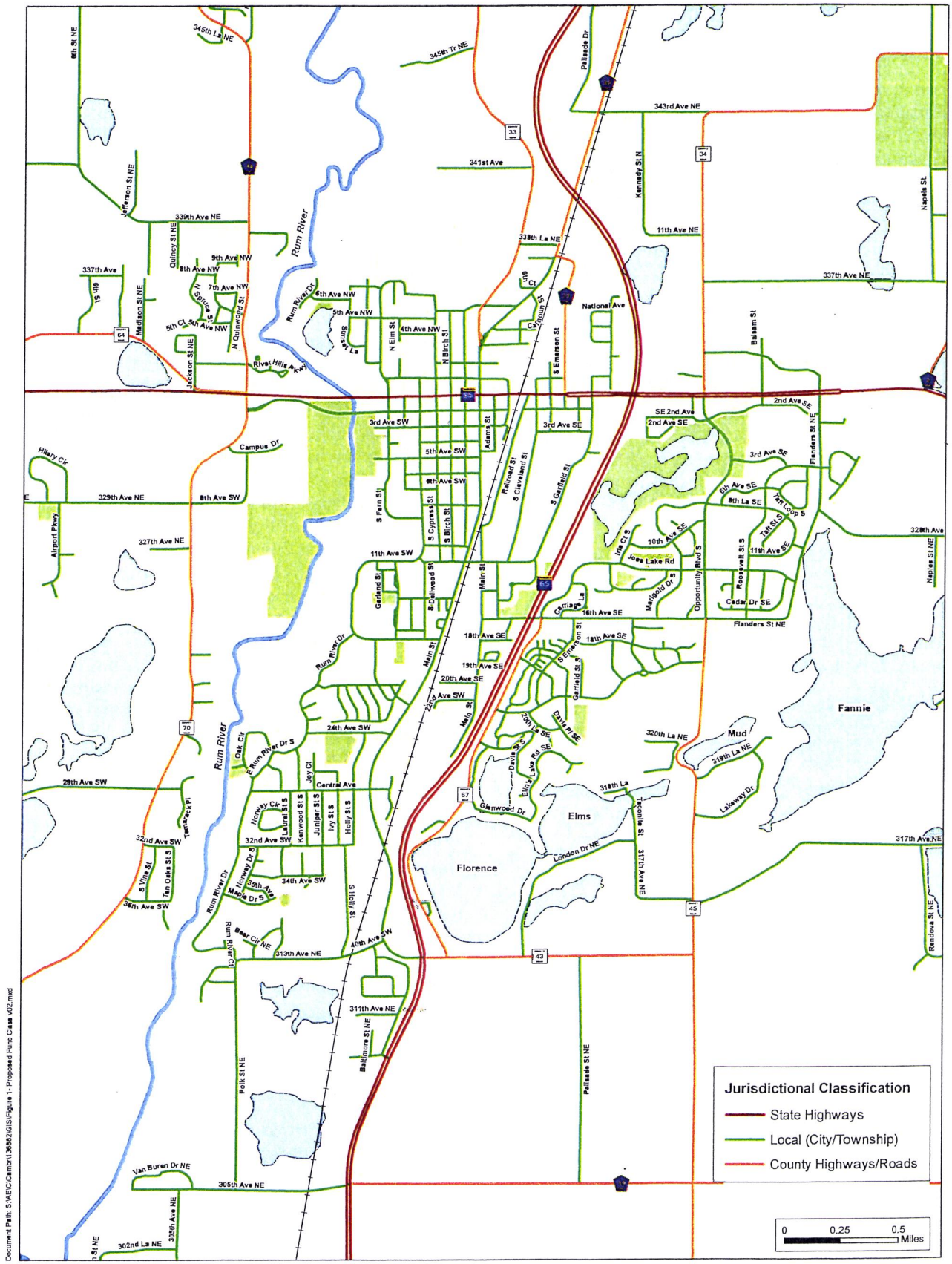
- Roadways that serve regional, inter-county or state-wide travel needs are typically ownedand maintained by MnDOT.
- Roadways that serve sub-regional needs generally qualify as county state aid highways or county roads and are owned and maintained by Isanti County.
- Roadways that primarily serve local trips and property access are owned and maintained by Cambridge or the surrounding townships.

Jurisdictional Classification Guidelines

Jurisdictional classification is based on a variety of issues and factors including functional classification, system continuity, access control, type of trips served (length of road and length of trip served), average daily traffic volumes, special facilities served, and funding and maintenance issues. Functional classification is a means by which roadways are grouped into classes according to the character of service they are intended to provide. Functional classification is further discussed in the following sections.

State Highway System: Generally, state jurisdiction is focused on routes that can be characterized as serving longer trips at higher speeds with regional, inter-county, or state-wide travel needs. State highways commonly have the highest traffic volumes, accommodate more truck movements, and are typically spaced at intervals consistent with population density, such that developed areas of the state are within reasonable distance of a state highway. The functional classification system for roads under the state jurisdiction is normally Principal Arterial or Minor Arterial. Within the City of Cambridge, MnDOT has jurisdiction on Trunk Highway 65 and Trunk Highway 95.

The state highway system provides vital links for Cambridge to surrounding communities such as Braham and Mora to the north, Princeton and Saint Cloud to the west, North Branch to the east, and Isanti and the Twin Cities to the south. MnDOT's existing annual average daily traffic (AADT) volumes indicate Highway 65 carries a range of traffic from 8,400 trips (north of Highway 95) to 10,900 trips (south of Highway 95). Traffic volumes along Highway 95 have a wide range depending on the location within the community. Near the western and eastern fringes of the community with approximately 7,300 trips and 8,200 trips, respectively. However, in the more urbanized areas traffic volumes increase substantially with nearly 14,000 trips in the downtown area (west of Highway 65) to 22,500 trips in the commercial retail corridor east of Highway 65. Other state highways in the surrounding areas include Highway 47 and US Highway 169 to the west and Interstate 35 to the east.



Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: lelliott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Jurisdictional Classification

Cambridge, MN

FIGURE 4-1

Isanti County Road System: The County's jurisdictional system is made up of both County State Aid Highways (CSAH) and County Roads (CR). These roads provide connections throughout Isanti County and convenient access to urban areas and state highways. The County system emphasizes higher mobility rather than land access and can include some form of access management control that will assist in preserving mobility and safety. The functional classification system for roads under the County's jurisdiction is usually Minor Arterial, Major Collector, or Minor Collector. A county roadway system is often spaced at intervals consistent with population density so as to provide reasonable access to arterial or collector roads. Traffic volumes on county roadways tend to be at moderate levels and most often within the capacity range of a two-lane roadway.

Existing roadways within the City of Cambridge that are under Isanti County's jurisdiction include: County Road 14 (Polk Street), County Road 27 (Emerson Street), County Road 33 (Old Main Street), County Road 34 (Xylite Street), County Road 43 (313th Avenue), County Road 45 (Xylite Street), County Road 67 (Paul's Lake Road), and County Road 70 (Spirit River Drive).

City Streets: The City of Cambridge has a comprehensive network of local streets. City streets are typically closely spaced shorter routes that primarily focus on providing land access and connections between neighborhoods and commercial nodes rather than continuity to outlying areas. The functional classification of most city streets is collector roadways, but in some cases can be designated as arterial routes if they serve highly developed areas or provide important connections between major traffic generators such as industrial parks, shopping centers, and medical or education complexes.

Township Roads: The City is surrounded by four townships (Springvale, Cambridge, Isanti, and Bradford), which all have a network of regularly spaced township roadways that primarily focus on providing land access to adjacent properties. Township roads also provide connections to state highways, the Isanti Countyroadway system and, in some cases, to city streets. Township roads commonly carry low levels of traffic and have minimal design features including gravel surfaces.

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Functional classification is a system by which roadways are grouped according to the function they are intended to serve. Basic to this process is the recognition that individual roadways do not function independently, rather most travel involves movement along a network of different functional types of roads. In simplistic terms, "functional classification" involves determining what role (level of mobility versus property access) each roadway should perform prior to determining its design features, such as street widths, design speed, and intersection control. Furthermore, functional classification is an important consideration in the development of local land use regulations. The mobility of higher classified roadways should be protected by careful management of site development and access spacing standards. Transportation problems commonly occur when a roadway's design and the management of access to the roadway are inconsistent with the functional and operating demands imposed by the surrounding land uses.

The Federal-Aid Highway Act of 1973 first established the functional classification concepts, procedures, and criteria that are still being utilized today. Four basic functional classification categories are typically used for transportation planning. The functional classification categories include:

- Principal Arterials;
- Minor Arterials;
- Collectors; and
- Local Streets.

The Federal Highway Administration has established guideline ranges for travel volume (vehicle miles traveled) and mileage percentage recommendations for each of the four functional classification categories for both urban and rural areas. MnDOT, Isanti County, and Cambridge have designated their roadways in a fashion that complies with the intent of the federal standards.

As previously mentioned, a functional classification system also provides a means for identifying roadways which are oriented toward providing mobility for through-trips (Principal and Minor Arterials) versus those that are oriented more toward providing accessibility or land access (Collectors and Local Streets). Figure 4-2 depicts the relationship between land access and mobility and how the different classifications of roads provide varying degrees of mobility versus land access. Figure 4-3 shows the basic framework and layout of the functional classification system of roads.

Principal Arterials

Principal arterials typically have the highest volume capacity and provide the highest level of service at higher speeds for the longest uninterrupted distance. This type of roadway is intended to connect larger cities with one another and connect major business centers. The functional emphasis is on mobility rather than land access. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Trunk Highway 65 (south of Highway 95) and the portions of Trunk Highway 95 within the city limits are classified as principal arterial roadways (see Figure 4-4).

Principal Arterial Roadway Characteristics:

- Emphasis on mobility rather than providing land access, with exception of urban core areas.
- High speed design with travel speeds of 55 mph or greater in rural areas.
- Serve longer trips (regional, inter-county, state-wide).
- Commonly spaced at least 6 to 12 miles apart.

Minor Arterials

Minor arterials are intended to connect important locations both inside and outside of Cambridge. The function of this type of roadway is intended to provide service for trips of moderate length at a somewhat lower level of mobility than principal arterials. However, minor arterials should continue to have a greater focus on mobility rather than providing land access. Minor Arterials generally connect to principal arterials, other minor arterials, or major collectors. They are commonly of regional importance because they relieve traffic on, or substitute for principal arterials when necessary. In the city, the following roadways are classified as minor arterials (see Figure 4-4):

- Highway 95 (outside of the city limits);
- Highway 65 (north of Highway 95);
- Main Street (313th Avenue to Highway 65 north of the city limits);
- Opportunity Boulevard (16th Avenue to Highway 95);
- Dellwood Street (11th Avenue to Highway 95);
- 11th Avenue (Dellwood Street to Main St.)

Figure 4-2: Relationship between Land Access and Mobility

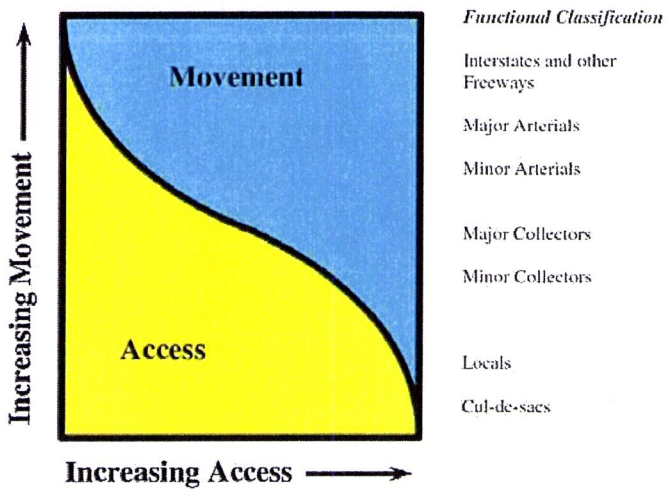
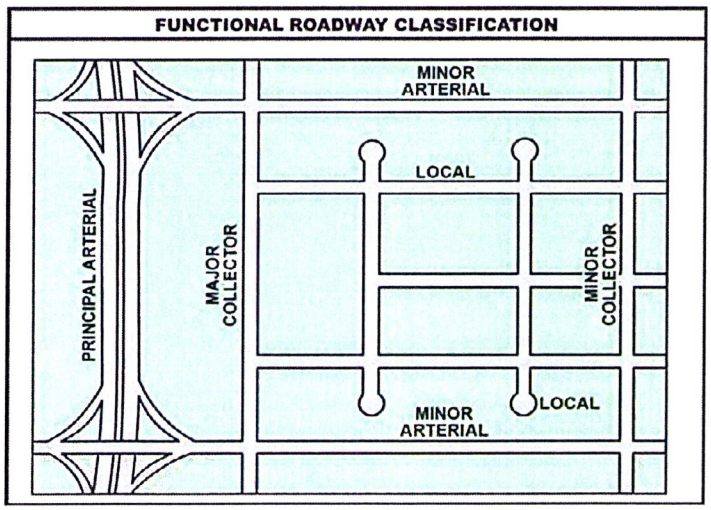
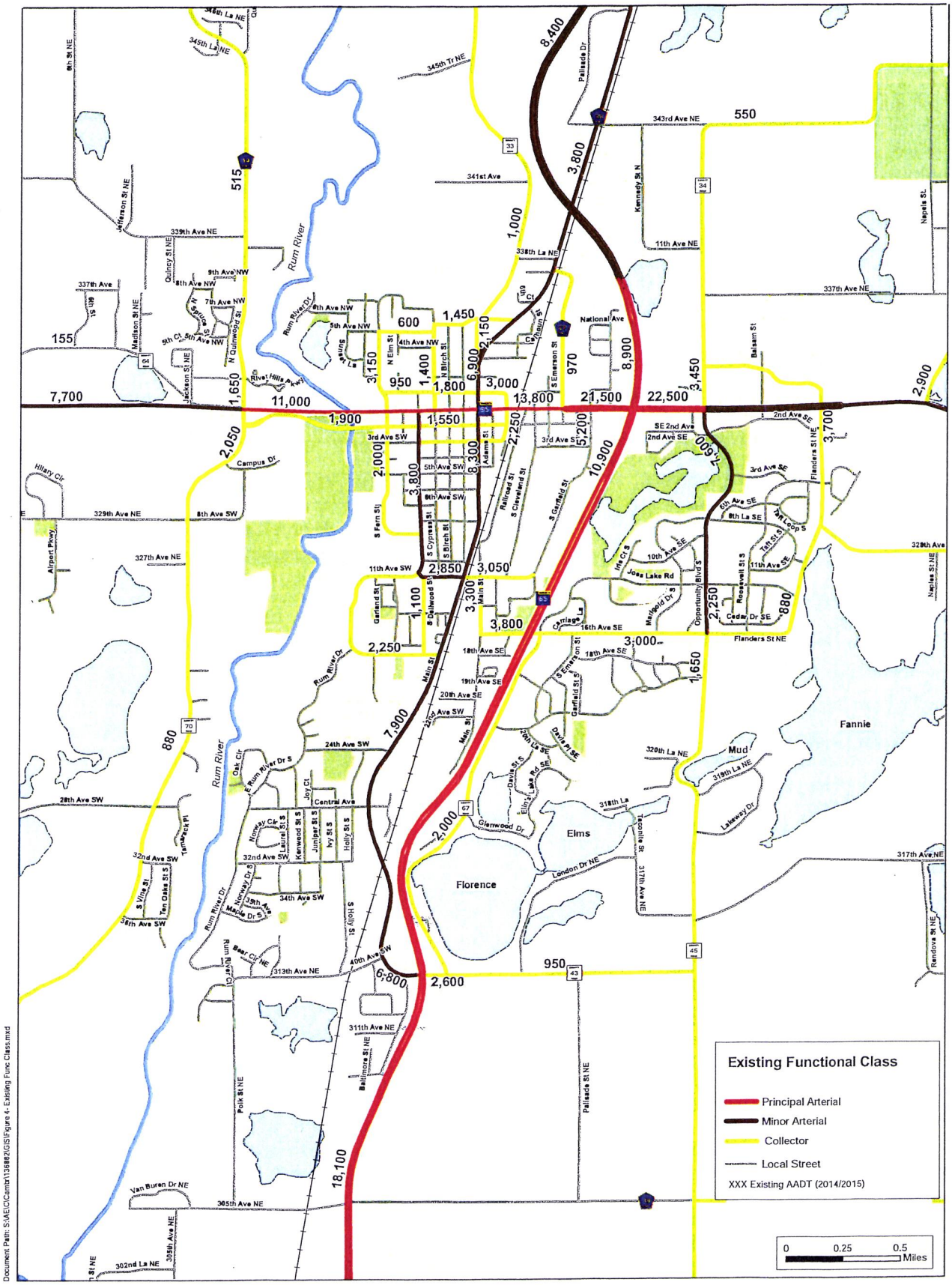


Figure 4-3: Basic Functional Classification System Framework



Minor Arterial Roadway Characteristics:

- Emphasis more on mobility rather than providing land access.
- Higher speed design (35-40 mph or greater).
- Serve longer (regional, inter-county, inter-city) trips



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Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Existing Functional Classification

Cambridge, MN

FIGURE 4-4

Collectors

Within a functional classification system there are collector roadways, which provide a balance between land access and mobility. Collector roadways are designed to serve shorter trips that occur primarily within the City, and to collect and distribute traffic from one part of the community to another and from employment centers to the arterial system. These roadways can be part of the county roadway system as well as the local street system. The collector system in the Cambridge Area includes the following roadways (see Figure 4-4 on the previous page):

- Buchanan Street (2nd Ave. N to 3rd Ave. S)
- Cypress Street (Highway 95 to 6th Ave. N)
- Dellwood Street (11th Ave. S to 18th Ave. S)
- Emerson Street (Highway 95 to Main St.)
- Fern Street (5th Ave. N to 9th Ave. S)
- Flanders Street (Highway 95 to 16th Ave. S)
- Garfield Street S (Highway 95 to 11th Ave. SE)
- Old Main Street (11th Ave. S to 16th Ave. S)
- Opportunity Boulevard (Highway 95 to 343rd Ave. N & Highway 95 to 16th Ave. S)
- Paul's Lake Road (16th Ave. S to 313th Ave. NE)
- Polk Street (Highway 95 to north city limits)
- Rum River Drive (11th Ave. S to 18th Ave. S)
- Spirit River Drive (Highway 95 to south city limits)
- Xylite St. NE (16th Ave. SE to 313th Ave. NE)
- 2nd Avenue North (Fern St. to Buchanan St.)
- 2nd Avenue South (Spirit River Dr. to Buchanan St.)
- 3rd Avenue South (Dellwood St. to Buchanan St.)
- 5th Avenue North (Fern St. to Cypress St.)
- 6th Avenue North (Cypress St. to Main St.)
- 9th Avenue South (Fern St. to Dellwood St.)
- 11th Avenue South (Rum River Dr. to Dellwood St. & Main St. to Garfield St.)
- 16th Avenue South (Old Main St. to Opportunity Blvd.)
- 18th Avenue South (Rum River Dr. to Main St.)
- 313th Ave. NE (Main St. to Xylite St. NE)

Collector Roadway Characteristics:

- Emphasis equally balanced between mobility and providing land access for major collectors and more focused on land access for minor collectors.
- Serving shorter length trips within and through the community.
- Commonly spaced at ½ mile apart in urban areas.
- Travel speeds typically range from 30-40 mph in urban areas.

Local Roadways

All other public roadways within the Cambridge Area (city streets and township roads) are classified as local roadways.

Local Roadway Characteristics:

- Local roads provide the highest level of direct property access and typically carry lower traffic volumes at slower speeds (30 mph or less).
- Typically serve trips that range from one city block in urban areas to less than 2 miles in rural areas.
- Local roadways are spaced as needed.

EXISTING TRANSPORTATION NEEDS AND ISSUES

It is important that an analysis of the transportation system needs and issues is based on both an evaluation of the existing transportation system and an understanding of how the traffic will likely grow in the near-term as well as many years into the future. This section focuses on existing transportation system issues and needs. Several issues discussed in the following sections were identified by the Cambridge Comprehensive Plan Steering Committee.

Existing Traffic Volumes and System Capacity Analysis

A review of potential capacity constraints on the existing local and regional roadway system was completed using the most recent traffic volume counts (as previously shown on Figure 4-4).

Traffic operations data indicates that a roadway begins to experience noticeable operational problems once traffic approaches approximately 85 percent of a roadways design capacity. For a two-lane road that means operational problems begin to occur when traffic volumes exceed approximately 10,500 to 12,000 trips per day (see Table 4-1).

Table 4-1: Average Daily Traffic (ADT) Planning Level Capacities by Facility Type

Roadway Type	Level of Service Based on ADT					
	A	B	C	D*	E	F
Two-lane	<8,000	8,000-9,500	9,250-10,750	10,500-12,000	11,750-13,250	>13,250
Three-lane (center left turn lane)	<9,000	9,000-12,000	11,500-14,500	14,000-17,000	16,500-19-500	>19,500
Four-lane undivided	<12,000	12,000-15,000	14,500-17,500	17,000-20,000	19,500-22,500	>22,500
Four-lane divided (center median)	<19,000	19,000-22,000	21,500-24,500	24-500-27,000	26,500-29,500	>29,500

* ADT associated with LOS D represent traffic volumes approaching 85-percent of a roadways design capacity.

Roadway level of service (LOS) is commonly used to assign a value to the level of congestion and efficiency of the roadway. LOS is a measure of delay and operating conditions defined by the Highway Capacity Manual using a grading scale from A to F.

LOS A and B indicate conditions when traffic demand is well below the roadway capacity and travel is rather unimpeded. At LOS C, the average speed decreases and slower traffic and turning traffic quickly cause delays and congestion. Through LOS D, traffic volumes approach a roadway's functional capacity, stoppage and delays begin to occur, the average speed is substantially lower, and passing is unlikely to occur. At LOS E, traffic demand exceeds capacity, drivers are choosing other routes and times to travel, and any disturbance to the traffic flow, such as turning traffic, promptly drops this condition to a LOS F. A LOS F means traffic demand far exceeds capacity, heavy congestion is prevalent, long periods of stop and go conditions occur, and travel time is severely degraded.

The capacity thresholds listed in Table 4-1 were considered for the various roadways throughout the City of Cambridge. In addition to assessing the operations of the existing system, the capacity table provides a means to determine what typical roadway sections would be generally acceptable at various levels of traffic. The information contained in the table was also utilized in an assessment of future capacity constraints.

Capacity deficiencies result in increased congestion, reduced travel speeds, and increase travel times. Furthermore, roadway congestion causes drivers to seek out alternative routes, which can place additional traffic on county and city streets that may not be designed to handle such a function. Residential property owners along these routes recognize the increase in traffic when congestion on the regional system occurs and this increase in traffic can create conflicts with residential land uses. Capacity improvements typically begin to be planned for when a roadway is operating at LOS D. This provides adequate opportunity to plan corrective improvements before operational problems reach LOS E or F.

According to existing traffic volumes, Highway 95 west of the existing four-lane section (west of Emerson Street) has daily traffic volumes approaching 14,000 vehicles per day. While this level of traffic does not exceed the capacity of the highway it does result in traffic delays during peak periods especially for side street traffic and at the signalized intersection (Buchanan Street and Main Street). Congestion can also result when trains block Highway 95 for extended periods of time. This issue is further discussed later in this chapter. No other capacity concerns have been identified in the City of Cambridge.

Existing System Safety and Crash Analysis

Ensuring safe travel is one of the primary concerns for agencies responsible for improving and maintaining transportation facilities. Safety and operational problems often result when a roadway or system of roads inhibits the efficient movement of travel. Other safety concerns can arise due to traffic volumes on a particular roadway, intersection approaching, or exceeding the design capacity of the transportation infrastructure. An effort must be made to correct design problems which contribute to unsafe or inefficient conditions.

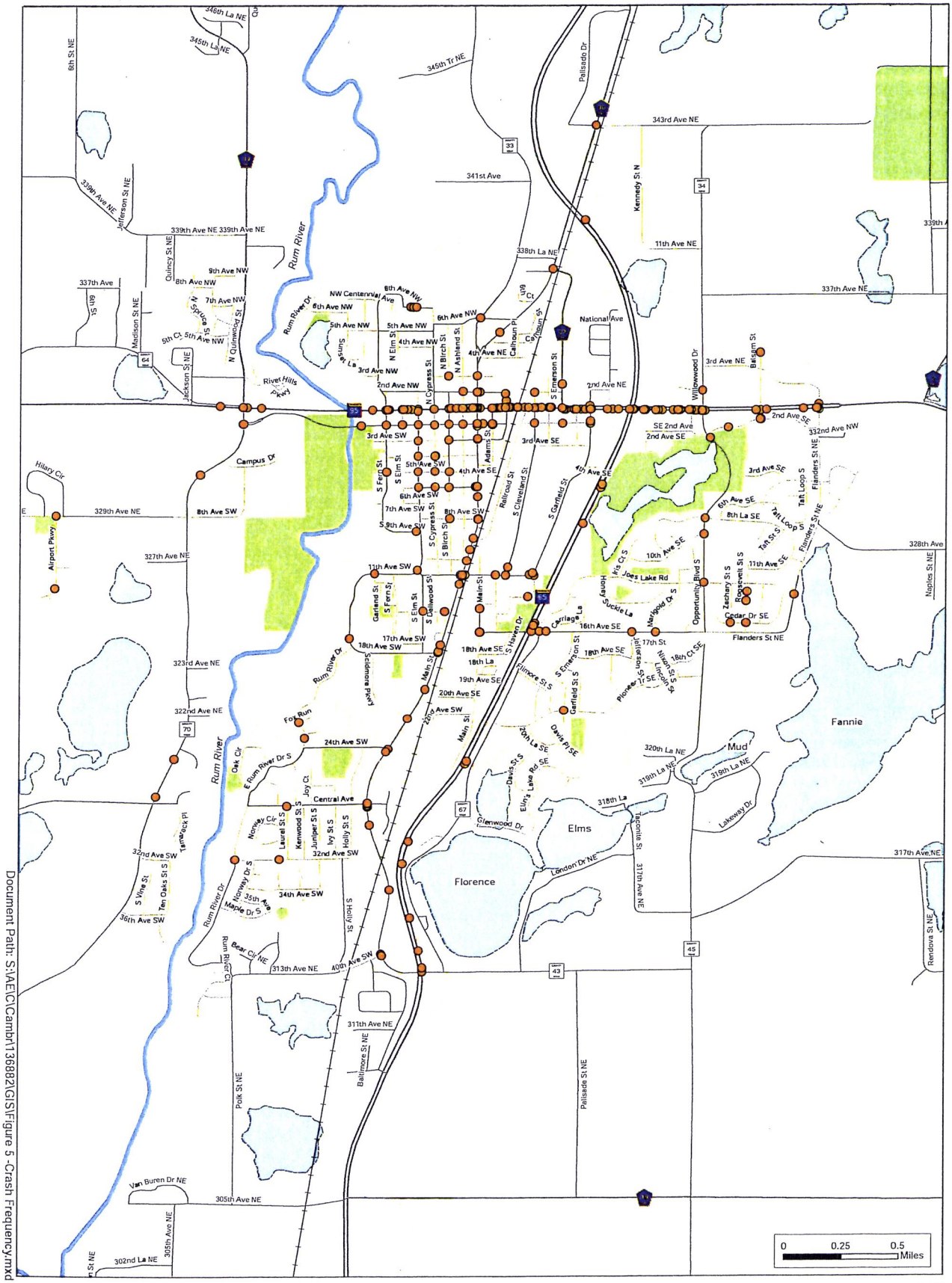
To evaluate potential safety issues within Cambridge, a crash analysis was performed using the Minnesota Department of Transportation's Crash Mapping Software (MnCMAT) for crashes reported between the years 2011 and 2015. CMAT crash data was collected for state trunk highways, county state-aid highways and county roads. Figures 4-5 and 4-6 illustrate the five-year crash history for roadways within the Cambridge Area. According to the MnDOT database, a total of 563 crashes were reported on roadways located within the city limits during the five-year analysis period. It should be noted that this number of crashes only reflects "reported" crashes. Instances where no law enforcement officer responded to a crash site or a crash report was not completed were not included in this assessment. Also, the frequency of crashes shown on Figures 4-5 and 4-6 are difficult to illustrate as many crashes overlap one another, especially at intersection locations.

As depicted on Figure 4-5, the highest concentrations of crashes occur at intersections and along corridors with higher traffic volumes. Figure 4-5 is intended to provide a graphical depiction of high frequency crash areas and is not intended to provide a total number of reported crashes. Figure 4-6 illustrates crash severity in the Cambridge Area. Crashes of greatest concern are those that resulted in fatalities and major or moderate injury crashes. These crashes should receive a disproportional level of attention since they involve loss of life and potentially life altering injuries. There were a total of one fatal crash, three severe injury and 45 moderate injury crashes in the analysis period. The vast majority of these higher severity injury crashes occurred at roadway intersections.

As expected, the Highway 95 corridor had the greatest number of total crashes. This is in part due to higher traffic volumes and frequent access points along this corridor that serves both a local and regional travel function. A review of local street intersections was conducted to assess potential "hot spots" with higher frequencies of crashes in the community. The list highlights a few intersections that should be monitored for safety concerns. If a safety concern is identified a more detailed safety study should be conducted that would better define the issue and possible mitigation options.

- Main Street and 2nd Avenue SW (10 crashes)
- Main Street and 11th Avenue SW (11 crashes)
- Main Street and Central Avenue (6 crashes)
- 16th Avenue SE and Joe's Lake Road/Paul's Lake Road (7 crashes)

Potential cause and analysis of crashes at a particular intersection was not conducted for this analysis. A Roadway Safety Audit – Intersection Analysis is a tool to better understand the traffic operations and provide the detailed crash history for each site. These studies outline specific improvements that may be consider in improving safety at a location. In addition, a more rigorous investigation of possible geometric design changes or an intersection control evaluation is recommended prior to determining corrective measures at any particular site.



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SEH

Project Number: MNT07 137843
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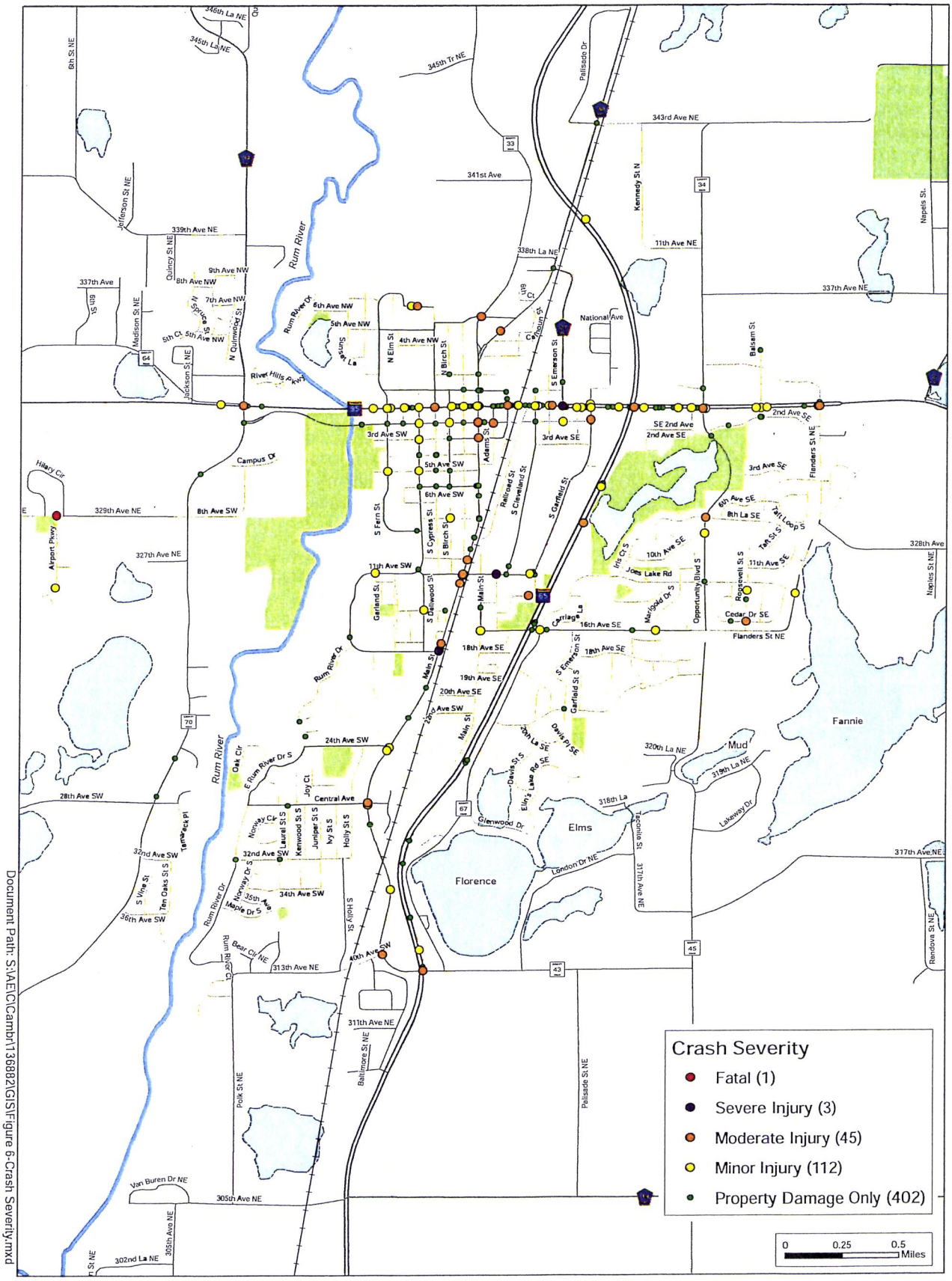
Map by: lelliot
Projection: NAD_1983_HARN_Adj_MN_IsantI_Feet
Source: MnDOT, ESRI, SEH

Crash Frequency (2011-2015)

Cambridge, MN

FIGURE **4-5**

Crash (563)



Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: lelliot
Projection: NAD_1983_HARN_Adj_MN_IsantiFeet
Source: MnDOT, ESRI, SEH

Crash Severity (2011-2015)

Cambridge, MN

FIGURE **4-6**

SYSTEM CONTINUITY AND CONNECTIVITY

The transportation system within the Cambridge study area was evaluated using a holistic approach to identify potential continuity and connectivity issues for both vehicle and pedestrian travel. The review resulted in the identification of four major continuity or connectivity issues within Cambridge that should be addressed by future improvements. These issues included: (1) the four-lane extension of Highway 95 through Cambridge; (2) lack of a grade-separated railroad crossing along Highway 95; (3) gaps in the pedestrian and bicycle network limits system-wide connectivity; and (4) lack of continuous east-west corridors through the community due to Highway 65, the BNSF RR, and the Rum River.

Highway 95 serves as the primary east-west arterial corridor through much of east-central Minnesota. Within the City of Cambridge, a segment of Highway 95 has been converted to an urban four-lane divided section. The expansion of Highway 95 to an entire four-lane facility within the city limits remains a long-range goal of many local residents and business owners. The City, in cooperation with MnDOT, is currently working on a Highway 95 improvement project that would expand the four-lane section to just west of Main Street. This issue is further discussed in the Highway 95 Special Study section of this chapter.

Land use patterns in Cambridge have been limited from westward expansion by the presence of the Rum River and the topographic challenges associated with providing sewer and water services to these areas. In addition, connectivity and access between the east and west sides of the river is restricted to only two crossings located within the City limits (e.g. Highway 95, 2nd Avenue SW) and these crossing are located only one block apart. This connectivity issue could be addressed if a new river crossing could be located and constructed.

EXISTING MULTI-MODALFACILITIES

The City of Cambridge and surrounding area has a variety of modal transportation users and services, including: transit, trucking, railroads, snowmobilers, bicyclists and pedestrians.

The Chisago-Isanti County Heartland Express offers public transit in Cambridge and throughout its two service counties. Dial-a-Ride bus service runs Monday through Friday. There is also deviated route service provided throughout the Cambridge. This service follows a standard route, but service times and stops are adjusted based on users demand and destinations. All buses are wheelchair accessible. Heartland Express also offers a bus commuter route where transit riders meet at the Cambridge park-n-ride lot and are transported to East Bethel where they connect with Metro Transit buses traveling to Minneapolis and St. Paul. Both morning and afternoon commuter runs are provided at the current rate of $2 each way. Other transit services offered by Heartland Express include city-to-city service (e.g. Isanti to Cambridge) and medical transport (e.g. Cambridge to Veteran's Hospital in St. Cloud).

As noted earlier, the BNSF railroad corridor passes through Cambridge. The Northern Lights Express (NLX) is a proposed high speed passenger rail project that would provide rail service between Minneapolis and Duluth. The proposed NLX project is discussed in more detail in the Transit and Rail Opportunities section of this chapter.

Locally, Cambridge's commercial, industrial, and manufacturing employers rely on these trunk highway to get products delivered to and from the City.

Bicycle, pedestrian, and recreational facilities are discussed further in Chapter 5: Utilities and Community Facilities.

TRANSPORTATION SYSTEM ANALYSIS OF FUTURE NEEDS

This analysis of future needs examines the transportation system that currently serves the City of Cambridge and documents anticipated future needs and deficiencies. Future transportation needs and recommendations are based on effects on the current system with an application of long-range (20-year) traffic projections. The transportation system analysis includes the following elements:

- Development of forecast traffic projections;
- An inventory and assessment of the roadway system's existing and future capacity conditions and safety and traffic operations using 20-year traffic projections;
- An inventory and determination of the suitability of the current functional and jurisdictional designation of the local and regional roadway system in the City of Cambridge;
- Consideration of access and corridor preservation techniques; and,
- Review of programmed or planned transportation improvements.

FUTURE TRAFFIC VOLUME PROJECTIONS

Traffic volume projections were prepared using a combination of a modified version of the Twin Cities Collar County Traffic Model, MnDOT State Aid Traffic Growth Factors for Isanti County, historical MnDOT Traffic Flow Maps, and current and planned land use maps for the City. The Collar County travel demand model was developed by MnDOT and the Twin Cities Metropolitan Council. The model consists of computerized procedures for systematically predicting travel demand changes in response to development and transportation facility changes. The Collar County model was completed using data from an extensive regional Travel Behavior Inventory (TBI) conducted by the early 2000's. Future traffic projections for major collector and arterial roadways throughout the City are illustrated on Figure 4-7, later in this chapter.

CAPACITY ASSESSMENT

Cambridge generally has a well-planned system of roadways that fulfill travel desires of residents and employees in the community. However, as development and travel demand increase, issues may arise regarding roadway capacity.

To gain a clearer understanding of the primary areas of concern regarding future roadway capacity constraints, an assessment of forecast operational concerns throughout the City has been completed using 20-year traffic projections along with planning level capacity guidelines (see Table 4-1 earlier in this chapter).

This assessment indicates nearly all roadways in Cambridge will continue to have sufficient capacity under their current geometric conditions. However, Highway 95 between Emerson Street and west of Main Street has 20-year traffic projections exceeding the capacity of the existing three-lane highway section with volumes greater than 19,000 trips per day. Also, Main Street south of Highway 95 has projected volumes approaching the capacity of a two-lane highway section. As discussed earlier in this chapter, the City is currently planning capacity improvements along Highway 95 west of Emerson Street. These improvements are being coordinated with MnDOT and the Highway 95 Task Force Committee. These improvements are being sought to alleviate future capacity concerns along Highway 95 in the downtown area and to assist in improving traffic operations that are often disrupted when trains along the BNSF corridor block the highway.

SAFETY ASSESSMENT

Since the frequency, severity and distribution of reported crashes indicate some "hot spots" it is recommended that these areas be regularly monitored in the future to determine if conditions deteriorate to a point of concern that corrective actions need to be implemented. Several of these areas were identified earlier in this chapter, in the Existing Safety and Crash Analysis subsection. Additional locations may become apparent as a result of new development and increases in traffic volumes. Certain locations may in fact be the result of an aging system that was built prior to modern roadway design and safety standards. Implementation of current design standards will help eliminate many safety concern areas located throughout the community.

FUTURE JURISDICTIONAL CLASSIFICATION SYSTEM

As discussed earlier in this chapter, roadway jurisdiction is important because it affects a number of organizational functions and obligations (i.e. regulatory, maintenance, construction, and financial). An investigation of the existing jurisdictional system (see Figure 4-1 earlier in this chapter) versus the appropriate designation based on the types and volume of trips a roadway serves, functional classification, and maintenance ability was conducted. The goal in reviewing jurisdiction is to match the function of a roadway with the appropriate organizational level (government jurisdiction) that is best suited to handle the route's function.

Jurisdictional Transfer Guidelines

Issues and factors that must be considered when determining potential jurisdictional changes include: historical practices, type of trips served (purpose and length) by the roadway, existing and forecast volume of traffic, access controls, existing and future functional classification designation, legal requirements, and funding and maintenance issues. A set of jurisdictional guidelines by governmental level (state, county, and city) shall provide a basis to review the routes in Cambridge for potential jurisdictional transfers, but are not to be used to determine if a jurisdictional transfer is feasible or politically acceptable, nor do they establish a timeframe under which a transfer is to occur. Instead, the guidelines define a common sense approach for arriving at logical jurisdictional designations. Once there is agreement on how the jurisdictional designations should be established, an on-going jurisdictional transfer process will need to be developed. This process should address issues such as the financial implications for construction and maintenance of the facility, operational implications (perceived level of service, ability to maintain), perceived fairness in the distribution of route responsibilities, and timing of transfer. It is not anticipated that all guidelines must be met in order for a jurisdictional designation to be recommended. However, the more criteria a route meets, the stronger the case for considering a future change in jurisdiction.

Candidates for Potential Jurisdictional Transfer

The majority of jurisdictional assignments for roadways within the City of Cambridge appear to be properly aligned according to the guidelines listed above. Two potential candidates for jurisdictional transfer have been identified for future consideration. County Road 67/Paul's Lake Road between 313th Avenue NE and 16th Avenue SE is under the jurisdiction of Isanti County and could be considered for jurisdictional transfer to the City since it primarily serves as a local street. A second candidate for potential jurisdictional transfer is Opportunity Boulevard from 16th Avenue SE to Highway 95/1st Avenue E. This approximate one-mile section of roadway is currently under the jurisdiction of the City of Cambridge. However, the segments of roadway located both immediately to the south and north fall under Isanti County jurisdiction with County Road 45/Opportunity Boulevard located south of 16th Avenue SE and County Road 34/Xylite Street NE located north of Highway 95. The jurisdiction designation for this short segment of Opportunity Boulevard should be considered for transfer to Isanti County since this route serves both local and north-south regional trips through Cambridge and Isanti County. Continued development and redevelopment throughout the community may drive the need to revisit jurisdictional assignments for various roadways including the city acquiring the jurisdiction of existing township roads that exist within the City's Urban Service Area.

For any jurisdictional transfer to occur, the process would need to follow the provisions outlined in Minnesota State Statutes §162.02 and §163.11. Furthermore, involved jurisdictions would need to enter into an agreed-upon process. Such a process may involve the following elements:

- A non-binding schedule with a target time frame for completing the jurisdictional transfer.
- Obtaining municipal consent for the jurisdictional transfer of a CSAH routes to a local agency if the route falls within the municipal boundary.
- A clear understanding of relevant statutory requirements including the requirement that a route that reverts to the township requires a public hearing, completion of repair or improvements to meet standards for comparable roadways in that jurisdiction, and continue maintenance for a minimum two year period before the date of revocation, as well as other limitation of the establishment, alteration, vacation or revocation of County highways.
- The transfer of responsibility for operational and maintenance requirements, including utility permitting, driveway access permits, changes to traffic controls and signing, and level of routine regular maintenance.

FUTURE FUNCTIONAL CLASSIFICATION SYSTEM

The existing functional classification system (see Figure 4-4) for roadways in Cambridge was reviewed to ensure appropriate network connectivity is maintained and that the appropriate classification is assigned based on 2040 projected traffic volumes. Additional criteria considered in determining if a roadway's functional classification should be changed included:

- Estimated Trip Length
- Type of Trip Served
- Spacing between routes
- System Continuity
- Local and Regional Mobility
- Connections to Activity Centers
- Accessibility
- Speed of Travel

Based on this review, several possible functional classification changes were identified and are listed below in Table 4-2 and depicted on Figure 4-7. These changes are not proposed to occur until traffic volumes increase or the actual function of these roadways change, which is expected to be directly tied to future developments within the community.

Table 4-2: Recommend Future Functional Classification Changes

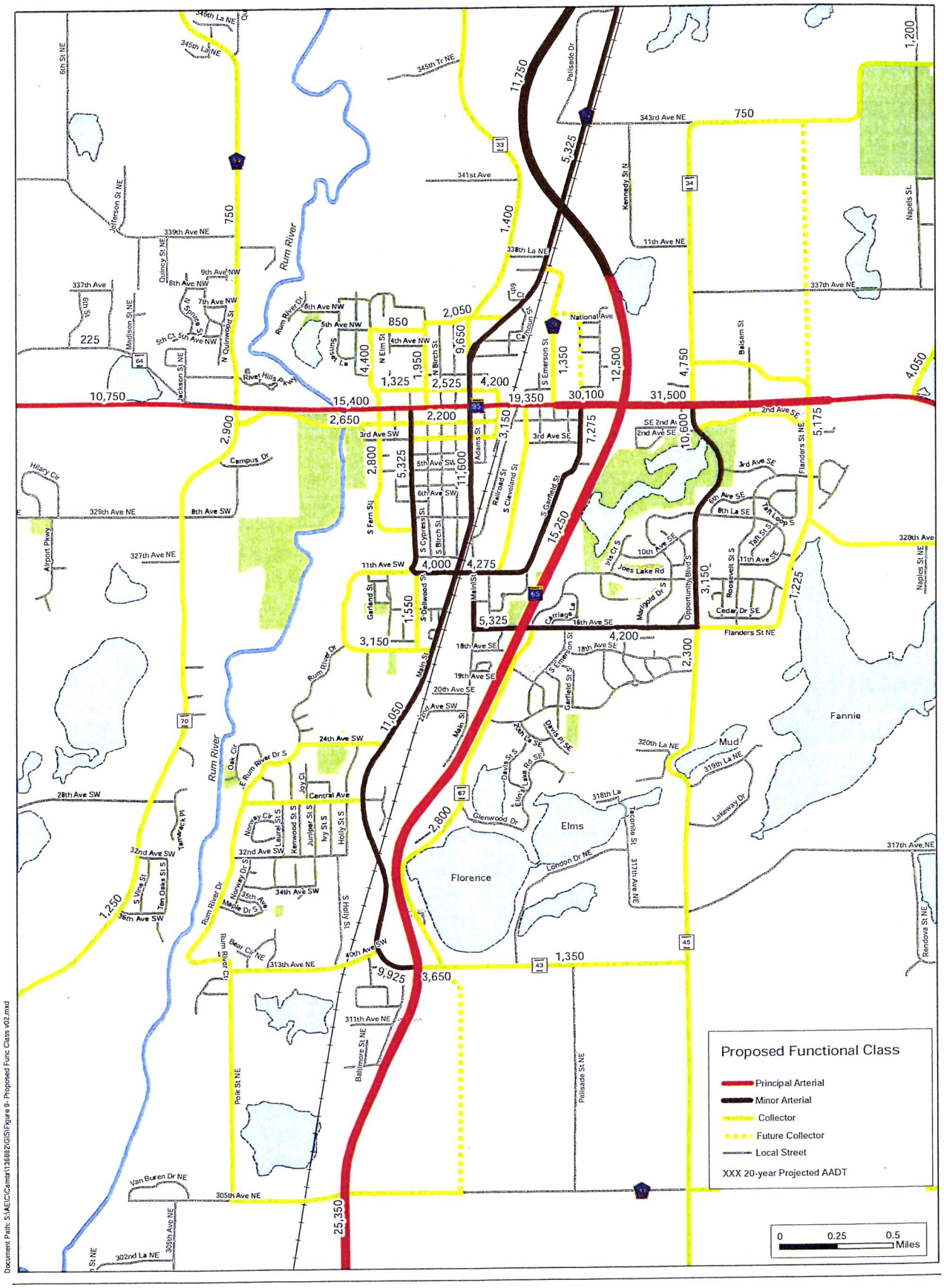
Roadway	From	To	Current Functional Classification	Future Functional Classification
Highway 95	Flanders Street	East toI-35	Minor Arterial	Principal Arterial
Highway 95	County Road14/70	US 169	Minor Arterial	Principal Arterial
Opportunity Blvd	Highway 95	343rd AvenueNE	Collector	Minor Arterial
343rd Avenue NE	Main Street	Opportunity Blvd	Collector	Minor Arterial
16th Avenue SE	Old Main Street	11th Avenue	Collector	Minor Arterial
Old Main Street	16th AvenueSE	11th Avenue	Collector	Minor Arterial
11th Avenue	Main Street	S. Garfield Street	Collector	Minor Arterial
S. GarfieldStreet	11th Avenue	Highway 95	Collector	Minor Arterial
2nd Avenue SE	Opportunity Blvd	Flanders Street	Local Street	Collector
S. Cleveland Street	11th Avenue	Highway 95	Local Street	Collector
24th Avenue SW	E. Rum River Drive	Main Street	Local Street	Collector
Central Avenue	E. Rum River Drive	Main Street	Local Street	Collector
E. Rum River Drive	40th AvenueSW	24th AvenueSW	Local Street	Collector
40th Avenue SW	Polk Street	Main Street	Local Street	Collector
Polk Street	40th AvenueSW	305th AvenueNE	Local Street	Collector
305th Avenue NE	Polk StreetNE	New collector east of Highway 65	Local Street	Collector

FUTURE ROADWAY EXTENSIONS

In order to properly plan for future transportation improvements, a first step in the process is to review existing and future land use plans. The City of Cambridge updated their Future Land Use Plan in early 2017 as partof an update to the Comprehensive Plan (see Chapter 7: Land Use).

Utilizing the Future Land Use Map, access management and roadway spacing guidelines, and issues raised during the data gathering and input process, a number of future roadway extensions were identified Figure 4-7. These conceptual roadway extensions are intended to service the anticipated development based off of the City's future land use plan, while at the same time satisfying roadway spacing guidelines. Therefore, it is important to remember that more detailed corridor planning will need to happen to determine the exact alignment of a particular roadway. Items such as subdivision plats, wetland delineations, and other environmental and design related issues will need to be considered in the future planning and design process prior to selecting the final alignment for any particular roadway.

These future roadway corridors can be utilized by the City, landowners, developers, or other interested parties as land develops in the future, and exact alignments can be determined through a more detailed review process. The utilization of the conceptual roadway plan is invaluable to the City as development occurs to make sure that a proper roadway network is built at the time of development. This will save the city money by working with developers to ensure the proper roadway network is built at the time of development. If properly used, this Transportation Plan will also minimize the amount of land the City of Cambridge will need to acquire in the future, because it will be planned for properly when the land develops.



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Map by: lallcott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Proposed Functional Classification

Cambridge, MN

FIGURE **4-7**

RIGHT-OF-WAY PRESERVATION

There are many different techniques available to protect right-of-way corridors for future road improvements. The City may determine the need to preserve roadway right-of-way in developing and redeveloping areas. The basic approaches for preserving right-of-way can be summarized as follows:

- Land acquisition (purchase of easements, title purchase, and eminent domain) - Land acquisition is an approach applied only when specific improvements are eminent. The applicability of acquisition is directly linked to the availability of funding.
- Landowner agreements (development agreements, transferable development rights) - Landowner agreements are often limited in effectiveness when dealing with a large project area due to the potentially larger number of individual landowners involved. By definition landowner agreements are applied on a parcel-by-parcel basis and are most effective when dealing with larger land holdings and a small number of owners.
- Land use regulations (development exactions, setback ordinances, official map, and subdivision regulations) - Land use regulation techniques are facilitated through the comprehensive planning and zoning process. Certain regulations such as setbacks can be applied to individual parcels, while others such as adopting an official map are typically developed for an entire corridors and require a more substantial level of planning and corridor definition.
- Access management (limiting property access) - Access management principals should be a part of all levels of transportation planning. Access management principals are further discussed in the following section. To be successful, it is important that access management guidelines are applied consistently and uniformly at the time platting occurs.

In summary, the applicability of these preservation options is dependent on many factors including available funding, the immediacy of development, and the timing of the need for the transportation improvements.

ACCESS MANAGEMENT

Access management is an effort to maintain the effective flow of traffic on the network so each roadway can provide its functional duties while accommodating access needs of adjacent land.

Successful access management requires cooperation between land development and transportation interests in order to protect the public's investment in roads. The relationship between land access and roadway mobility affects a roadways functionality. Roadway mobility varies depending on the level of access allowed. Higher levels of access reduce a roadways ability to move through-traffic. Therefore, principal and minor arterials that have a high mobility function should have lower levels of access, while local roads that focus less on mobility should be allowed to have higher levels of access. By law reasonable access must be provided to each parcel. Therefore, early coordination between land development and roadway access in vital in the planning process.

Cambridge can directly control access onto city roadways only and access onto other roadways becomes the responsibility of the state, county, or townships. However, access can be successfully managed through other local subdivision, zoning regulations, access permits, and development standards. When the City receives a development proposal that proposes access onto a roadway under the jurisdiction of the state, county, or township, the City will coordinate the review of these proposals with the appropriate agencies. The City will also participate in the design process with the appropriate agency when roadways are proposed for construction or reconstruction to ensure proper design and location of access points.

Figure 4-8 provides a sample access planning application designed to minimize vehicle conflicts, improve safety, and maintain reasonable levels of access to adjacent land use. Another access management example is when a new subdivision is proposed along an arterial route, it should be reviewed with not only access to the lots within that particular plat, but also in relation to adjacent properties (see Figure 4-9) with a focus on providing alternative access to the arterial through a connected local roadway. The internal street network should be designed to connect to adjacent parcels that may someday experience similar levels of land development. The ability to minimize the number of access points (both public streets and private drives) to arterial and major collector roads that have a functional duty of providing mobility over land access is a primary objective of access management.

As noted, access management should be implemented using different methods. Any process should also deal with situations outside the guidelines, such as hardship cases. The City's internal land development review and permitting processes provide for such consideration.

In existing corridors where substantial development has occurred, the number of existing access points usually exceeds access guidelines. Unless these areas are undergoing redevelopment, access management must be approached differently. The access management strategy for such areas should entail minimizing new accesses, while consolidating existing access points as redevelopment occurs.

The following access suggestions provide alternatives for minimizing access and for addressing access issues when the guidelines cannot be met:

- **Consolidate and Limit the Number of Accesses for Individual Properties**: Access consolidation techniques are most applicable in situations where a substantial amount of land development has already occurred. Consolidation simply reduces the number of access points from driveways thereby decreasing the number of potential conflict points. Consolidation can be accomplished at the time of redevelopment of a parcel(s). The implementation of this technique must be accompanied by good internal vehicle circulation in parking areas and on local streets. The remedy for poor site design is too often a request for additional access to an arterial or major collector roadway. Several commercial developments within Cambridge currently have multiple access points that may or may not be critical for everyday business operations. These should be considered for future consolidation or elimination.
- **Shared Access Points or Cross Access Easements for Adjacent Properties**: Cross-access easements are another form of access consolidation that involves agreements between adjacent property owners to maintain a shared access point or to promote internal site circulation. This technique can be especially applicable along highway sections where a number of adjacent individual residential or commercial lots have already been developed, but too few to make construction of a public street feasible (e.g. frontage or backage road).

Figure 4-8: Proper Driveway Location

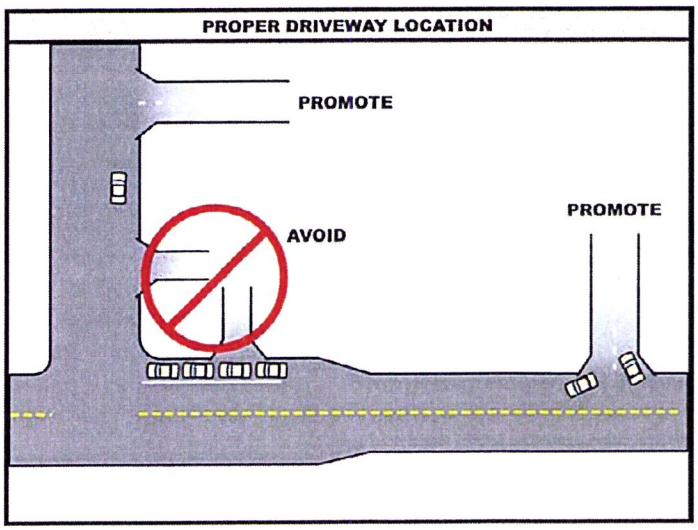
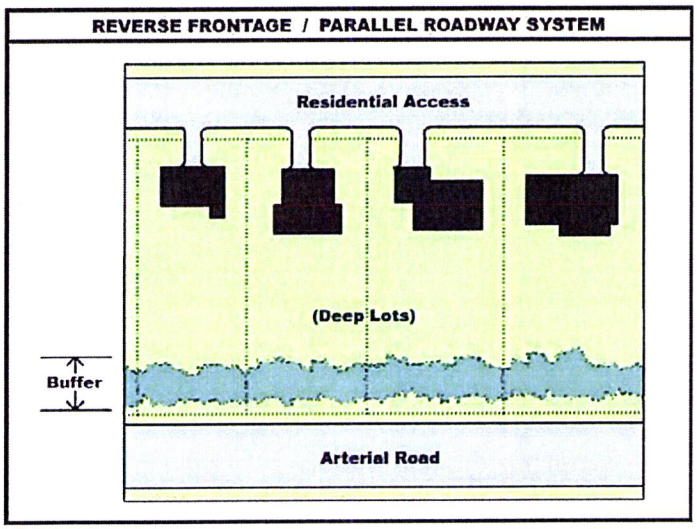


Figure 4-9: Minimize Direct Access to Higher Function Roadways



- **New Developments Shall Obtain Access From an Adjacent Road**: When a request for land development (new or redevelopment) is submitted, specific access management techniques can be required of the development prior to granting development approvals. Access could also be granted on an interim basis pending further land development in the area that would enable construction of supporting roads to provide access to the adjacent sites. The City's development approval process (e.g. platting and subdivision approvals) shall require the property to dedicate right-of-way to accommodate the future construction of a supporting roadway. Streets in individual developments should be aligned to provide access from one development to the next. This promotes neighborhood connectivity, and provides quick and efficient routes for emergency vehicles and other services (e.g. mail delivery, garbage and street maintenance activities).

- **Require Adequate Secondary Street Spacing**: New developments shall be required to provide proper intersection spacing for future intersection control (e.g. signalization or roundabouts). Spacing distance between intersections should be maximized to promote efficient traffic operations and safety for all modes of transportation, including pedestrians and bicyclists.

- **Encourage Proper Lot Layout to Minimize Access Points:** Promote direct residential access points onto local streets, instead of arterials or major collectors as this can slow traffic flow and result in safety concerns. A proper technique is to require new developments that are located at an intersection (corner lot) obtain access from the secondary (intersecting) roadway rather than from the major collector or arterial roadway. The access to the local street should be designed in a manner that will not adversely affect the safety and operations of the local street or the intersection.

- **Median Restrictions:** Turning movement restriction (e.g., left-in or right-in/right-out only) shall be considered where access can't be fully eliminated. Installation of a median can restrict the types of movements at intersections and access points and consequently reduces the number of conflict points and potential crashes. A conflict point is a location on the roadway where normal traffic operations or patterns intersect (through traffic and turning traffic). Intersections along a roadway can have many points of conflict with each point increasing the probability of crashes occurring in the area. By restricting the types of movements at intersections, the conflict points are dramatically reduced. Figure 4-10 depicts a total of 32 conflict points associated with a standard four-legged full access intersection with no restrictions on turning movements. A center median barrier creates a situation where left turns and cross street through movements are prohibited. As a result, the number of conflict points is reduced from 32 to only four (see Figure 4-11).

Figure 4-10: Intersection with Full Access (No Restrictions)

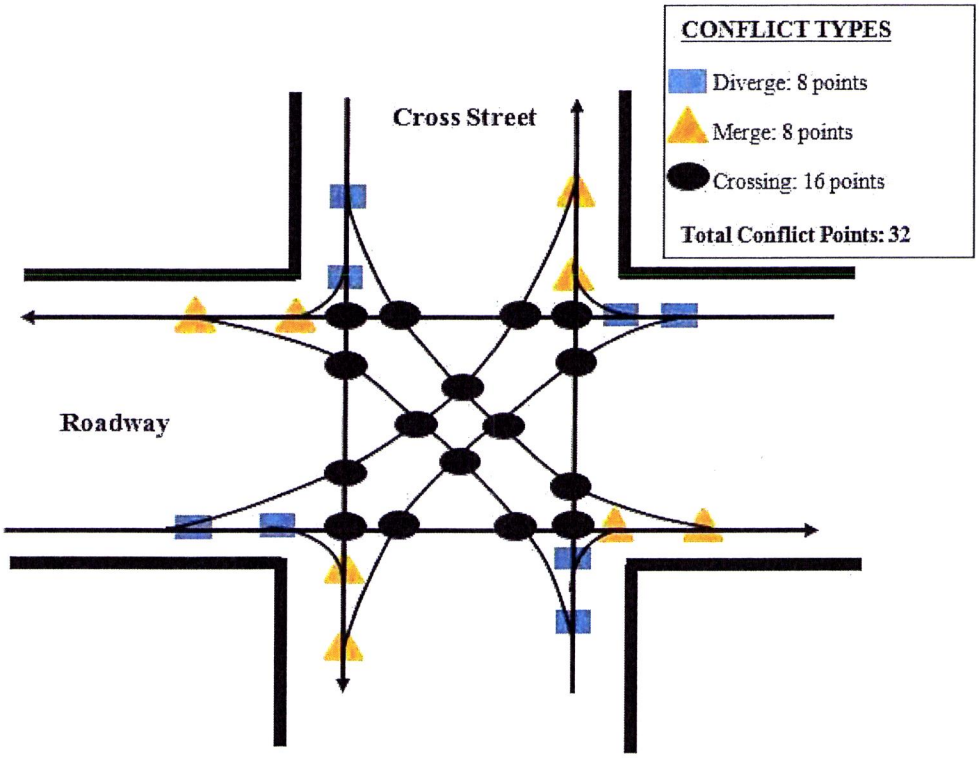
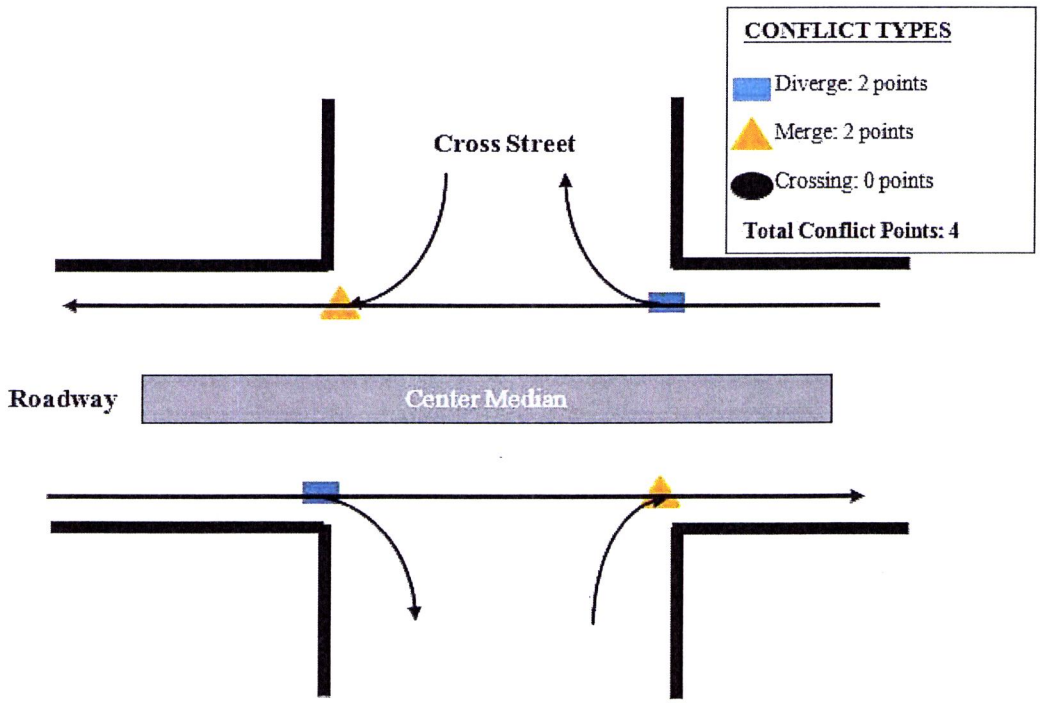


Figure 4-11: Right-in/Right-Out Access Only Intersection



ALTERNATIVE MODES OF TRANSPORTATION

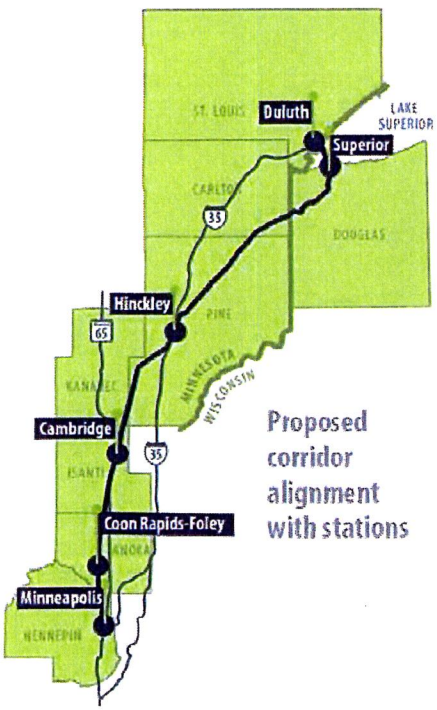
Alternative modes of transportation generally consists of pedestrian, bicycle, and transit services. Non-motorized transportation, such as pedestrians and bicyclists, are legitimate users of the transportation system and should be able to use the transportation infrastructure safely and without unreasonable delay. Unfortunately, motorized transportation, such as passenger cars and commercial vehicles, can often dominate the transportation infrastructure due to theirdisproportionate size and numbers. Systematic planning and design is one component necessary in achieving an integrated transportation system that is safe and efficient for all users.

Transit and Rail Opportunities

Several non-motorized transportation opportunities have been identified in the City of Cambridge. One such project includes the Northern Lights Express (NLX) passenger train, which proposes high speed passenger rail service between Minneapolis and Duluth with a proposed station located at the Cambridge City Center Mall site. A conceptual route and station map is illustrated in Figure 4-12. Station area planning has assumed an 850 foot long platform and parking spaces for 200 vehicles (a concept plan is included in Appendix B) . This service would allow riders from the Cambridge station to travel to downtown Minneapolis in approximately 45 minutes (one-way trip).

The Chisago-Isanti County Heartland Express has been constantly expanding its fleet of buses and services. Heartland Express Transit does not currently include "fixed route" services, but it is an active and highly utilized on-demand transit system.

Figure 4-12: Proposed NLX Rail Corridor



HIGHWAY 95 SPECIAL STUDY

At the time this Transportation Plan Update was being prepared, the City, in cooperation with MnDOT, was in the planning and preliminary design process for improvements to Highway 95 west of Emerson Street (downtown area). A Highway 95 Task Force Committee was formed at the onset of the study. The task force membership included a range of stakeholders including City of Cambridge, MnDOT, Isanti County, East Central Regional Development Commission, BNSF, business owners, residents, and others.

The purpose of the study was to define capacity and safety improvements west of Emerson Street where the existing four-lane highway section transitions to a three-lane section through the downtown area. A primary goal of identifying future transportation improvements in the study area was to specifically address the congestion and travel delays associated with trains on the BNSF rail corridor blocking Highway 95. When trains cross Highway 95 it creates a temporary closure of the highway, which causes substantial backups that not only impact travel on Highway 95 but also adversely affect local street intersections and circulation throughout the downtown area.

Several design concepts have been considered including an option that extends the four-lane section west from Emerson Street and would retain an at-grade crossing of the BNSF railroad corridor. Another option considered was a highway underpass of the BNSF corridor. The underpass option was deemed not feasible due to several design and construction constraints including, but not limited to, stormwater drainage challenges, groundwater levels and underpass elevations, potential of encountering contaminated soils and groundwater, property impacts, access impacts, and high costs.

The City of Cambridge is determined to resolve the congestion issue that adversely effects the downtown business district and will continue to coordinate with MnDOT and other stakeholders as they press forward with implementing much needed improvements along the Highway 95 corridor.

TRANSPORTATION GOALS

Goal 1

Preserve and enhance the transportation system throughout Cambridge.

- Policy 1.1: As one of its greatest investment priorities, the City shall preserve its existing transportation system in the highest order of operating condition.
- Policy 1.2: The City shall continue to monitor and maintain pavement, right-of-way, and other fixtures associated with the roadway system (including lighting, sidewalks, bridges, etc.) using routine inspections and maintenance and improvement programs (street rehabilitation program) coordinated by the Cambridge Public Works Department and in some cases coordinated with other transportation system partners (MnDOT, Isanti County, transit providers).
- Policy 1.3: Seek opportunities to improve and preserve existing roadways through land use changes or redevelopment opportunities and by coordinating improvements with roadway partners (e.g. Isanti County and MnDOT) and their funding programs.
- Policy 1.4: The City will review all plans for development and redevelopment to determine their impact on the transportation system and will ensure transportation needs are completed in a cost-effective manner, where each expenditure satisfies one or more of the City's transportation objectives.
- Policy 1.5: The City will ensure local needs are considered as improvements are considered in regional transportation plans. The City shall actively participate with other jurisdictions in regional planning efforts.

Goal 2

Improve the functionality and safety of the transportation system.

- Policy 2.1: Continually monitor and analyze the transportation system and assess its performance level. Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility) and conduct studies of reasonable traffic management techniques where documented safety issues exist.
- Policy 2.2: The City will seek to capture opportunities to implement roadway improvements with proposed development and redevelopment projects and, where applicable, the City will integrate efficient and safe features for enhanced pedestrian and bicycle movements.
- Policy 2.3: Require the dedication or preservation of right-of-way consistent with adopted right-of-way standards when property is platted or subdivided, and work with landowners and developers during the site planning and platting process to implement safe and efficient roadway designs that look first to provide access via a local roadway rather than a regional roadway (e.g. Highway 95).
- Policy 2.4: The City will periodically survey the residents of Cambridge on their perception of the local transportation system including its strengths, areas of concerns and opportunities for improvement.

Goal 3

Balance transportation needs with other community principles.

- Policy 3.1: Maintain and enhance the "small-town" character of Cambridge by providing multi-modal transportation choices and context-sensitive design elements for new and reconstructed intersections and corridors.
- Policy 3.2: To the greatest extent practical, the City shall balance the transportation system needs with the potential impacts and affects upon natural features of the community.
- Policy 3.3: The City shall strive to provide convenient access to natural features (Rum River corridor) and opportunities to support active living and healthy lifestyle activities (walking and biking).
- Policy 3.4: Where possible the City will utilize a "Complete Streets" methodology in the design of streets (accounting for adjacent land uses, travel speed, width and number of lanes, on-street parking, vertical and horizontal alignment, pedestrian and bicycle features, intersection curb radii and crossing facilities, landscaping, lighting, etc.).

Goal 4

Enhance transit opportunities and usage.

- Policy 4.1: The City will continue to support the Northern Lights Express (NLX) passenger rail service and station in the City of Cambridge.
- Policy 4.2: The City will coordinate with transit providers to determine future transit services consistent with the City's transit market and its associated service standards and strategies.
- Policy 4.3: Evaluate the need for transit facilities and accommodations in the redesign and reconstruction of roadways and planned development and redevelopment to determine whether or not future accommodations for transit facilities or services is needed.
- Policy 4.4: The City will assess the changing transit needs of residents through continued coordination with the outreach efforts of local and regional providers. Collaboration with surrounding communities shall also occur to assess the need for and location of improved transit services.

Goal 5

Implement the transportation vision through strategic funding, and objective and definitive decision making, with the collaboration of jurisdictions (MnDOT, Isanti County, and area townships).

- Policy 5.1: Utilize available funding programs such as the Municipal State Aid Street (MSAS) and other revenue sources to maximize and leverage funds to transportation improvements so that system improvements can be realized in a cost-effective and timely fashion.
- Policy 5.2: Require adequate right-of-way dedication for new and expanded roadways based on the planned function under future conditions.
- Policy 5.3: Plan for and preserve future opportunities for necessary transportation system improvements.
- Policy 5.4: Empower City staff to pursue state and federal transportation funding and evaluate non-traditional transportation funding mechanisms.
- Policy 5.5: Encourage business owners, residents and community groups to be active participants in seeking funding by contacting local, state and federal decision makers in support of transportation funding.

CHAPTER 5
UTILITIES ANDCOMMUNITY FACILITIES

INTRODUCTION

The purpose of this chapter is to inventory the various public and community facilities within Cambridge. This chapter includes a thorough documentation of existing utilities that serve Cambridge residents as well as community facilities. The primary purpose is to understand what utilities and facilities currently exist, the location of the facilities and utilities, the current use and capacity, and to identify future needs. An overview of several facilities is given below. For each building or facility, its location is given and the use of the facility is identified. The utilities are addressed similarly but also identify the capacity available. A set of goals, objectives and policies are included to guide future development and ensure that the needs of all residents are met.

UTILITIES

Utilities in Cambridge are provided by a variety of public and private organizations.

Power

Electricity in Cambridge is provided by two different cooperatives: East Central Energy and Connexus Energy. Most of the City is served by East Central Electric Association, however, the southwestern part of the City and surrounding communities are served by Connexus. Figure 5-1 illustrates the service areas.

Gas

Centerpoint Energy provides gas to Cambridge residents.

Water

Within the core area of the City, the City of Cambridge provides water and sewer services. In outlying areas, especially west of the Rum River, properties are served by wells and septic system. More information about future water utility development can be found later in this chapter in the Sewer Plan and Urban Service Area sections.

Waste

East Central Sanitation and Recycling provides trash removal for Cambridge residents and businesses. The company also provides single-sort recycling services.

Internet and Cable

The East Central Electric Association and Midcontinent Communications provide internet and cable are provided to Cambridge residents.

Sewer Plan

In 2000, the City of Cambridge completed a sewer feasibility study, examining areas where the existing water and wastewater services could expand to in the future. The study established twelve districts, based on the natural topography of the City. These districts contain both existing and planned sewers.

Districts with existing facilities:

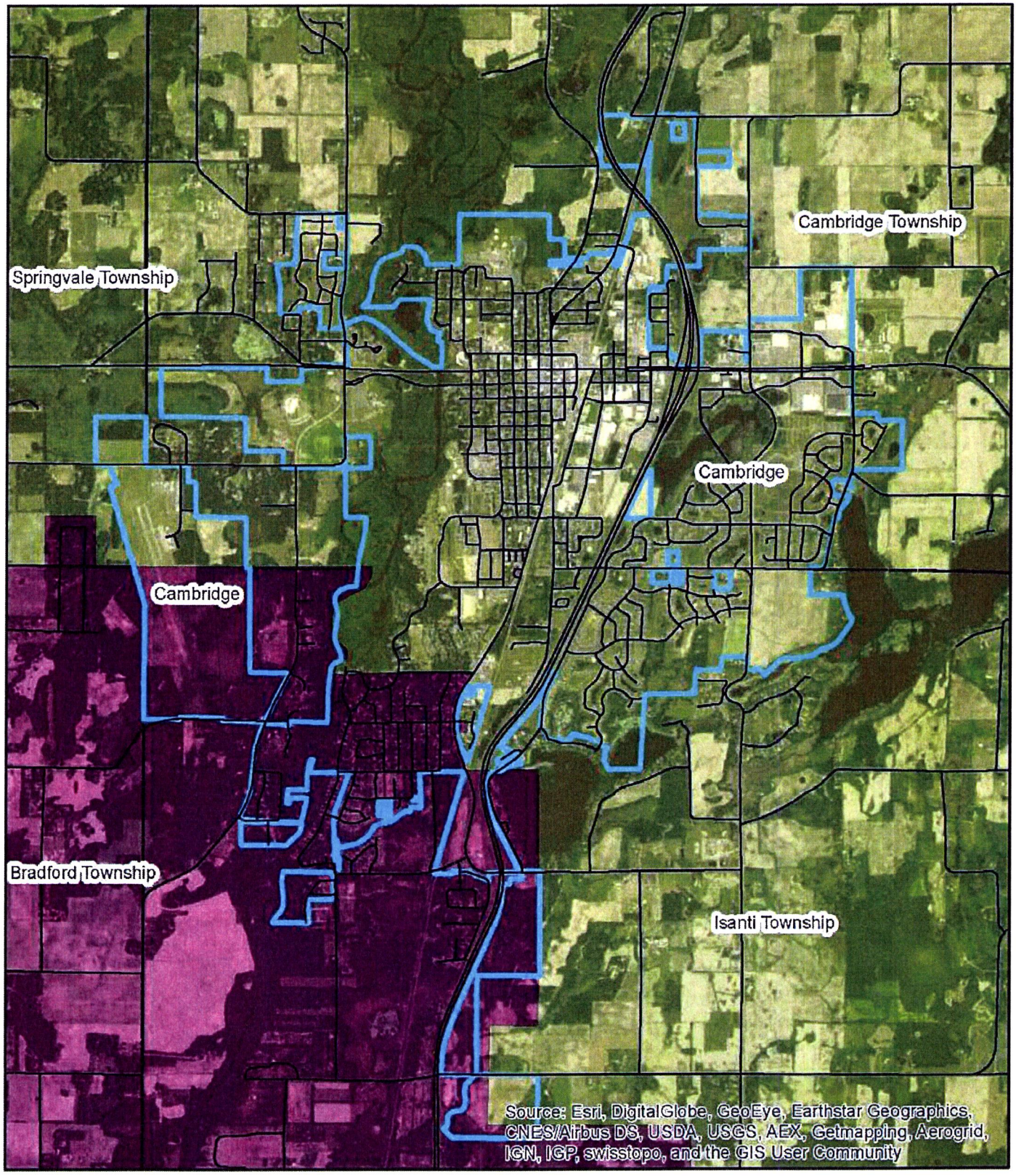
- Core District
- North Ridge District (part)
- East T.H. 95 District (part)
- Northeast District (part)
- Community College District (part)

Districts with planned facilities:

- Southwest District
- South District
- Southeast District
- Paul's Lake District
- North Ridge District (part)
- East T.H. 95 District (part)
- Rum Lake District
- Northeast District (part)
- 9th Ave District
- Community College District (part)
- West Rum River District

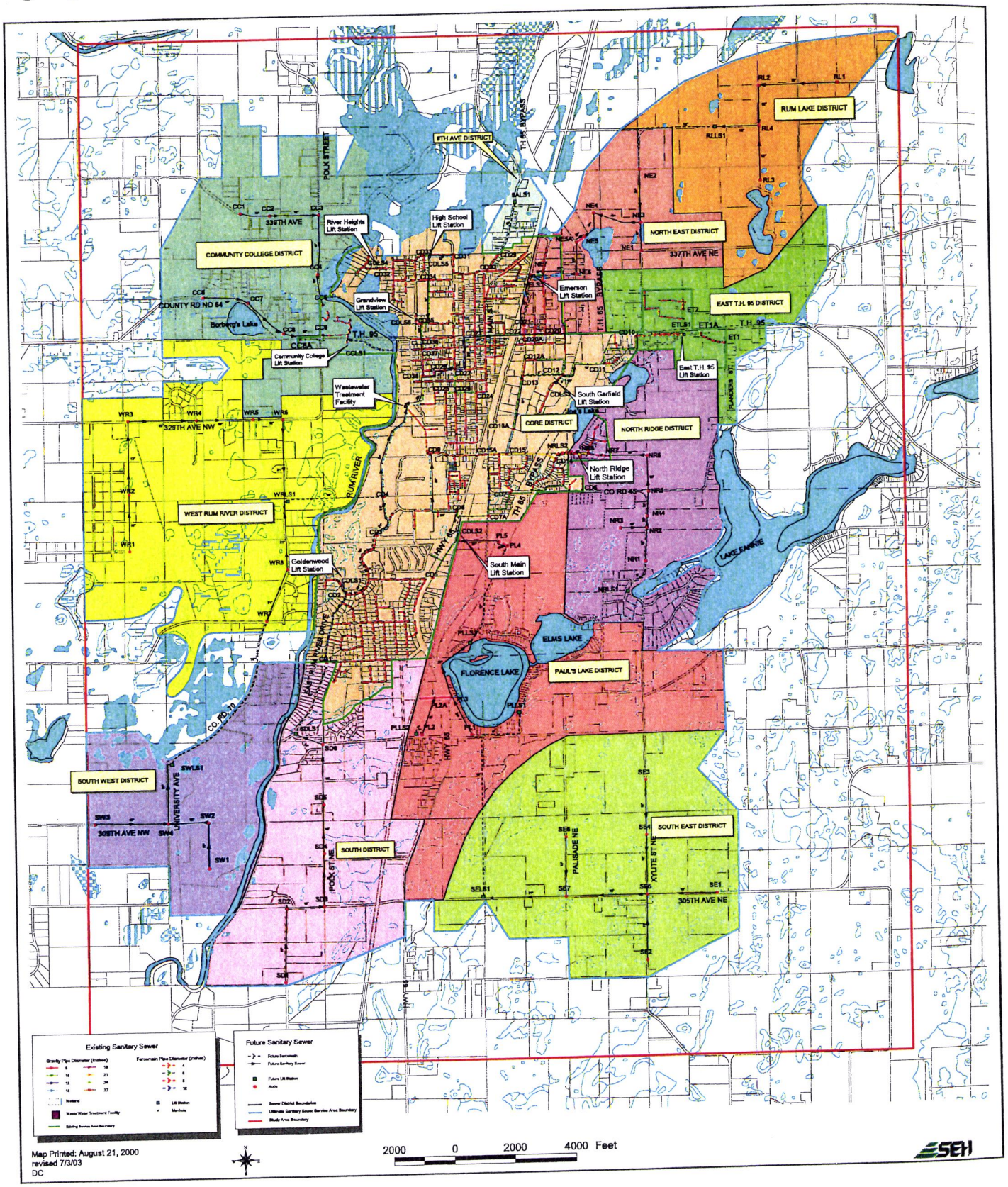
A map showing the areas included in the sewer feasibility study is included in Figure 5-2.

Figure 5-1: Electric Service Areas in and Around Cambridge



Source: Minnesota Public Utilities Commission

Figure 5-2: Future Trunk Sanitary Sewer System



Urban Service Area (USA) District

The 2000 Comprehensive Plan outlined a series of growth areas outside the City: areas where future municipal services and higher density neighborhoods would be built. These growth areas were designated:

- Northeast of the City: This area is north of Highway 95 and east of County Road 34 beyond the City's existing boundaries.
- Southeast of the City: This includes land south and east of the of Cambridge's current boundary to the western side of Lake Fannie.
- West of the City near the Community College: This area includes land to both the north and south of Highway 95 on the western side of the Rum River.

In order to ensure orderly growth within the City limits and these growth areas, the City completed an analysis of future Urban Service Areas (USA). In 1995 Isanti County adopted a Comprehensive Plan designating specific areas for residential development surrounding the cities of Cambridge, Isanti, and Braham. The Urban Service Area was designated to encourage new development in areas that have potential for providing the full range of public services including schools utilities transportation and recreation at the most economical cost to the County cities townships and school districts. Zoning for the USA district allowed a higher density of residential development adjacent to and within one mile of incorporated cities than was allowed in the remainder of the County.

The County established two USA categories USA I and USA II. Land within the USA II was intended to be managed by the County at a residential density of four units per 40 acres. Land within the USA I was also intended to be controlled by the County at this density, but cities had the option of assuming responsibility for the management of these areas. If this option was chosen residential development could occur in the USA I at a higher density. An important part of the 2000 comprehensive planning process was to determine the appropriate land uses within the USA I surrounding Cambridge. The 2000 USA I and USA II districts are illustrated in Figure 5-3.

Despite having two distinct USA districts, the City and the County have struggled to maintain consistency within the districts. Additionally, the boundaries of the districts were large and, at times arbitrary. As part of the 2017 planning process, planners and city staff worked to revise the USA district boundaries. Planning staff and consultants worked closely with the public works department and city engineer to determine which areas were most and least feasible to serve with sewer. Staff also took wetlands and waterbodies into account, given the difficulty of spanning these features with pipe. Then, new boundaries were drawn. These boundaries provide ample room for future development, while being relatively easy to serve in the future. The USA II district was eliminated to streamline the regulatory process. In order to promote compact, serviceable development, the City of Cambridge will have subdivision control within this district. More information about land use in the City and in the USA I district can be found in Chapter 7: Land Use and in Chapter 9: Implementation.

The revised USA I district is illustrated in Figure 5-4.

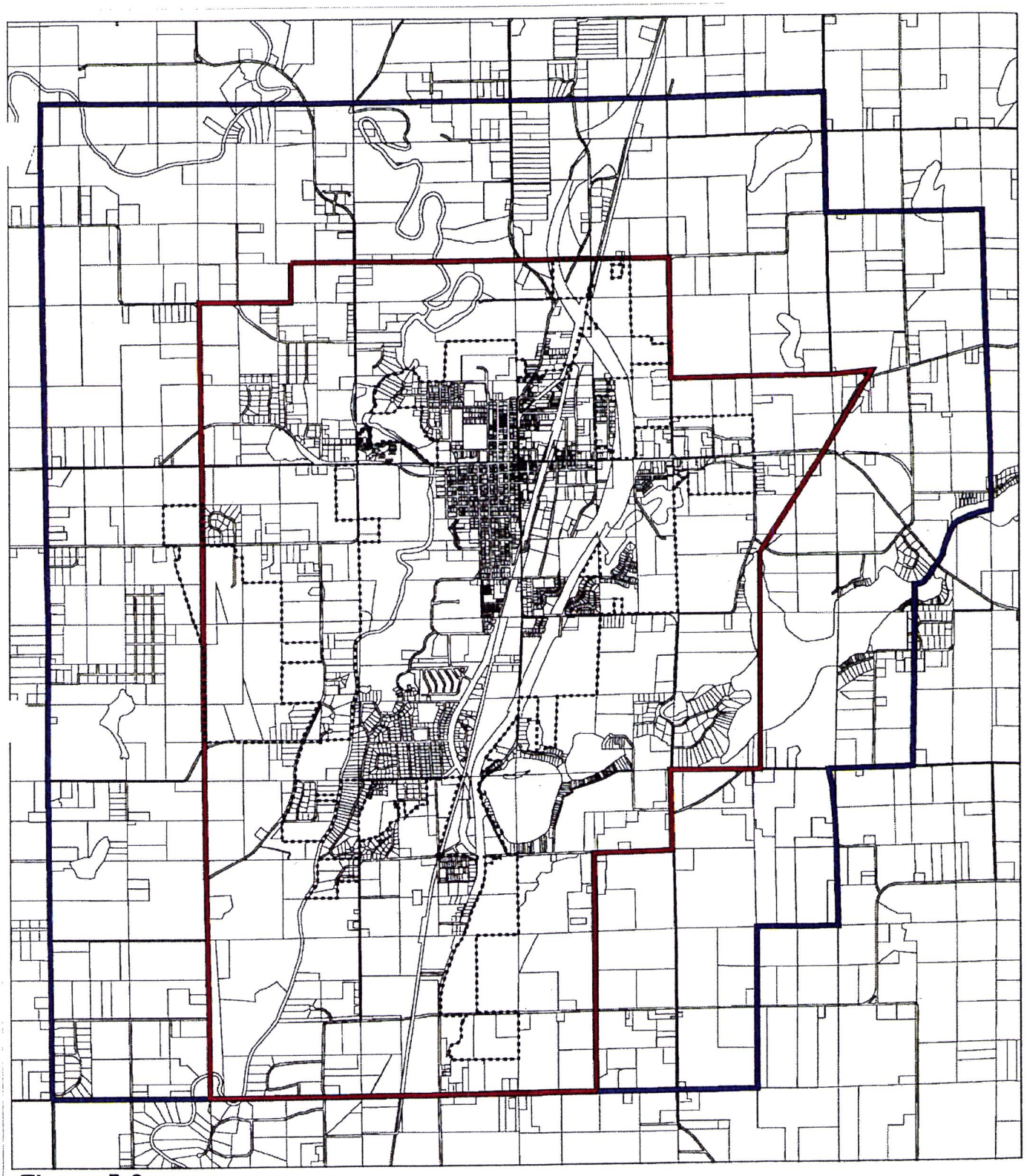
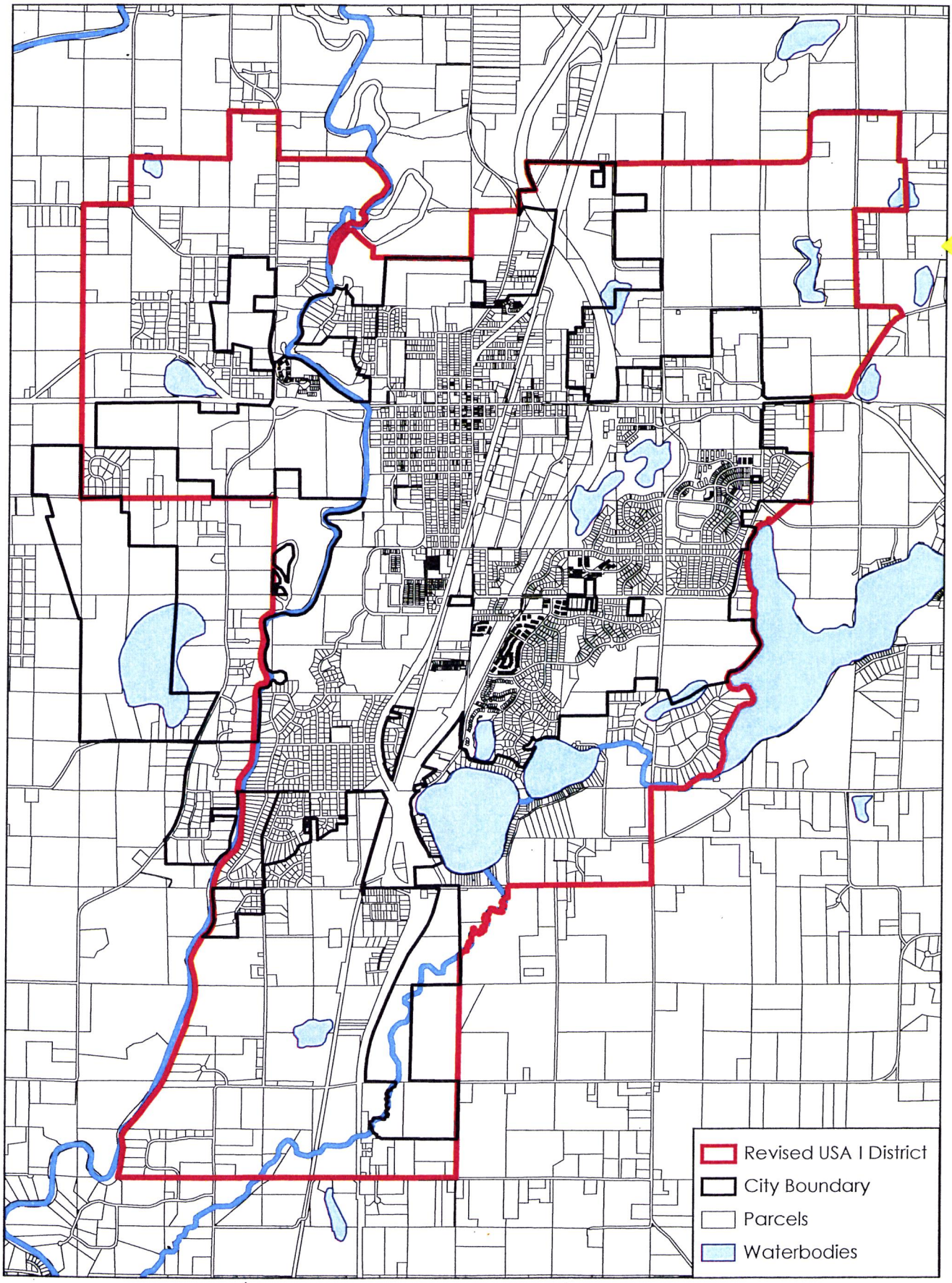


Figure 5-3
2000 Comprehensive Plan:
USA I and II District Boundaries
Cambridge, Minnesota

Figure 5-4: Revised Urban Service Area I



CITY FACILITIES AND SERVICES

City Hall

The City of Cambridge City Hall is located in City Center Mall. It contains offices, meeting spaces, and the Council Chambers.

Police and Fire

The City of Cambridge is served by the City's Police and Fire departments. The Cambridge Police Department is comprised of fifteen paid officers including the Chief, eight officers, three sergeants, a detective, and two school resource officers. The force also has 18 volunteer reserve members. The City Fire Department is comprised of 30 paid staff and has its own fleet of trucks and emergency vehicles. The Fire Department also has 23 volunteer fire fighters. Both departments work closely with community members to build relationships, provide education on safety and host events.

Schools

Cambridge is served by the Cambridge-Isanti Independent School District which enrolls over 5,000 students. The system has facilities for students from pre-kindergarten through high school.

- Cambridge Primary School serves pre-kindergarten through grade 2
- Cambridge Intermediate School serves grades 3-5
- Cambridge Middle School serves grades 6-8
- Cambridge-Isanti High School serves grades 9-12

Other schools in the City include the Rum River Special Ed Co-op and two private schools: the Cambridge Christian School and St. Scholastica HSC Academy.

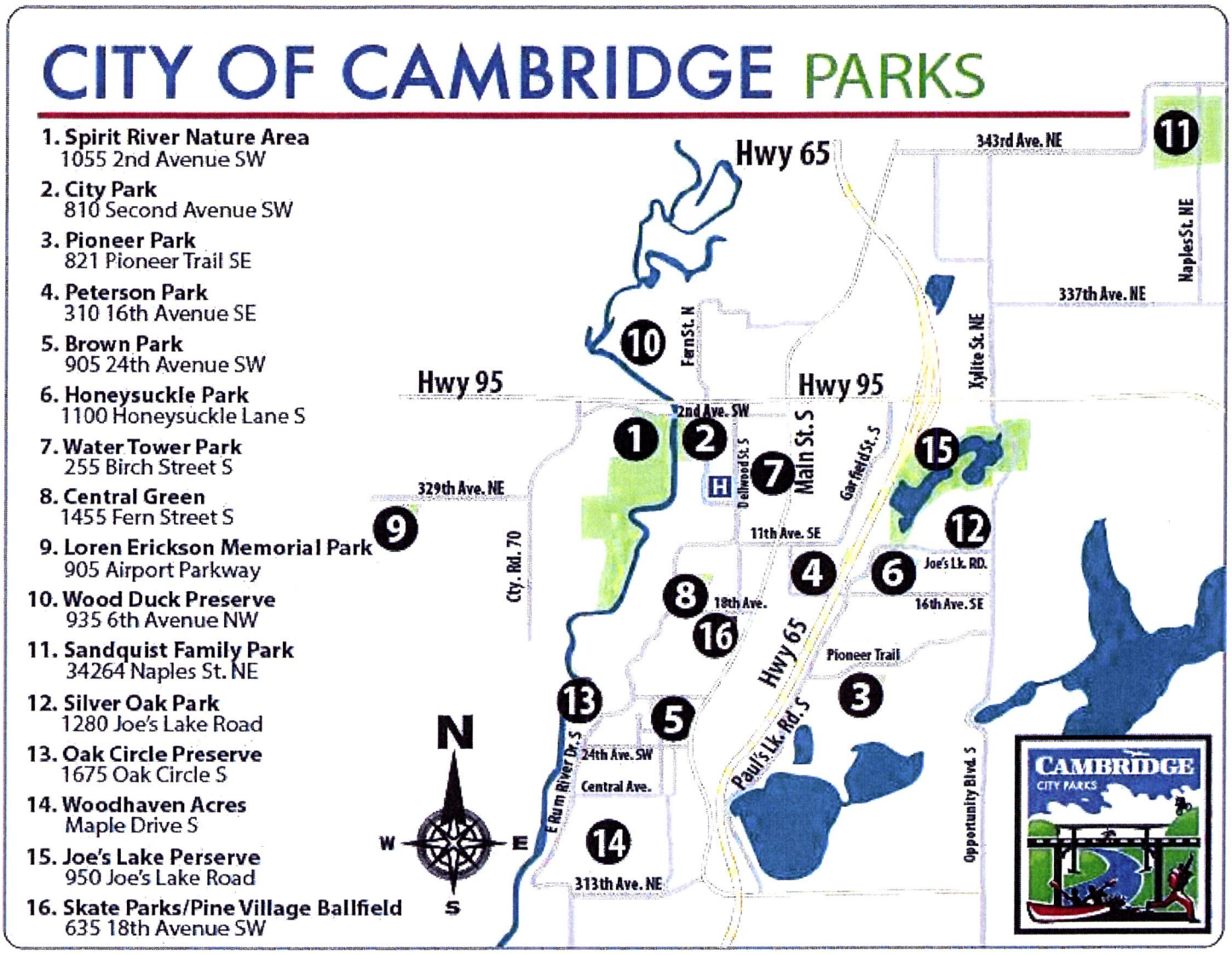
Cambridge is also home to the Anoka Ramsey Community College, part of the Minnesota State Colleges and University System, which offers over 100 different degree and certificate programs. The College has two locations and online programs with over 12,400 students enrolled. In Cambridge, about half of students are full-time and half are part-time. The Cambridge location also offers workforce training in nursing, first aid and emergency responders, and management.

PARKS

The City of Cambridge has 16 parks within its limits dedicated to an array of uses. These parks are mapped in Figure 5-5. The 16 parks include natural areas, neighborhood parks and playgrounds, sports and recreation facilities, and picnicking areas. The largest parks in the City are the Spirit River Nature Area, located along the Rum River, and Joe's Lake Preserve, east of Highway 65.

Both parks feature waterfronts as well as surrounding forests and wetlands. Spirit River Nature Area also features a series of groomed and primitive trails for hiking, mountain biking, skiing, and snowshoeing. The diversity and accessibility of these parks provide a variety of recreational opportunities for residents.

Figure 5-5: City of Cambridge Parks



Source: City of Cambridge

SIDEWALKS AND TRAILS

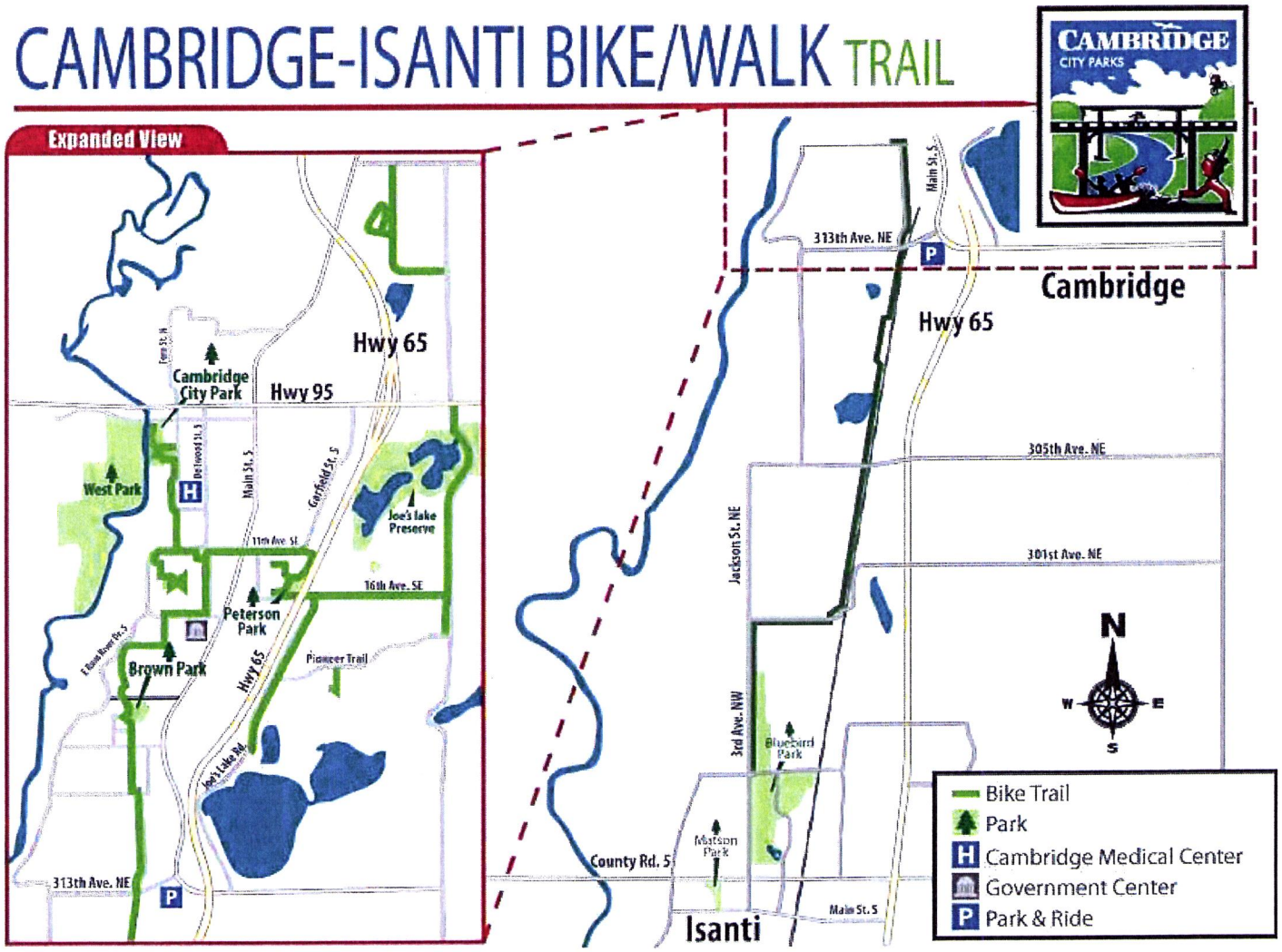
The City of Cambridge has a series of bicycle and walking trails, connecting to residential neighborhoods and parks. This connected system includes 36.5 miles of sidewalks and 9.9 miles of trails. The system allows residents to access nearby amenities, especially between Highway 95 and Highway 65, near the hospital and Spirit River Nature Area. The most pedestrian accessible area is the downtown, near Highway 95 and Main Street. All streets in this area contain sidewalks, many of which are publically plowed in the winter.

Trails run along both arterial and residential streets and connect to local parks. There is a bicycle trail that follows the BNSF Railroad that connects Cambridge with the City of Isanti to the south. The Cambridge-Isanti Trail system is illustrated in Figure 5-6 and trails and sidewalks in Cambridge are illustrated in Figure 5-7.

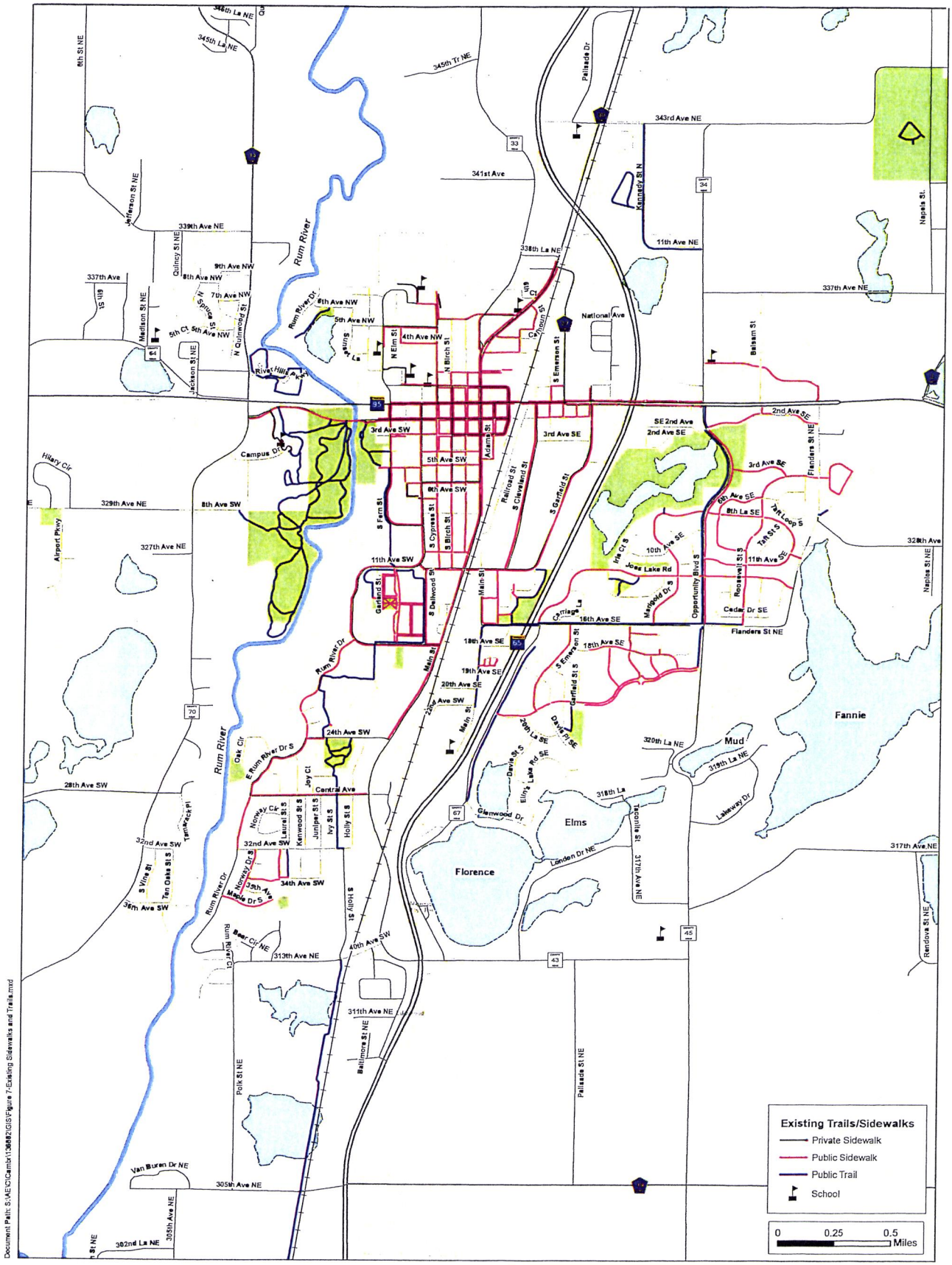
The downtown area contains a well-established sidewalk network. The City has identified nine different "walking routes" in the community (see Figure 5-8):

- Main Street Stroll (4.5 miles or 2.25 miles one-way)
- West Garfield Loop (2.3 miles)
- Opportunity Loop (4 miles)
- East Garfield Loop (3.3 miles)
- Fern Loops (1.25 miles: long or 1 mile: short)
- Prime Time Walkers Loop (1 mile)
- Downtown Loop (1.5 miles)
- Evergreen Loop (1.2 miles)
- Historic Overlook Walk (1 mile)

Figure 5-6: Cambridge-Isanti Trail System



Source: City of Cambridge



Project Number: MNT07 137843
Print Date: 3/2/2017

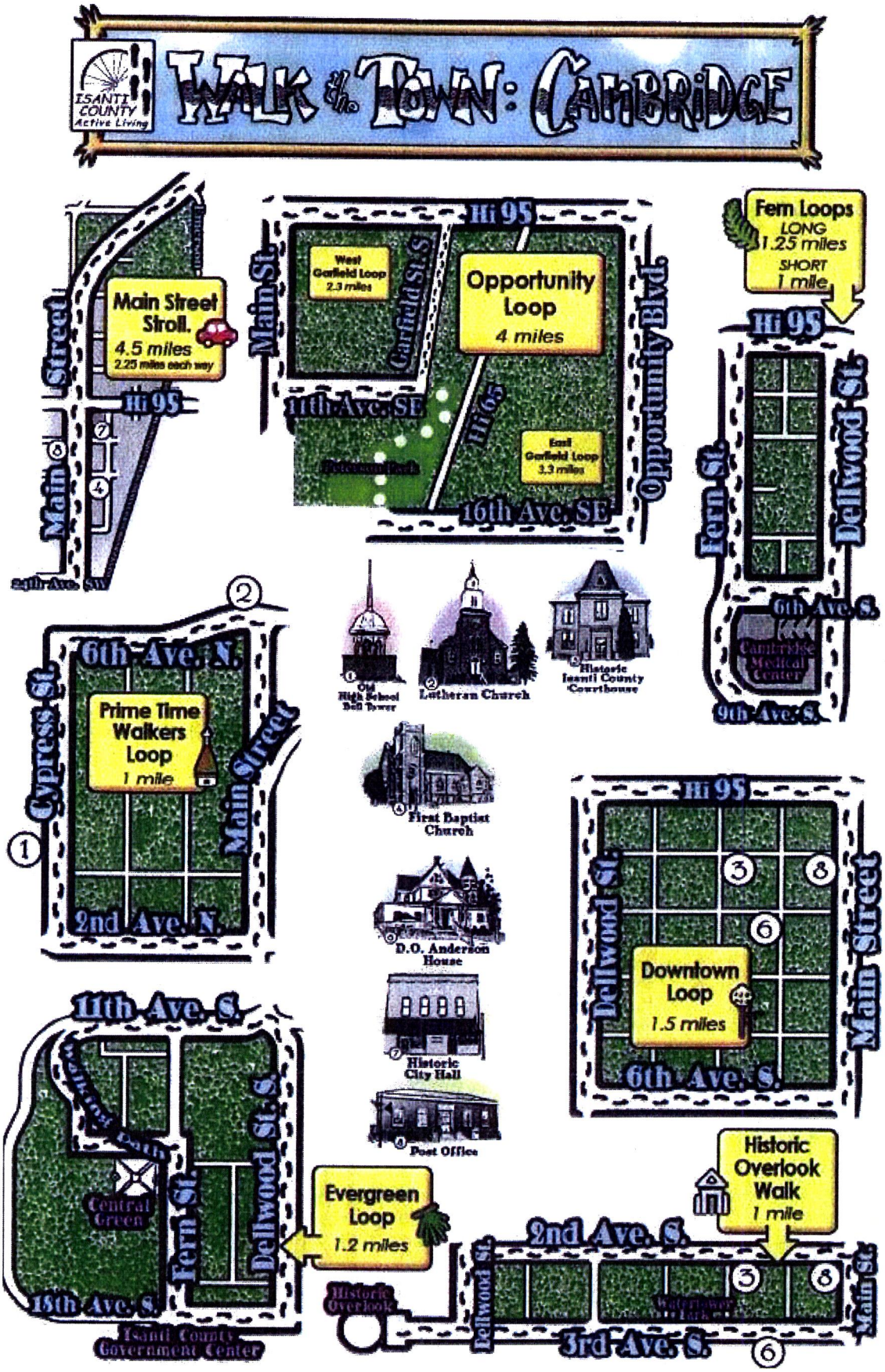
Map by: mateuermaged
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Existing Trail & Sidewalk Network

Cambridge, MN

FIGURE 5-7

Figure 5-8: Walking Loops in Cambridge



Source: Isanti County Active Living

WALKABILITY

Walkability is a term used to describe the accessibility of goods, services, and resources for different communities. The organization Walk Score, part of Redfin, maps access to amenities in communities across the world and provides the area with a numerical score based on how easily these amenities are accessed. Walk Score categorizes walkability in the following groups, described in Table 5-1.

Neighborhoods in Cambridge vary widely in walkability, from "Very Walkable" to "Car Dependent". The most walkable area of the City is in Downtown, at the intersection of 1st Avenue and Main Street. This area has a score of 70. Residential neighborhoods to the south and east of the Downtown are the most auto-dependent. This spatial pattern is illustrated in Figure 5-9.

Table 5-1: Walkability Scores

90–100	**Walker's Paradise** Daily errands do not require a car.
70–89	**Very Walkable** Most errands can be accomplished on foot.
50–69	**Somewhat Walkable** Some errands can be accomplished on foot.
25–49	**Car-Dependent** Most errands require a car.
0–24	**Car-Dependent** Almost all errands require a car.

Source: Walk Score

Figure 5-9: Walkability in Cambridge

Source: Walk Score

PROPOSED SIDEWALK AND TRAIL NETWORK

The intent of the City's proposed sidewalk and trail network is to provide decision makers with a vision and guidance information for developing a comprehensive system of pedestrian and bicycle corridors, and support facilities to serve resident and visitor needs. The overall system needs to include an interconnected network of pathways (trails, bikeways, and sidewalks) for the purpose of providing alternative transportation and recreational opportunities throughout Cambridge.

A well-planned and designed system can be a valuable community assets and provide an important transportation function for commuters, seniors, and recreational users. The following professional guidelines are critical in developing a community-wide pedestrian and bicycle system:

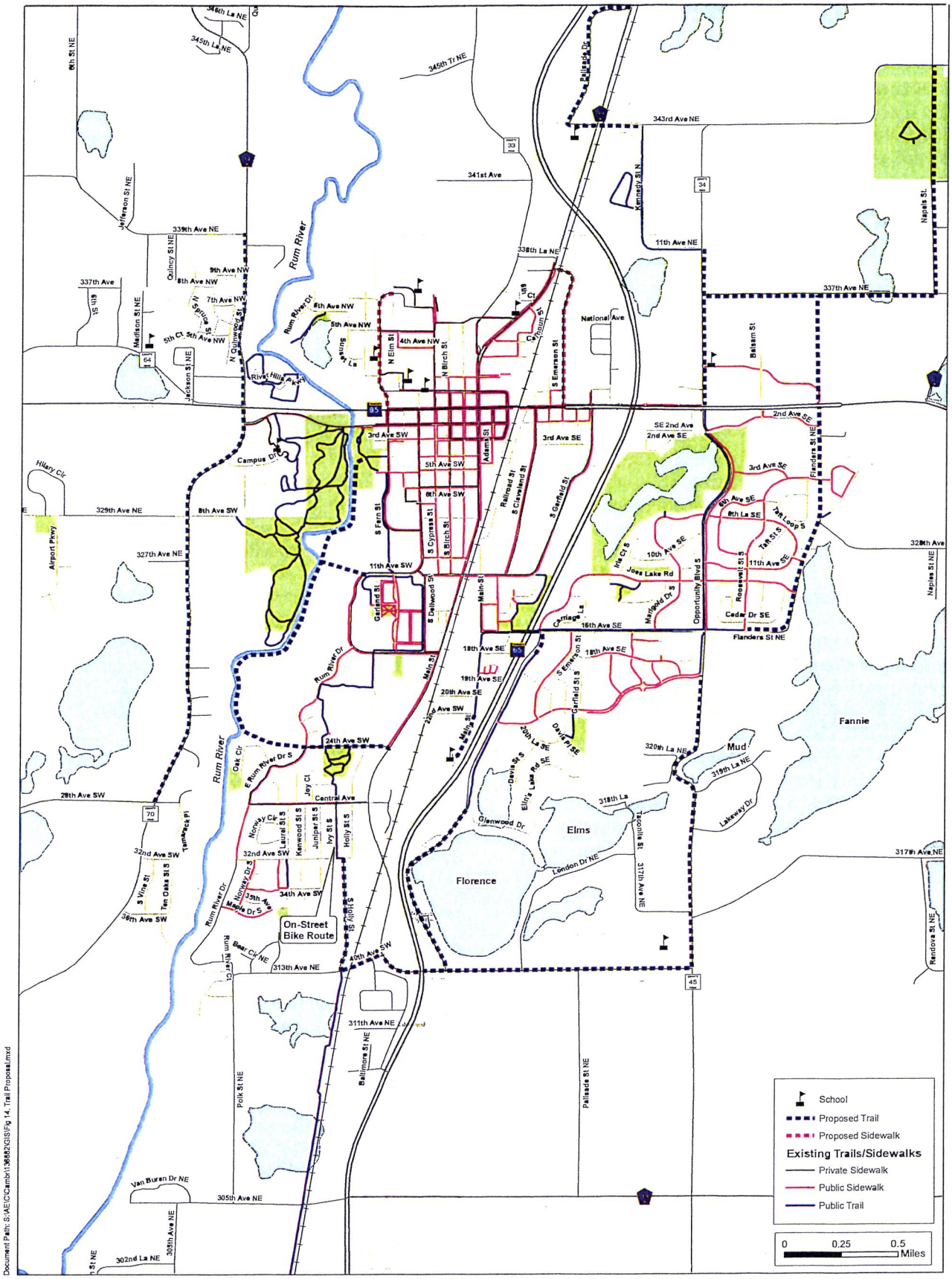
- Provide safe and efficient connections to land-uses, such as shopping malls, downtown, schools, senior care facilities, and other community destinations;
- Create good design guidelines by providing adequate widths and sight distance, while also avoiding problems such as poor drainage, blind corners, and steep slopes;
- Develop a proper maintenance schedule with regular surface treatments and repairs;
- Create well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and non-motorized transportation users of all ages and abilities;
- Facilities should highlight the surrounding scenic qualities (e.g. Rum River valley), offering an aesthetic experience that attracts users; and
- Establish a well-connected system of trails, bikeways, and sidewalks that provides shorter trip lengths than the road network, with connections between dead-end streets, cul-de-sacs, and short-cuts through open spaces and parks.

Within the Cambridge area, there is an extensive network of sidewalks and trails (see Figure 5-7 earlier in this chapter). For many years Cambridge has promoted the installation and use of sidewalks, trails and paths within the City as part of an effort to be a "Bicycle & Pedestrian Friendly" community. All local street construction and reconstruction projects consider the installation of sidewalks if these facilities don't already exist. It is the intention of this effort to make it possible and safe for people who would like the option of walking or biking, either for transportation or recreational purposes, to be able to travel safely throughout the City and access schools, parks and recreational facilities, businesses, and other destinations. Figure 5-10 depicts several trail and sidewalk extensions and connections that the City shall pursue as development occurs.

New developments in Cambridge will continue to be reviewed and required to provide bicycle and pedestrian accessibility. Also, efforts should be taken to connect residential developments with existing and planned bicycle facilities such as the Cambridge-Isanti Trail corridor that currently runs between Cambridge and Isanti, but is being planned for future northern expansion (e.g. Stanchfield and Braham).

In commercial areas such as downtown or developing corridors such as Highway 95 east of Highway 65, the provision of bicycle parking facilities should be encouraged to accommodate bicycle travel. In constrained areas (e.g. downtown sidewalks), these facilities should be located where they do not disrupt or interfere with other pedestrian traffic. Bike corrals located along side streets or open spaces are a preferred option as long as they are located in relatively close proximity to the rider's destination(s).

Encouraging more bicycling throughout Cambridge could be accomplished by better defining the presence of on-road facilities through the use of improved signing or pavement striping. Where off-road trails are not present, an established marking system (e.g. one sign or pavement marking per city block) should be considered in the establishment of the network of Bicycle Friendly Routes. These items are relatively low cost and provide route information and present awareness for all users of the roadway.


Rum River
Fannie
Mud
Elms
Florence
On-Street Bike Route
Proposed Trail Network
Cambridge, MN
FIGURE 5-10
Project Number: MNT07 137843
Print Date: 3/2/2017
Map by: mtaeuernagel
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH
School
Proposed Trail
Proposed Sidewalk
Existing Trails/Sidewalks
Private Sidewalk
Public Sidewalk
Public Trail
0
0.25
0.5
Miles
Document Path: S:\AE\C\Cambr\137843\GIS\Fig 14. Trail Proposal.mxd

Other Pedestrian and Bicycle System Safety Features

Public Education: MnDOT has a Bicycle and Pedestrian Program that promotes and facilitates the increased use of non-motorized transportation, including public educational, promotional, and safety programs for using bicycle and pedestrian facilities.

Community events and programs such as bike rodeos and safe routes to school promotions can help teach people the basics of safe walking and bicycling. Local law enforcement can also greatly assist in ensuring safe transportation (both motor vehicle and non-motorized) through the review and enforcement of specific laws that pertain to pedestrians and bicyclists.

Routine Maintenance: It is important to maintain safe operating conditions along the sidewalk and trail system. Sight distance limitations and surface hazards (loose dirt/ gravel, debris, overgrown vegetation, old storm drains, and cracks) must all be considered and maintained to ensure the conditions are safe and favorable for users. Surface hazards can not only cause bicyclist to lose control, but can also cause cyclists to temporarily swing into the travel lane which can create unsafe conditions and conflicts.

Safe Routes to School (SRTS): The SRTS program is intended to encourage kids to walk and bicycle to school more often through infrastructure improvements, education, and promotional activities. On a broader level, SRTS programs can enhance children's health and well-being, ease traffic congestion near the school, improve air quality, and improve community members' overall quality of life. In the past, the SRTS program has included both federal and state funding to assist communities and school districts to prepare SRTS plans and to implement education programs and infrastructure improvements.

Crosswalks: Strategically located crosswalks are another important safety feature in a pedestrian and bicycle network. In Minnesota, it is the law for motor vehicles to stop for pedestrians crossing the roadway at any location, but the safest spot is at a designated crosswalk that is clearly marked or controlled by an automated system. Pedestrian safety along Highway 95 has been raised as an issue. A possible solution for a midblock crossing or crossing at a non-signalized intersection would be the installation of a pedestrian-activated beacon or signal system. Several such products exist including a rectangular rapid flashing beacon (RRFB) system. A RRFB is a relatively low cost safety improvement that has been shown to significantly increase driver yielding at crosswalks when supplementing standard pedestrian crossing warning signs and pavement markings.

Other pedestrian activated devices can be used to increase yielding rates on multilane roads with limited effect on traffic include flashing amber warning signals, in-road warning lighting, and blinking pedestrian signs.

The purpose of all crosswalk treatments is to enhance awareness and communication between pedestrians and drivers at locations where there is not already a traffic signal. The cost range of a pedestrian-activated beacon or signal system is approximately $25,000-$40,000 and would depend upon the type of features needed at a particular location (e.g. solar-powered, hardwire vs. wireless push buttons, type and amount of signage, and other pavement markings).

UTILITIES AND COMMUNITY FACILITIES GOALS

Goal 1

Maintain and improve all community facilities.

- Policy 1.1: Maintain and improve community facilities and utilize a five-year Capital Improvements Plan to identify areas of improvement, in order to provide improvement of the City's infrastructure in a timely and cost effective manner.
- Policy 1.2: Improve accessibility of all community facilities where necessary and ensure their compliance with ADA requirements.

Goal 2

Provide adequate and appropriate recreational and park facilities, bikeways, sidewalk, and walking trails.

- Policy 2.1: Address the city's desire for a full range of park and recreation activities consisting of both active and passive recreational facilities in the Park Plan.
- Policy 2.2: Update the City's Park Plan to address city-wide needs and the specific plans for all existing and future parks in the City and its planned growth areas.
- Policy 2.3: Identify greenways (green corridors) and blueways (river and lake corridors) and provide walking/bicycle trails to link area parks, lakes, community facilities, and surrounding communities.
- Policy 2.4: Address and update where necessary the spatial distribution of parks in the Parks Plan with the goal to provide all segments of the population have convenient access to facilities.
- Policy 2.5: Improve access to the Rum River.
- Policy 2.6: The City shall explore all Federal and State grant opportunities for park acquisition, development, and maintenance.

Goal 3

Improve bicycle and pedestrian connectivity throughout the community.

- Policy 3.1: The City will assess the current transportation system for efficiency and connectivity between existing and planned commercial nodes, neighborhoods, and civic amenities. The City shall work with Isanti County, MnDOT, residents, and businesses to provide critical linkages for logical connections that currently represent transportation system gaps or barriers.
- Policy 3.2: When new and redevelopment proposals are received, the City shall require connectivity of collector and local streets (including their pedestrian facilities) and trails between residential developments and other land uses.
- Policy 3.3: The City will continue to support all modes of travel and will strive to achieve an interconnected pedestrian and bicycle system that links residential, institutional/educational, commercial, retail, employment, and recreational destinations.
- Policy 3.4: Maintain and expand the network of bicycle and pedestrian trails throughout the City. Encourage the development of a trail system along the Rum River Wild & Scenic corridor.