BUFFALO CITY COUNCIL AGENDA

Meeting: Tuesday, January 20, 2026
Place: Buffalo City Center
Time: 7:00 PM

The meeting is available to view by streaming live or viewing Spectrum Channel 180. Questions on specific agenda items or supporting documents should be directed to city staff prior to the meeting via phone at 763-682-1181 or email at cityoffices@ci.buffalo.mn.us.

Each agenda item will be: (1) announced by the Mayor, (2) presented by staff, (3) Mayor will ask for Council questions & discussion, (4) Council will act on item with motion and move on to next agenda item.

Council members may be attending this meeting in person or remotely.

1. CALL TO ORDER

2. ANNOUNCEMENTS

3. OPEN FORUM

The purpose of the open forum section of the meeting is to allow citizens to express any needs or concerns that they have to the City Council. We allocate this time toward non-agenda items only. The City Council can then act on the concern or put the item on a future agenda.

4. AGENDA ADDITIONS OR DELETIONS

5. COUNCIL REPORTS AND RECOGNITION

The purpose of the council reports and recognition section is for Council Members to report on meetings attended, share information and to recognize individuals or groups.

6. CONSENT AGENDA

Those items on the council agenda which are considered routine or non-controversial are included as part of the Consent Agenda. Unless the Mayor or a Council Member specifically requests that an item on the Consent Agenda be removed and considered separately, items on the Consent Agenda are considered under one motion, second and vote. Any item removed from the consent agenda shall be placed on the council agenda for discussion.

Approval of January 5, 2026 Meeting Minutes

Approval of Claims Listing

Request for Temporary On-Sale Liquor Licenses for Hayes' Public House on February 14 and February 21, 2026

Approval of Lower-Potency Hemp Edibles Retailer Registration for Smokin' Monkey

2025 Pay Equity Implementation Report Approval

Purchase of New Vehicle - Code Enforcement

Bore Rig Locator & Operator Position

Utility Administrative Coordinator

Approval of Low Voltage Contractor

7. REMOVED CONSENT AGENDA ITEMS

8. PUBLIC HEARINGS

Public Hearing for the Implementation of Body-worn Cameras for the Buffalo Police Department

9. OLD BUSINESS

Second Reading of Ordinance 2026-1: Amendment to City Code Chapter 48-Utilities, Article V. Stormwater Utility

Transportation Safety Action Plan – Adoption

10. NEW BUSINESS

HPAB Century Homes Program Recognition

HPAB Annual Report

Fiber Phase 2.5 Design and RFP Approval

NE Area Reconstruction Project – Authorization to Advertise for Bids

11. STAFF UPDATES

12. OTHER

13. ADJOURN

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **City Clerk Susan Johnson**
PRESENTED BY: **City Clerk Susan Johnson**
AGENDA ITEM: **Approval of January 5, 2026 Meeting Minutes**

BACKGROUND SUMMARY:
Attached are the draft minutes from the January 5 meeting.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:
Innovative and Forward-Thinking Governance - embracing transparency, adaptability, and fiscal responsibility.

FISCAL CONSIDERATIONS:
a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:
Approve of minutes as presented.

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BUFFALO CITY COUNCIL MINUTES
January 5, 2026

CALL TO ORDER

The regular meeting of the City of Buffalo City Council was called to order on January 5, 2026 at 7:00 PM in the Council Chambers of the City Center at 212 Central Avenue.

The following members were present: Sheila Crawford, Brad Dahl, Steve Downer, George Fantauzza (via Zoom), Erin Walsh, and Student Liaison Jillian Pack.

Staff Present: Administrator Taylor Gronau, Finance Director/Assistant Administrator Josh Kent, City Clerk Susan Johnson, Community Development Director David Kelly, Utilities and IT Director Jason Meusburger, Fire Chief John Harnois, Police Chief Pat Budke, Parks and Rec Director Lee Ryan, Innovation Specialist Sam Solarz, and Consulting Engineer Justin Kannas of Bolton & Menk.

ANNOUNCEMENTS

Student Liaison Pack reported that school had resumed after winter break, with winter sports in full swing. She highlighted school activities including a food drive that collected 336 items and a winter blood drive.

Council Member Crawford announced that Christmas tree pickup will take place January 13-15 on residents' regular garbage days. Trees need to be set out by 6:00 AM.

Council Member Walsh announced that the Buffalo Historical Society was holding a "hot dish" fundraiser on January 25th to support their new website project, If you are unable to attend and would like to donate, donations can be mailed to 917 Circle Drive, Buffalo.

Council Member Fantauzza announced that the Community Center was seeking volunteers for tax preparation assistance.

Open Forum

Debbie Pohlkamp of 33 2nd Street NE thanked the Council for her appointment to the Community Center Advisory Board and suggested that Council Member Fantauzza should remain on the Community Center Advisory Board due to his knowledge of the ongoing construction. She also noted concerns about ice in the alley near the Community Center.

Council Reports And Recognition

Council Member Walsh reported attending a meeting for the Minnesota City's Climate Coalition regarding the intersections of climate, land use, and housing. She shared information about emissions from light-duty trucks and SUVs being the biggest source in cities and noted that multi-family housing is more energy efficient and affordable.

Council Member Fantauzza commended city staff for their quick response to a resident's social media complaint about a utility bill, noting that staff had reached out to the resident to address the concern. He encouraged residents to contact the city directly with concerns rather than posting on social media.

Council Member Crawford reported on Park Board activities, noting that multiple community input sessions were held on December 22nd for the Park and Trails System Plan. She encouraged residents to visit the Parks and Recreation website to provide feedback. She also announced the "Chill Out and Read" winter reading challenge for teens through adults at the library, running January 2nd through February.

Mayor Downer reported attending an open skate event at the Civic Center on January 2nd sponsored by Buffalo Municipal Utilities, which was well-attended by families and children.

Consent Agenda

- Approval of December 15, 2025 Meeting Minutes
- Approval of Claims Listing

Council Meeting ~ 01/05/26

A/P Check Runs	EFT/DRAFTS	Checks	Total	Check Numbers
12/15/2025	$ -	$ 540.00	$ 540.00	137366
12/18/2025	$ 21,392.91	$ -	$ 21,392.91	
12/29/2025	$ 948,647.25	$ 260,562.96	$ 1,209,210.21	137368-137425
		Grand Total	$ 1,231,143.12	

Council Member Dahl moved to approve the consent agenda as presented. Council Member Crawford seconded. The motion carried 5-0 by roll call vote.

Public Hearings

Public Hearing - Vacation of Drainage & Utility Easements, Kaysons Second Addition, Resolution 2026-1

Community Development Director Kelly explained that the public hearing concerned an existing public easement on a parcel that was being replanted as part of the Eighth Street development project previously approved by the Council. Before the new plat could be recorded, the existing easement needed to

be vacated, requiring a public hearing. The property would be part of a 42-unit apartment project with two buildings.

Mayor Downer opened the public hearing at 7:17 PM.

With no public comments, Mayor Downer closed the hearing at 7:19 PM.

Council Member Crawford moved to approve Resolution 2026-1 vacating the existing drainage and utility easements within PID 103-198-001010. Council Member Dahl seconded. The motion carried 5-0 by roll call vote.

Old Business

Variance - South Shores on Lake Pulaski Development

Community Development Director Kelly presented the variance request that had been tabled at the December 15th meeting stating that based on Council concerns about parking, staff proposed widening Randall's Lookout street from 32 feet to 38 feet curb-to-curb, allowing for approximately 16 parking stalls without impacting driveways.

Council Member Walsh shared concerns about pedestrian crosswalk improvements, and the possibility of installing a Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety. City Engineer Kannas recommended addressing pedestrian safety separately once development was further along and suggested that a traffic study could determine appropriate measures.

Council Member Crawford expressed concerns about long-term enforcement of the HOA rules regarding dock usage. Director Kelly explained that the HOA would likely self-regulate due to the limited number of boat slips available for the HOA.

After discussion with the developer, Roger Hokanson, the Council agreed to include a time limit on the requirement, making it valid for four years from the final plat approval of South Shores Phase One.

Council Member Dahl moved to approve the variance per the Planning Commission's recommendations with the conditions stated in Planning Commission memo 10.01-25.15, and that the proposed Randall's Lookout be widened from 32 feet to 38 feet to allow for on-street parking for users of the single dock. At the appropriate time, if a traffic study and pedestrian improvements are warranted, that will be the responsibility of the developer/HOA. The requirement would be valid for four years from final plat approval of South Shores Phase One. Council Member Fantauzza seconded. The motion carried 5-0 by roll call vote.

New Business

Consider Approval of a Resolution Delegating Authority to Pay Claims

and Make Electronic Fund Transfers
Finance Director/Assistant Administrator Kent presented this annual resolution, he noted there was no change from previous years and confirmed that adequate internal controls were in place.

Council Member Walsh moved to adopt Resolution 2026-2 delegating authority to pay claims and make electronic fund transfers to the city administrator and city clerk. Council Member Crawford seconded. The motion carried 5-0 by roll call vote.

Approve Part-Time School Resource Officer (SRO) Agreement with the Wright Technical Center
Police Chief Budke reviewed the background on this item noting that it was for part-time service at an hourly rate of $95. The contract would run through the end of 2026, with the rate likely to increase in 2027.

Council Member Crawford moved to approve the School Resource Officer agreement with ISD 966. Council Member Dahl seconded. The motion carried 5-0 by roll call vote.

Notice of Public Hearing for the Implementation of Body-worn Cameras for the Buffalo Police Department
Police Chief Budke explained that state law requires a public hearing before implementing body-worn cameras. Discussion on data software and storage, along with advantages to the cameras took place.

Council Member Dahl moved to recommend the City Council call for a public hearing for January 20th, 2026, on body-worn cameras for the Buffalo Police Department. Council Member Crawford seconded. The motion carried 5-0 by roll call vote.

First Reading of Ordinance 2026-1: Amendment to City Code Chapter 48-Utilities, Article V. Stormwater Utility
Administrator Gronau explained that the ordinance changes would reflect how the city currently bills for stormwater, clarifying the residential equivalent unit system. He emphasized that these changes would not result in a rate increase but would align the ordinance with current billing practices.

Council Member Crawford moved to approve the first reading of Ordinance 2026-1 amending Chapter 48 of the Buffalo City Code per the utilities department recommendation. If approved, a second reading will be scheduled for January 20th, 2026. Council Member Dahl seconded. The motion carried 5-0 by roll call vote.

Annual Mayor and Council Appointments

The Council reviewed the annual appointments with discussion about filling the positions for Safe Schools and United for Youth committees.

2026 MAYOR AND COUNCIL APPOINTMENTS

Position	2026 Council Rep
Liquor	Brad Dahl
Public Safety	Steve Downer
Public Works	Erin Walsh
Utilities (until PUC)	Steve Downer
Finance	Steve Downer, Brad Dahl
Public Utilities Commission	TBD
Planning Commission	Erin Walsh
Heritage Preservation	Erin Walsh
Parks	Sheila Crawford
Airport	Brad Dahl
Library	Sheila Crawford
Community Center	George Fantauzza
Safe Schools	TBD
United for Youth	TBD
Personnel	Steve Downer, George Fantauzza
Administrative	Sheila Crawford, Brad Dahl
Acting Mayor	Brad Dahl
Staff Positions	**2026 Council Appts**
City Administrator/Treasurer	Taylor Gronau
City Clerk	Susan Johnson
City Attorney	Susan Dege
City Engineer Consultant Pool	Justin Kannas – Bolton & Menk (Civil) Jake Folkeringa – Bolton & Menk (Fiber) Sheldon Sorenson – Barr Engineering (Electric)
Civil Defense Director	John Harnois
Fire Chief	John Harnois
Asst. Weed Inspector	Carey Kotilinek
Official Newspaper	Wright County Journal Press
Designated Depository(s)	Old National Bank MidCountry Bank

Council Member Dahl moved to approve the City Council 2026 Annual Appointments as written. Council Member Crawford seconded. The motion carried 5-0 by roll call vote.

2026 City Council Meeting Calendar

Administrator Gronau presented the 2026 meeting calendar. It was noted that this is subject to change.

Council Member Fantauzza moved to approve the 2026 City Council meeting

calendar. Council Member Dahl seconded. The motion carried 5-0 by roll call vote.

STAFF UPDATES

- State of City Address to be held on April 21
- Chamber of Commerce will host a Mayor/Council candidate forum on October 6

ADJOURN

Mayor adjourned the meeting at 8:48 PM.

Attest:

_____ _____

Steve Downer, Mayor Susan Johnson, City Clerk

CITY COUNCIL AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Senior Accountant Jackie Wilkes**
PRESENTED BY: **Senior Accountant Jackie Wilkes**
AGENDA ITEM: **Approval of Claims Listing**

BACKGROUND SUMMARY:

The attached claims listings are payment registers detailing disbursements for the period.

Payment Type	Beginning Sequence #	Ending Sequence #	Total
EFT	107395	107495	2,280,337.33
Check	137426	137513	399,565.53
Bank Draft/Wire	3968	4007	224,899.10
			$ 2,904,801.96

SIGNIFICANT DISBURSEMENTS THIS PERIOD:

- MMPA $823,420.92 Power Billing
- Bolton & Menk $304,189.41 Engineering Fees
- H+U Construction #4 $198,763.35 Community Center Project Pay App
- Republic Services $98,090.70 Monthly Garbage & Recycling
- SHI International Corp $88,856.46 MIS Virtual Server/Storage
- Transwest Trucks St. Michael $143,606.91 Chassis for Street CIP Plow Truck
- LMC Insurance Trust $100,083.00 Workers Comp Insurance
- Midwest Machinery $136,500.00 Parks CIP Wheel Loader
- Webber Recreatoinal Design Playground $72,876.78 Community Center 50% Indoor

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Innovative and Forward-Thinking Governance - embracing transparency, adaptability, and fiscal responsibility.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $2,904,801.96
b. Funding Source(s): Various
c. Budgeted: All items in this listing were either budgeted or brought before council as separate items for approval.

RECOMMENDED ACTION:
Approve claims listings as presented and authorize payments to be disbursed.

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Buffalo, MN

Check Report

By Check Number

Date Range: 06/30/2025 -

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
Bank Code: CITY-CITY BANK							
Payment Type: EFT							
01B0006	BUFFALO POLICE EMPLOYEE ASS'N		01/08/2026	EFT	0.00	75.00	107399
INV0004208	Invoice	01/08/2026	BPEA DUES		0.00	75.00	
01C0032	City Center Employees Association		01/08/2026	EFT	0.00	70.00	107400
INV0004209	Invoice	01/08/2026	City Center Employees Association		0.00	70.00	
01C0089	Flex - City of Buffalo		01/08/2026	EFT	0.00	1,523.71	107401
INV0004210	Invoice	01/08/2026	SELECT 3 DAYCARE		0.00	1,523.71	
01C0089	Flex - City of Buffalo		01/08/2026	EFT	0.00	282.96	107402
INV0004212	Invoice	01/08/2026	MEDICAL REIMBURSE		0.00	282.96	
01M0002	MMPA		01/16/2026	EFT	0.00	823,420.92	107403
4457	Invoice	12/31/2025	MMPA POWER BILLING		0.00	823,420.92	
01A0131	Adam's Pest Control		01/21/2026	EFT	0.00	1,303.53	107404
4345279	Invoice	01/07/2026	DT LIQ - PEST CONTROL		0.00	82.86	
4345280	Invoice	01/07/2026	HWY LIQ - PEST CONTROL		0.00	82.86	
4346926	Invoice	01/07/2026	PD - PEST CONTROL		0.00	141.63	
4346927	Invoice	01/07/2026	FIRE DEPT - PEST CONTROL		0.00	141.63	
4351104	Invoice	01/07/2026	SUBSTATION - PEST CONTROL		0.00	82.86	
4351105	Invoice	01/07/2026	WWTP - PEST CONTROL		0.00	177.13	
4351106	Invoice	01/07/2026	COMMUNICATIONS CABINET - PEST CONT...		0.00	194.84	
4351118	Invoice	01/07/2026	CIVIC CENTER - PEST CONTROL		0.00	101.86	
4351123	Invoice	01/07/2026	PD - PEST CONTROL		0.00	141.63	
4351130	Invoice	01/07/2026	WTP - PEST CONTROL		0.00	156.23	
01A0299	Amaril Uniform Company		01/21/2026	EFT	0.00	841.38	107405
IV287033	Invoice	12/31/2025	ELECTRIC-FR CLOTHING 2025		0.00	548.78	
IV287034	Invoice	12/31/2025	ELECTRIC-FR CLOTHING 2025		0.00	292.60	
01A0333	Amazon Capital Services		01/21/2026	EFT	0.00	33.48	107406
1NL6-4K37-YFJ1	Invoice	12/31/2025	COMM CTR-BATTERY		0.00	33.48	
01A0208	Atomic Data		01/21/2026	EFT	0.00	364.67	107407
INV144297	Invoice	12/31/2025	PROF SVCS-MULTIPLE PROJECTS		0.00	364.67	
01001513	Aurentz Project Restoration		01/21/2026	EFT	0.00	26,148.10	107408
26007	Invoice	12/31/2025	JOINT TRENCH-SETTLERS BROOK (3RD)		0.00	26,148.10	
01A0043	Automatic Systems Co		01/21/2026	EFT	0.00	19,538.00	107409
44342	Invoice	12/31/2025	WATER TOWER #1 - PLC UPGRADE		0.00	9,993.00	
44343	Invoice	12/31/2025	WATER TOWER #2 - PLC UPGRADE		0.00	9,545.00	
01B0218	Barr Engineering Company		01/21/2026	EFT	0.00	5,291.35	107410
23860080.16-21	Invoice	12/31/2025	ELECTRIC SUBSTATION NO. 2		0.00	5,291.35	
01B0109	Becker Arena Products Inc		01/21/2026	EFT	0.00	640.00	107411
618240	Invoice	12/31/2025	BCC-POLY SHEET		0.00	640.00	
01000971	Beckius Repair		01/21/2026	EFT	0.00	3,660.89	107412
102555	Invoice	12/31/2025	ELEC-SERVICE, INSPECTION 2001 FRGHT		0.00	1,384.06	
102567	Invoice	12/31/2025	ELEC-MUD FLAPS, INSPECTION 1994 CHEV		0.00	303.28	
102568	Invoice	12/31/2025	ELEC-AIR LEAK REPAIR 2015 FRGHT		0.00	379.26	
102569	Invoice	12/31/2025	ELEC-PARTS 2001 FRGHT		0.00	1,594.29	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
01B0074	Bellboy Corporation		01/21/2026	EFT	0.00	30,236.75	107413
110684900	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	182.63	
110685900	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	368.18	
110705700	Invoice	01/02/2026	DWTN LIQUOR STORE		0.00	86.89	
110707000	Invoice	01/02/2026	HWY LIQUOR STORE		0.00	167.36	
210041700	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	1,106.86	
210041800	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	824.25	
210043900	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	4,707.20	
210044000	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	965.30	
210094300	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	144.00	
210094400	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	288.00	
210097200	Invoice	01/02/2026	HWY LIQUOR STORE		0.00	10,673.75	
210097300	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	2,187.50	
210097500	Invoice	01/02/2026	DWTN LIQUOR STORE		0.00	3,697.05	
210165100	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	1,767.63	
210165600	Invoice	01/08/2026	DWTN LIQUOR STORE		0.00	335.20	
300578400	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	494.85	
300578500	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	309.90	
300592100	Invoice	01/02/2026	HWY LIQUOR STORE		0.00	79.65	
300611400	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	1,450.65	
300611500	Invoice	01/08/2026	DWTN LIQUOR STORE		0.00	399.90	
	Void		01/21/2026	EFT	0.00	0.00	107414
01001550	Berglund, Baumgartner & Glaser LLC		01/21/2026	EFT	0.00	6,173.13	107415
8416	Invoice	12/31/2025	PD-ATTORNEY FEES		0.00	6,173.13	
01B0033	Bernick's		01/21/2026	EFT	0.00	21,752.73	107416
10432715	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	412.76	
10432716	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	3,042.30	
10432717	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	218.16	
10432719	Credit Memo	12/31/2025	HWY LIQUOR STORE		0.00	-16.88	
10441924	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	1,477.65	
10441925	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	90.12	
10441926	Credit Memo	12/31/2025	DWTN LIQUOR STORE		0.00	-50.80	
10441927	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	112.00	
10441928	Credit Memo	12/31/2025	DWTN LIQUOR STORE		0.00	-7.00	
10441929	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	903.06	
10441930	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	6,427.60	
10441931	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	161.52	
10441932	Credit Memo	12/31/2025	HWY LIQUOR STORE		0.00	-54.00	
10444715	Invoice	01/08/2026	DWTN LIQUOR STORE		0.00	1,923.95	
10444716	Invoice	01/08/2026	DWTN LIQUOR STORE		0.00	150.35	
10444725	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	972.41	
10444727	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	556.50	
10444728	Credit Memo	01/08/2026	HWY LIQUOR STORE		0.00	-3.92	
10444729	Credit Memo	01/08/2026	HWY LIQUOR STORE		0.00	-24.00	
4657085	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	5,460.95	
01B0186	Bolton & Menk Inc		01/21/2026	EFT	0.00	304,189.41	107417
381948	Invoice	12/31/2025	2025 STORMWATER RETROFIT STUDY		0.00	10,739.00	
382134	Invoice	12/31/2025	12TH ST NE IMPROVEMENTS (LRIP)		0.00	16,971.50	
382135	Invoice	12/31/2025	2024 SANITARY SEWER LINING		0.00	3,049.50	
382140	Invoice	12/31/2025	GENERAL ENGINEERING		0.00	12,564.50	
382141	Invoice	12/31/2025	2025 STREET IMPROVEMENTS		0.00	8,491.50	
382142	Invoice	12/31/2025	PFEIFER CROSSROADS - 8TH ST NE APART...		0.00	3,027.00	
382145	Invoice	12/31/2025	FIBER BUILDOUT (PHASE 2)		0.00	61,900.00	
382157	Invoice	12/31/2025	PULASKI ROAD STORM OUTLET		0.00	360.00	
382163	Invoice	12/31/2025	RYAN'S WAY IMPROVEMENTS		0.00	4,359.50	
382166	Invoice	12/31/2025	SETTLERS BROOK		0.00	270.00	
382168	Invoice	12/31/2025	SETTLERS BROOK (2ND ADDITION)		0.00	3,093.00	
382170	Invoice	12/31/2025	SETTLERS BROOK (3RD ADDITION)		0.00	90.00	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
382172	Invoice	12/31/2025	SOUTH SHORES ON LAKE PULASKI DEVELO...		0.00	6,224.50	
382175	Invoice	12/31/2025	STORMWATER REUSE PLANNING		0.00	1,095.50	
382179	Invoice	12/31/2025	TH 25 FRONTAGE RD RIGHT TURN LANE		0.00	2,324.41	
382190	Invoice	12/31/2025	TH 25 SOUTH RECONSTRUCTION		0.00	2,269.50	
382195	Invoice	12/31/2025	TH 55 SEWER-WATER EXTENSION		0.00	9,522.50	
382214	Invoice	12/31/2025	WRIGHT CO GOVT CENTER REDEVELOP		0.00	11,023.00	
382218	Invoice	12/31/2025	GEN ENG-WATER RECLAMATION		0.00	509.50	
383255	Invoice	12/31/2025	COMMUNITY CENTER		0.00	3,610.00	
383256	Invoice	12/31/2025	STREETS-SAFE STREETS FOR ALL GRANT (S...		0.00	17,366.50	
383257	Invoice	12/31/2025	TH 25 N CORRIDOR STUDY (CATLIN ST RAB)		0.00	2,430.00	
383259	Invoice	12/31/2025	NE AREA RECONSTRUCTION		0.00	122,898.50	
	Void		01/21/2026	EFT	0.00	0.00	107418
01B198	Breakthru Beverage Minnesota Wine & Spirits L		01/21/2026	EFT	0.00	20,844.27	107419
124990778	Invoice	12/31/2025	DOWNTOWN		0.00	235.30	
124990805	Invoice	12/31/2025	HWY		0.00	8,191.82	
125087812	Invoice	01/07/2026	DOWNTOWN		0.00	409.14	
125087945	Invoice	01/07/2026	HWY		0.00	318.22	
125090278	Invoice	01/07/2026	DOWNTOWN		0.00	4,075.41	
125090288	Invoice	01/07/2026	HWY		0.00	7,614.38	
VEN01878	Buffalo EZ Wash LLC		01/21/2026	EFT	0.00	79.99	107420
52656001334	Invoice	12/31/2025	PD-OIL CHANGE 2016 FORD		0.00	79.99	
01000051	C&L Distributing		01/21/2026	EFT	0.00	1,253.33	107421
2229850	Invoice	01/05/2026	HWY LIQUOR STORE		0.00	1,253.33	
01C075	Capitol Beverage Sales LP		01/21/2026	EFT	0.00	31,057.41	107422
3232502	Credit Memo	12/31/2025	HWY LIQUOR		0.00	-124.50	
3232503	Invoice	12/31/2025	HWY LIQUOR		0.00	9,261.40	
3234939	Credit Memo	01/05/2026	DOWNTOWN LIQUOR		0.00	-10.60	
3234940	Invoice	01/05/2026	DOWNTOWN LIQUOR		0.00	6,071.40	
3234946	Credit Memo	01/05/2026	HWY LIQUOR		0.00	-42.54	
3234947	Invoice	01/05/2026	HWY LIQUOR		0.00	15,902.25	
VEN026923	Centerpoint Energy 6923-7		01/21/2026	EFT	0.00	23,349.39	107423
8000016923-7 12...	Invoice	12/31/2025	ACCT# 8000016923-7		0.00	23,349.39	
01C0160	Centra Sota Cooperative		01/21/2026	EFT	0.00	1,786.85	107424
6123890	Invoice	12/31/2025	STREETS/PARKS-DIESEL FUEL		0.00	1,786.85	
01C085	Centurylink		01/21/2026	EFT	0.00	111.99	107425
334036728 01.04...	Invoice	01/04/2026	ACCT # 334036728		0.00	111.99	
01C0088	Charter Communications		01/21/2026	EFT	0.00	303.21	107426
175330901010726	Invoice	01/07/2026	ACCT# 175330901		0.00	303.21	
01C0205	Cintas Corporation		01/21/2026	EFT	0.00	644.32	107427
4254236279	Invoice	12/31/2025	HWY-MATS/CLEANING		0.00	50.12	
4254543676	Invoice	12/31/2025	BCC-MATS		0.00	164.66	
4254891084	Invoice	12/31/2025	HWY-MATS/CLEANING		0.00	50.12	
4255228254	Invoice	01/05/2026	BCC-MATS		0.00	164.66	
4255228328	Invoice	01/05/2026	CITY HALL-MATS		0.00	164.64	
4255571823	Invoice	01/07/2026	HWY-MATS/CLEANING		0.00	50.12	
01C0356	Civic Plus LLC		01/21/2026	EFT	0.00	1,427.74	107428
358411	Invoice	02/06/2026	CODEBANK		0.00	1,427.74	
VEN02145	Compass Peer Groups LLC		01/21/2026	EFT	0.00	1,800.00	107429
CPG107	Invoice	01/01/2026	ANNUAL MEMBERSHIP-D.KELLY		0.00	1,800.00	
VEN01982	Computer Integration Technologies Inc		01/21/2026	EFT	0.00	24,526.88	107430
507723	Invoice	12/31/2025	NEW CAMERAS FOR UC		0.00	18,975.00	

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507949	Invoice	12/31/2025	IT-NETWORK PROF SVCS		0.00	5,551.88	
01H0177	Core & Main LP		01/21/2026	EFT	0.00	45,113.60	107431
Y341962	Invoice	01/07/2026	AMI-METERS		0.00	45,113.60	
01D0007	Dahlheimer Beverage LLC		01/21/2026	EFT	0.00	41,264.55	107432
2655156	Credit Memo	12/31/2025	HWY LIQUOR		0.00	-75.75	
2659287	Invoice	12/31/2025	HWY LIQUOR		0.00	2,097.34	
2659289	Invoice	12/31/2025	HWY LIQUOR		0.00	18,088.20	
2659543	Invoice	12/31/2025	DOWNTOWN		0.00	52.50	
2659547	Invoice	12/31/2025	DOWNTOWN		0.00	7,309.70	
2664354	Invoice	01/05/2026	HWY LIQUOR		0.00	946.30	
2664355	Invoice	01/05/2026	HWY LIQUOR		0.00	12,233.49	
2664579	Invoice	01/05/2026	DOWNTOWN		0.00	283.67	
2664580	Invoice	01/05/2026	DOWNTOWN		0.00	454.70	
2664708	Credit Memo	01/02/2026	HWY LIQUOR		0.00	-57.20	
2664709	Credit Memo	01/02/2026	DOWNTOWN		0.00	-68.40	
VEN02178	DMA Ventures LLC		01/21/2026	EFT	0.00	5,605.00	107433
121143	Invoice	12/31/2025	FIBER-PROF SVCS		0.00	5,605.00	
01000065	Garage Door Store		01/21/2026	EFT	0.00	3,680.40	107434
444587172	Invoice	12/31/2025	FD-ANNUAL INSPECTION		0.00	550.00	
444591980	Invoice	12/31/2025	FD-DOOR MAINT, REPLACE HINGES		0.00	1,016.40	
445225745	Invoice	01/07/2026	FD-DOOR WEATHER STRIPPING		0.00	1,020.00	
445367828	Invoice	01/07/2026	WATER REC-INSPECT, PREVENTATIVE MAI...		0.00	1,094.00	
01G0037	Gopher State One Call		01/21/2026	EFT	0.00	159.30	107435
5120260	Invoice	12/31/2025	GOPHER STATE ONE CALL-LOCATING		0.00	159.30	
01G0020	Grainger		01/21/2026	EFT	0.00	553.82	107436
9757050936	Invoice	12/31/2025	WATER REC-EYE WASH CARTRIDGES		0.00	553.82	
VEN02344	Granite City Jobbing		01/21/2026	EFT	0.00	578.00	107437
501331	Invoice	12/31/2025	HWY-THC		0.00	150.00	
502504	Invoice	01/08/2026	DT-THC		0.00	208.00	
502505	Invoice	01/08/2026	HWY-THC		0.00	220.00	
01G0029	Graybar Electric		01/21/2026	EFT	0.00	17,306.17	107438
9351448643	Invoice	12/31/2025	FIBER-INVENTORY 2025		0.00	7,402.50	
9351465421	Invoice	12/31/2025	FIBER PHASE 2-MATERIALS		0.00	1,613.67	
9351523994	Invoice	12/31/2025	FIBER-FIBER JUMPERS		0.00	8,290.00	
01H0043	H&L Mesabi Company		01/21/2026	EFT	0.00	66.60	107439
15763	Invoice	01/02/2026	STREETS-PLOW BOLT W/ HH NUT		0.00	66.60	
VEN02247	H+U Construction		01/21/2026	EFT	0.00	198,763.35	107440
PAY APP #4	Invoice	12/31/2025	COMM CTR RENOVATION - PAY APP #4		0.00	198,763.35	
01001490	Hotsy Minnesota		01/21/2026	EFT	0.00	665.00	107441
27617	Invoice	12/31/2025	STREETS/PARKS-SALT PROTECTOR		0.00	1,194.00	
962	Credit Memo	12/31/2025	STREETS-SALT NEUTRALIZER		0.00	-529.00	
VEN01609	Hydro Corp LLC		01/21/2026	EFT	0.00	2,083.00	107442
CI-10377	Invoice	12/31/2025	WATER-CCC PROGRAM SVCS		0.00	2,083.00	
01I051	Infosend Inc		01/21/2026	EFT	0.00	3,301.25	107443
301362	Invoice	12/31/2025	INFOSEND-UB STATEMENTS		0.00	3,301.25	
01I0055	Innovative Office Solutions		01/21/2026	EFT	0.00	114.89	107444
SUM-085311	Invoice	12/31/2025	OFFICE SUPPLIES		0.00	114.89	
01J0024	J&J Athletics		01/21/2026	EFT	0.00	318.05	107445
17398	Invoice	01/15/2026	POND HOCKEY-APPAREL		0.00	318.05	

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01J0032	Jake's Excavating Inc		01/21/2026	EFT	0.00	700.00	107446
5947	Invoice	12/31/2025	CLEAN POND-5TH ST NE & MUSTANG BLVD		0.00	700.00	
VEN02463	Joseph Christenson		01/21/2026	EFT	0.00	56.00	107447
12.19.25	Invoice	12/19/2025	REIMBURSE MILEAGE-IT		0.00	56.00	
01000235	Jovanovich, Dege & Athmann PA		01/21/2026	EFT	0.00	1,695.00	107448
36811	Invoice	12/31/2025	LEGAL FEES		0.00	1,695.00	
01K0201	Keystone Compensation Group LLC		01/21/2026	EFT	0.00	600.00	107449
1306	Invoice	01/06/2026	JOB EVAL-UTILITY ADMIN COORDINATOR		0.00	600.00	
01000954	Kodru Equipment Inc		01/21/2026	EFT	0.00	2,400.00	107450
59789B46748	Invoice	12/31/2025	WATER REC-SLIDE GATE		0.00	2,400.00	
01K0014	KRWC		01/21/2026	EFT	0.00	910.00	107451
11.30.25	Invoice	12/31/2025	KRWC ADVERTISING - NOV 2025		0.00	388.00	
12.28.25	Invoice	12/31/2025	KRWC ADVERTISING - DEC 2025		0.00	522.00	
01K0098	Kwik Trip Inc		01/21/2026	EFT	0.00	10,332.79	107452
213270 12.31.25	Invoice	12/31/2025	MONTHLY FUEL PURCHASES		0.00	10,332.79	
01L0006	League of MN Cities		01/21/2026	EFT	0.00	18,416.00	107453
441909	Invoice	01/01/2026	LMC MEMBERSHIP DUES 2026		0.00	18,416.00	
01Q0023	Lumen		01/21/2026	EFT	0.00	4,512.28	107454
768229150	Invoice	01/01/2026	ACCT # 5-DBCJCQVC		0.00	4,512.28	
01M0023	MacQueen Equipment Inc		01/21/2026	EFT	0.00	33,318.08	107455
P69395	Invoice	12/31/2025	STREETS-SWEEPER PARTS		0.00	5,003.46	
W17864	Invoice	12/31/2025	STREETS-SWEEPER REPAIR 2025		0.00	28,314.62	
01000767	MARCO Technologies LLC		01/21/2026	EFT	0.00	1,324.47	107456
572922904	Invoice	01/08/2026	MAINTENANCE & LEASE		0.00	1,324.47	
01001463	Maverick Beverage Co		01/21/2026	EFT	0.00	705.00	107457
INV1703139	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	450.00	
INV1703142	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	255.00	
01M0004	McDowall Comfort Management		01/21/2026	EFT	0.00	7,132.19	107458
659518	Invoice	01/01/2026	AIRPORT-MCDOWALL MT PROG C0347 3-...		0.00	280.00	
659520	Invoice	01/01/2026	FIRE #2-MCDOWALL MT PROG C0380 3-012		0.00	130.00	
659521	Invoice	01/01/2026	WATER TRMT PLANT-MCDOWALL MT PRO...		0.00	165.00	
659550	Invoice	01/01/2026	WWTP-MCDOWALL MT PROG C0680 273-...		0.00	1,926.00	
659577	Invoice	01/01/2026	HWY LIQ-MCDOWALL MT PROG G0027 3-...		0.00	287.00	
659587	Invoice	01/01/2026	DT LIQ-MCDOWALL MT PROG G0109 3-004		0.00	484.00	
659588	Invoice	01/01/2026	CITY HALL-MCDOWALL MT PROG		0.00	545.00	
659589	Invoice	01/01/2026	POLICE-MCDOWALL MT PROG G0112 3-005		0.00	397.00	
659593	Invoice	01/01/2026	BCC-MCDOWALL MT PROG		0.00	609.00	
659595	Invoice	01/01/2026	STREETS&PARKS-MCDOWALL MT PROG G...		0.00	750.00	
659596	Invoice	01/01/2026	LIBRARY-MCDOWALL MT PROG		0.00	690.00	
659690	Invoice	12/31/2025	AIRPORT-REPLACE CONDENSATE TRAP		0.00	869.19	
01M0053	Menards		01/21/2026	EFT	0.00	1,010.30	107459
42062	Invoice	12/31/2025	FIBER-MASON LINE		0.00	71.92	
42365	Invoice	12/31/2025	STREETS-BATTERIES		0.00	36.04	
42372	Invoice	12/31/2025	SALT PELLETS		0.00	100.83	
42374	Invoice	12/31/2025	PARKS-WASHERS, SCREWS		0.00	119.71	
42383	Invoice	12/31/2025	STREETS-BATTERIES		0.00	72.11	
42390	Invoice	12/31/2025	PARKS-METAL CUTTING, STAPLES		0.00	42.27	
42424	Invoice	12/31/2025	WATER-SNOW BRUSHES, PAINT BRUSHES,...		0.00	50.87	
42427	Invoice	12/31/2025	WATER-PIPE PARTS		0.00	47.98	
42434	Invoice	12/31/2025	WATER-WOOD HANDLE		0.00	6.49	
42492	Invoice	12/31/2025	PARKS-LUMBER		0.00	34.73	

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42495	Invoice	12/31/2025	ELECTRIC-NUT DRIVER SETS		0.00	19.98	
42499	Invoice	12/31/2025	PARKS-SCREWS, DRIVE BITS		0.00	29.20	
42506	Invoice	12/31/2025	ELECTRIC-DRILL BIT, CHISEL POINT		0.00	116.96	
42507	Invoice	12/31/2025	FIBER-1-PORT, IRWIN BLUE BLADE, NYLON...		0.00	47.93	
42556.	Invoice	12/31/2025	STREETS-BLADES, CASTERS		0.00	114.93	
42561.	Invoice	12/31/2025	WATER-MAG SOCKET RAIL, COMPARTME...		0.00	38.46	
42708	Invoice	12/31/2025	ELECTRIC-RD VINYL		0.00	34.99	
42985	Invoice	01/05/2026	IT-PHONE LINE CORD		0.00	8.98	
43092	Invoice	01/07/2026	ADMIN-DISHWASHER GEL, CLEANER		0.00	15.92	
01M0019	Metro West Inspection Services		01/21/2026	EFT	0.00	16,707.55	107460
4873	Invoice	12/31/2025	METRO WEST MONTHLY INSPECTIONS		0.00	16,707.55	
01M0120	MMUA		01/21/2026	EFT	0.00	43,085.00	107461
67530	Invoice	01/01/2026	2026 DRUG & ALCOHOL TESTING		0.00	2,300.00	
67665	Invoice	01/01/2026	MMUA-REGULAR MEMBER DUES		0.00	27,340.00	
68154	Invoice	01/01/2026	MMUA-SAFETY MGMT & TRG		0.00	9,132.50	
68220	Invoice	01/01/2026	ELEC-APPRENTICE TRAINING Q1/26		0.00	4,312.50	
01T0129	Monroe Towmaster LLC		01/21/2026	EFT	0.00	556.30	107462
90004268	Invoice	01/12/2026	STREETS-SOLENOID		0.00	556.30	
01001425	MR Cutting Edge LLC		01/21/2026	EFT	0.00	291.00	107463
7933	Invoice	12/31/2025	BCC-EQUIP MAINT		0.00	291.00	
VEN01254	NICE Healthcare PLLC		01/21/2026	EFT	0.00	42,226.51	107464
24382601pp	Invoice	01/01/2026	NICE Healthcare		0.00	42,226.51	
VEN02205	Nicholas Vetrano		01/21/2026	EFT	0.00	1,697.50	107465
52332	Invoice	12/31/2025	WIRELINE AUDIT-NOV/25		0.00	1,697.50	
01O0022	O'Reilly Auto Parts		01/21/2026	EFT	0.00	98.48	107466
1524-287989	Invoice	12/31/2025	ELEC-ADAPTER		0.00	5.99	
1524-288281	Invoice	12/31/2025	ELECTRIC-BATTERIES		0.00	175.60	
1524-289480	Credit Memo	12/31/2025	ELECTRIC-CORE RETURN		0.00	-88.00	
1524-290251	Invoice	12/31/2025	PARKS-FILTER		0.00	4.89	
01P0074	Paustis Wine Co		01/21/2026	EFT	0.00	1,018.00	107467
284781	Invoice	01/06/2026	HIGHWAY LIQUOR		0.00	231.50	
284789	Invoice	01/06/2026	DOWNTOWN		0.00	786.50	
VEN01535	Quadient Finance USA Inc		01/21/2026	EFT	0.00	1,000.00	107468
79000448049983...	Invoice	12/31/2025	POSTAGE ACCT#7900044804998387		0.00	1,000.00	
01R0014	Republic Services #894		01/21/2026	EFT	0.00	98,090.70	107469
894-007373710	Invoice	12/31/2025	3-0894-9894061 GARBAGE & RECYCLING		0.00	98,090.70	
01R0020	Russell Security Resource Inc		01/21/2026	EFT	0.00	1,544.10	107470
A54301	Invoice	12/31/2025	FD-CAMDEN GAUGE		0.00	77.00	
A54310	Invoice	12/31/2025	WATER REC-REPAIR DOOR LOCK		0.00	171.60	
A54374	Invoice	01/07/2026	LIBRARY-MICROFILM PC NETWORK JACKS		0.00	689.50	
A54409	Invoice	01/09/2026	PD-INSTALL NETWORK RUN		0.00	376.00	
A54416	Invoice	01/09/2026	FD-RERUN NETWORK LINE		0.00	230.00	
01000000	Schneider Geospatial LLC		01/21/2026	EFT	0.00	1,923.90	107471
I008934	Invoice	01/01/2026	BEACON 01.01.26-03.31.26		0.00	1,923.90	
01000106	Shamrock Group LLC		01/21/2026	EFT	0.00	327.38	107472
88-01695	Invoice	01/02/2026	HIGHWAY		0.00	238.92	
88-01699	Invoice	01/02/2026	DOWNTOWN		0.00	88.46	
VEN01315	SHI International Corporation		01/21/2026	EFT	0.00	88,856.46	107473
B20612573	Invoice	12/31/2025	IT-NEW VIRTUAL SERVICE/STORAGE ENG ...		0.00	36,813.33	
B20654959	Invoice	12/31/2025	IT-NEW VIRTUAL SERVER/STORAGE ENV 2...		0.00	52,043.13	

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01S0322	Southern Glazer's of MN		01/21/2026	EFT	0.00	16,447.18	107474
2710312	Invoice	12/31/2025	HIGHWAY		0.00	8,346.33	
2710313	Invoice	12/31/2025	HIGHWAY		0.00	1,731.10	
2710329	Invoice	12/31/2025	DOWNTOWN		0.00	906.84	
2710330	Invoice	12/31/2025	DOWNTOWN		0.00	1,093.32	
2712491	Invoice	01/08/2026	HIGHWAY		0.00	2,516.69	
2712492	Invoice	01/08/2026	HIGHWAY		0.00	413.38	
2712512	Invoice	01/08/2026	DOWNTOWN		0.00	1,191.96	
2712513	Invoice	01/08/2026	DOWNTOWN		0.00	247.56	
01000220	Step Saver Inc		01/21/2026	EFT	0.00	994.95	107475
190016A	Invoice	12/31/2025	WATER REC-BULK SALT 2025		0.00	994.95	
01S0325	Stuart C Irby Company		01/21/2026	EFT	0.00	56,529.02	107476
S014447497.001	Invoice	01/02/2026	ELECTRIC-BUSHINGS		0.00	369.42	
S014460072.002	Invoice	01/05/2026	ELECTRIC-INVENTORY		0.00	18,166.00	
S014466535.002	Invoice	01/05/2026	ELECTRIC-INVENTORY		0.00	19,393.60	
S014466541.002	Invoice	01/05/2026	ELECTRIC-INVENTORY		0.00	18,600.00	
01S0208	Suburban Tire Wholesale Inc		01/21/2026	EFT	0.00	704.00	107477
10210650	Invoice	12/31/2025	PD-TIRES		0.00	704.00	
01B0019	Transwest Trucks St Michael		01/21/2026	EFT	0.00	143,606.91	107478
DE-18352-B	Invoice	01/02/2026	STREETS-2026 WESTERN STAR CHASSIS		0.00	143,606.91	
01B0019	Transwest Trucks St Michael		01/21/2026	EFT	0.00	67.24	107479
93P46149	Invoice	01/02/2026	STREETS/WATER REC-FILTER		0.00	67.24	
01T0102	Trenchers Plus Inc		01/21/2026	EFT	0.00	2,042.95	107480
RT47553	Invoice	12/31/2025	ELEC-JET VAC REPAIR		0.00	2,042.95	
01T062	Trio Supply Company		01/21/2026	EFT	0.00	768.48	107481
1071007	Invoice	12/31/2025	BCC-SUPPLIES		0.00	768.48	
01T059	True Brands		01/21/2026	EFT	0.00	155.76	107482
1703164	Invoice	12/31/2025	DOWNTOWN LIQUOR		0.00	155.76	
01T0011	Trueman Welters Inc		01/21/2026	EFT	0.00	67.78	107483
IE63124	Invoice	01/02/2026	STREETS-HOSE, FITTINGS		0.00	67.78	
01U0082	US Internet Corp		01/21/2026	EFT	0.00	450.00	107484
5631987	Invoice	01/13/2026	US INTERNET - EMAIL SUITE		0.00	450.00	
01U0007	Utility Consultants Inc		01/21/2026	EFT	0.00	330.29	107485
126389	Invoice	12/31/2025	WATER-COLIFORM		0.00	330.29	
01V0019	Vessco Inc		01/21/2026	EFT	0.00	723.87	107486
99857	Invoice	01/06/2026	WATER-PUMPHEAD		0.00	723.87	
VEN01367	Vestis First Aid & Safety LLC		01/21/2026	EFT	0.00	296.59	107487
b021656	Invoice	01/05/2026	BCC-REPLACEMENT ELECTRODE KIT		0.00	296.59	
01V0029	Vinocopia Inc		01/21/2026	EFT	0.00	905.00	107488
387719-IN	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	450.50	
387726-IN	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	208.00	
387727-IN	Invoice	12/31/2025	DWTN LIQUOR STORE		0.00	124.00	
388218-IN	Invoice	01/08/2026	HWY LIQUOR STORE		0.00	122.50	
01W0096	Water Conservation Services Inc		01/21/2026	EFT	0.00	463.85	107489
150488	Invoice	01/05/2026	WATER-LEAK LOCATE - VIKING & 3RD ST		0.00	463.85	
01W0002	WESCO Distribution		01/21/2026	EFT	0.00	88.32	107490
645964	Invoice	12/31/2025	ELEC-POLYMER SPOOL		0.00	88.32	
01W0066	Wright County Journal Press		01/21/2026	EFT	0.00	96.87	107491

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
5120374	Invoice	12/31/2025	LEGAL NOTICES		0.00	96.87	
VEN02233	Wright Hennepin Coop Elec - 4544		01/21/2026	EFT	0.00	30.24	107492
35032709973	Invoice	12/31/2025	STREET LIGHTS		0.00	30.24	
01W0009	Wright Hennepin Cooperative Electric		01/21/2026	EFT	0.00	227.93	107493
35032708293	Invoice	12/31/2025	FIBER PHASE 2-ELECTRIC		0.00	227.93	
01001429	Wruck Sewer & Portable Rental		01/21/2026	EFT	0.00	2,205.00	107494
I31813	Invoice	12/31/2025	PORTABLE TOILETS & CLEANING		0.00	2,205.00	
01Z0001	Zep Sales & Service		01/21/2026	EFT	0.00	295.74	107495
9012211128	Invoice	12/31/2025	ELEC-TRUCK & TRAILER WASH		0.00	295.74	
				Total EFT:	**0.00**	**2,280,337.33**	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
Payment Type: Regular							
01000549	Active911		01/14/2026	Regular	0.00	744.60	137450
659637	Invoice	01/04/2026	FD-ACTIVE 911 SUBSC RENEWAL		0.00	744.60	
VEN01834	Airgas USA LLC		01/14/2026	Regular	0.00	18.60	137451
5521377281	Invoice	12/31/2025	WATER-REC RENTAL CYLINDER		0.00	18.60	
01A0193	American Public Works Assocation		01/14/2026	Regular	0.00	315.00	137452
907185	Invoice	01/01/2026	STREETS-APWA MEMBERSHIP-N.ANDERS...		0.00	315.00	
01000464	Artisan Beer Co		01/14/2026	Regular	0.00	490.75	137453
3820915	Invoice	12/31/2025	HWY LIQUOR		0.00	348.00	
3820916	Invoice	12/31/2025	HWY LIQUOR		0.00	167.10	
3822165	Invoice	01/06/2026	HWY LIQUOR		0.00	30.75	
3823581	Invoice	01/09/2026	HWY LIQUOR		0.00	69.20	
440563	Credit Memo	12/31/2025	DWTN LIQUOR		0.00	-124.30	
01A0247	AT&T Mobility LLC		01/14/2026	Regular	0.00	5,187.31	137454
287302464180X...	Invoice	12/31/2025	ACCT# 287302464180 CELL PHONES, TABL...		0.00	1,384.79	
287315447901X...	Invoice	12/31/2025	ACCT# 287315447901 CELL PHONES, TABL...		0.00	3,802.52	
	Void		01/14/2026	Regular	0.00	0.00	137455
01001408	Brandon Walters		01/14/2026	Regular	0.00	160.30	137456
3-089900-01	Invoice	01/13/2026	REISSUE-UB REFUND 03-089900-01		0.00	160.30	
01B0093	Buffalo Area Chamber of Commerce		01/14/2026	Regular	0.00	80.00	137457
56	Invoice	12/31/2025	HR-BUFFALO BUCKS		0.00	80.00	
01001491	Buffalo Plumbing & Heating Inc		01/14/2026	Regular	0.00	1,168.00	137458
42749	Invoice	12/31/2025	WATER-SERVICE CALL CATLIN ST APTS		0.00	1,168.00	
01C0003	City of Buffalo		01/14/2026	Regular	0.00	64.59	137459
1.09.26	Invoice	01/09/2026	PETTY CASH-COMMUNITY CENTER		0.00	64.59	
01001130	Classic Carpet & Floor Care		01/14/2026	Regular	0.00	1,285.00	137460
1974	Invoice	12/31/2025	LIBRARY-CLEAN CARPETS, TILE & GROUT		0.00	1,285.00	
VEN01548	Corissa Aronson		01/14/2026	Regular	0.00	77.16	137461
21-013210-02 SL	Invoice	01/12/2026	CIP REBATE-LED STRING LIGHTS		0.00	77.16	
01C0053	Cub Foods		01/14/2026	Regular	0.00	1,280.23	137462
DEC/25	Invoice	12/31/2025	MONTHLY PURCHASES		0.00	1,280.23	
01C0012	Culligan of Buffalo		01/14/2026	Regular	0.00	100.35	137463
173X04704708	Invoice	12/31/2025	WATER REC-WATER COOLER & SOFTENER		0.00	100.35	
VEN01883	Dangerous Man Brewing Company		01/14/2026	Regular	0.00	521.00	137464
IN-7916	Invoice	01/05/2026	DWTN		0.00	120.00	
IN-7917	Invoice	01/06/2026	HWY		0.00	401.00	
01D0105	Drain Pros Inc		01/14/2026	Regular	0.00	315.00	137465
6599	Invoice	12/31/2025	BCC-MAIN LINE PLUGGED		0.00	315.00	
01F0075	FedEx		01/14/2026	Regular	0.00	23.75	137466
9-115-84977	Invoice	12/31/2025	WATER-SHIPPING		0.00	14.75	
9-130-72106	Invoice	12/31/2025	PD-SHIPPING		0.00	9.00	
01A0311	Gary Aandal		01/14/2026	Regular	0.00	50.00	137467
21-007900-01 TS	Invoice	01/12/2026	CIP REBATE-THERMOSTAT		0.00	50.00	
01H0089	Homeland Health Specialists		01/14/2026	Regular	0.00	101.80	137468
24705	Invoice	12/31/2025	VACCINATION CLINIC-2025		0.00	101.80	
01H0251	Horwitz Holdings LLC		01/14/2026	Regular	0.00	2,136.00	137469
S500027160	Invoice	12/31/2025	BCC-BOILER REPAIR		0.00	1,404.00	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
S500027174	Invoice	12/31/2025	BCC-BOILER 2 REPAIR		0.00	732.00	
01J0002	Johnson Brothers Liquor Co		01/14/2026	Regular	0.00	20,245.30	137470
161365	Credit Memo	12/31/2025	DOWNTOWN LIQUOR STORE		0.00	-113.00	
161366	Credit Memo	12/31/2025	DOWNTOWN LIQUOR STORE		0.00	-4.63	
163396	Credit Memo	12/31/2025	DOWNTOWN LIQUOR STORE		0.00	-16.56	
2958011	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	6,262.76	
2958091	Invoice	12/31/2025	DOWNTOWN LIQUOR STORE		0.00	915.28	
2961481	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	970.43	
2961483	Invoice	12/31/2025	HWY LIQUOR STORE		0.00	2,966.19	
2961629	Invoice	12/31/2025	DOWNTOWN LIQUOR STORE		0.00	145.48	
2963426	Invoice	01/06/2026	HWY LIQUOR STORE		0.00	2,967.11	
2963496	Invoice	01/06/2026	DOWNTOWN LIQUOR STORE		0.00	1,199.40	
2967208	Invoice	01/09/2026	HWY LIQUOR STORE		0.00	2,435.57	
2967209	Invoice	01/09/2026	HWY LIQUOR STORE		0.00	259.50	
2967210	Invoice	01/12/2026	DOWNTOWN LIQUOR STORE		0.00	195.34	
2967339	Invoice	01/09/2026	DOWNTOWN LIQUOR STORE		0.00	1,309.55	
2967340	Invoice	01/09/2026	DOWNTOWN LIQUOR STORE		0.00	752.88	
	Void		01/14/2026	Regular	0.00	0.00	137471
	Void		01/14/2026	Regular	0.00	0.00	137472
	Void		01/14/2026	Regular	0.00	0.00	137473
01J068	Jordan Concrete Construction LLC		01/14/2026	Regular	0.00	770.00	137474
10.24.25	Invoice	12/31/2025	WATER-SEAL DECORATIVE LANDSCAPE CU...		0.00	770.00	
VEN01973	Kane Industries Inc		01/14/2026	Regular	0.00	1,007.59	137475
1448	Invoice	01/02/2026	PARKS-SWEATSHIRTS & T-SHIRTS		0.00	1,007.59	
VEN02442	Katrina's Gardens		01/14/2026	Regular	0.00	5,750.63	137476
20344817	Invoice	12/31/2025	FLORA-WINTER GREENS		0.00	5,750.63	
01K0006	Klatt True Value Electric		01/14/2026	Regular	0.00	49.58	137477
76565	Invoice	12/31/2025	UC-SHOP EXPENSE		0.00	49.58	
01L0036	Lano Equipment		01/14/2026	Regular	0.00	29.36	137478
3-1208327	Invoice	12/31/2025	PARKS-OIL		0.00	29.36	
01L0083	League of MN Cities Insurance Trust		01/14/2026	Regular	0.00	100,083.00	137479
10002615 01.05....	Invoice	01/05/2026	LCMIT WORKERS COMP		0.00	100,083.00	
	Void		01/14/2026	Regular	0.00	0.00	137480
	Void		01/14/2026	Regular	0.00	0.00	137481
VEN02228	M&G on 55 LLC		01/14/2026	Regular	0.00	4,213.15	137482
12.31.25	Invoice	12/31/2025	PARKS-UTILITY TRAILER		0.00	4,213.15	
01T0023	Mark Moshier		01/14/2026	Regular	0.00	630.00	137483
19265	Invoice	12/31/2025	TOP NOTCH WINDOW CLEANING		0.00	630.00	
01M0047	Medica		01/14/2026	Regular	0.00	15.00	137484
301278 12.24.25	Invoice	12/31/2025	HR-MEDICA PAYMENT		0.00	15.00	
01M0523	Metro Chief Fire Officers Association		01/14/2026	Regular	0.00	100.00	137485
2026	Invoice	01/01/2026	FD-2026 DUES		0.00	100.00	
01M0283	Metro Sales Inc		01/14/2026	Regular	0.00	286.44	137486
INV2979545	Invoice	12/31/2025	UTILITIES CAMPUS-COPIER LEASE		0.00	286.44	
01M066	Midway Iron & Metal Inc		01/14/2026	Regular	0.00	29.88	137487
623530	Invoice	01/07/2026	WATER-METAL		0.00	29.88	
VEN02202	Midwest Machinery Co		01/14/2026	Regular	0.00	136,500.00	137488
11310705	Invoice	01/06/2026	PARKS-WHEEL LOADER		0.00	130,000.00	
11341682	Invoice	01/06/2026	PARKS-SNOWFIRE SYSTEM		0.00	6,500.00	
01000013	MN Chiefs of Police Association		01/14/2026	Regular	0.00	513.00	137489

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
22075	Invoice	01/01/2026	PD-2026 DUES		0.00	513.00	
01M053	MN City/County Management Assocation		01/14/2026	Regular	0.00	204.87	137490
2026 DUES	Invoice	01/01/2026	2026 MEMBERSHIP DUES-T.GRONAU		0.00	204.87	
01M0028	MN Fire Service Certification Board		01/14/2026	Regular	0.00	131.00	137491
15015	Invoice	12/31/2025	FD-CERTIFICATION EXAM		0.00	131.00	
01M0528	MN State Fire Department Association		01/14/2026	Regular	0.00	450.00	137492
2026	Invoice	01/01/2026	FD-DUES		0.00	450.00	
01M0038	MN Unemployment Insurance		01/14/2026	Regular	0.00	10,241.37	137493
Q4/25	Invoice	12/31/2025	Q4/25 UNEMPLOYMENT		0.00	10,241.37	
01M0096	MRPA		01/14/2026	Regular	0.00	1,110.00	137494
2026 DUES	Invoice	01/01/2026	2026 MRPA MEMBERSHIP DUES		0.00	1,110.00	
01C0192	NAPA Auto Parts		01/14/2026	Regular	0.00	7.32	137495
940075	Invoice	01/02/2026	PARKS-LAMPS		0.00	7.32	
VEN02226	OmniSite		01/14/2026	Regular	0.00	456.00	137496
103225	Invoice	01/01/2026	OMNIBEACON-1 YEAR WIRELESS SERVICE		0.00	456.00	
01P0018	Phillips Wine & Spirits		01/14/2026	Regular	0.00	14,021.02	137497
5105153	Invoice	12/31/2025	HIGHWAY		0.00	6,418.88	
5105245	Invoice	12/31/2025	DOWNTOWN		0.00	849.12	
5109350	Invoice	01/09/2026	HIGHWAY		0.00	4,012.54	
5109351	Invoice	01/09/2026	HIGHWAY		0.00	840.00	
5109459	Invoice	01/09/2026	DOWNTOWN		0.00	1,352.15	
5109460	Invoice	01/09/2026	DOWNTOWN		0.00	560.00	
568445	Credit Memo	12/31/2025	DOWNTOWN		0.00	-11.67	
	Void		01/14/2026	Regular	0.00	0.00	137498
01P0010	Precision Prints		01/14/2026	Regular	0.00	252.00	137499
25-1408	Invoice	12/31/2025	ADMIN-BUSINESS CARDS-M.BLUM 2025		0.00	84.00	
25-1931	Invoice	12/31/2025	PD-BUSINESS CARDS-BROWN & SCHIRO		0.00	168.00	
VEN01641	Premier Locating Inc		01/14/2026	Regular	0.00	4,583.50	137500
43419	Invoice	12/31/2025	CONTRACT LOCATING		0.00	4,583.50	
01R0011	Ryan Auto Mall		01/14/2026	Regular	0.00	21.79	137501
1249730	Invoice	12/31/2025	PD-TIRE REPAIR 2023 CHEV		0.00	21.79	
01S0137	Snowplows Plus Inc		01/14/2026	Regular	0.00	220.04	137502
700716	Invoice	12/31/2025	STREETS-SOFT START MODULE		0.00	220.04	
01S0287	Spee Dee Delivery Service Inc		01/14/2026	Regular	0.00	40.00	137503
1390371	Invoice	12/31/2025	SPEE DEE SHIPPING		0.00	40.00	
VEN02465	Stewart Plumbing Inc		01/14/2026	Regular	0.00	745.00	137504
30855	Invoice	12/31/2025	BCC-REPLACE PIPE & VALVE		0.00	745.00	
01J0012	Susan Johnson		01/14/2026	Regular	0.00	48.30	137505
SPEC GEN 2025	Invoice	12/31/2025	REIMBURSE-MILEAGE 2025 SPECIAL GENE...		0.00	48.30	
01000920	Trailblazer Transit		01/14/2026	Regular	0.00	32.00	137506
2025-11-102	Invoice	12/31/2025	COMM CTR-NOV/25 RIDES (BCAC)		0.00	32.00	
01U0045	US Bank Equipment Finance Inc		01/14/2026	Regular	0.00	62.00	137507
571359959	Invoice	12/31/2025	PD-COPIER LEASE		0.00	62.00	
01W051	Webber Recreational Design Inc		01/14/2026	Regular	0.00	72,876.78	137508
1633	Invoice	01/02/2026	COMM CTR-INDOOR PLAYGROUND 50%		0.00	72,876.78	
01W0215	Wex Bank - Circle K Fleet		01/14/2026	Regular	0.00	2,444.82	137509

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
109927236	Invoice	12/31/2025	MONTHLY FUEL PURCHASES		0.00	2,444.82	
01W0019	Wine Merchants		01/14/2026	Regular	0.00	4,054.63	137510
7547435	Invoice	12/31/2025	DOWNTOWN		0.00	0.15	
7547444	Invoice	12/31/2025	DOWNTOWN		0.00	1,604.68	
7548283	Invoice	12/31/2025	HIGHWAY		0.00	1,257.24	
7548284	Invoice	12/31/2025	DOWNTOWN		0.00	389.52	
7548301	Invoice	12/31/2025	DOWNTOWN		0.00	665.20	
7549252	Invoice	01/06/2026	HIGHWAY		0.00	137.84	
01W0025	Wright County		01/14/2026	Regular	0.00	2,018.75	137511
2026	Invoice	01/01/2026	VEHICLE REGISTRATION RENEWALS		0.00	2,018.75	
01W0025	Wright County		01/14/2026	Regular	0.00	1,155.97	137512
103-266-002010	Invoice	01/08/2026	SPEC ASSESSMENT PAYOFF 103-266-0020...		0.00	1,155.97	
01W0046	Wright County Recorder		01/14/2026	Regular	0.00	46.00	137513
202500000080	Invoice	12/31/2025	RECORDING FEES		0.00	46.00	
				Total Regular:	**0.00**	**399,565.53**	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
Payment Type: Bank Draft							
01A0001	AFLAC ADMINISTRATIVE SERV		01/08/2026	Bank Draft	0.00	78.36	DFT0003977
INV0004205	Invoice	01/08/2026	AFLAC - ACCIDENT		0.00	78.36	
01A0001	AFLAC ADMINISTRATIVE SERV		01/08/2026	Bank Draft	0.00	35.92	DFT0003978
INV0004206	Invoice	01/08/2026	AFLAC CANCER		0.00	35.92	
01A0001	AFLAC ADMINISTRATIVE SERV		01/08/2026	Bank Draft	0.00	166.26	DFT0003979
INV0004207	Invoice	01/08/2026	AFLAC STD		0.00	166.26	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/08/2026	Bank Draft	0.00	2,273.64	DFT0003992
INV0004224	Invoice	01/08/2026	DEF COMP - PERCENTAGE		0.00	2,273.64	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/08/2026	Bank Draft	0.00	1,950.00	DFT0003993
INV0004225	Invoice	01/08/2026	DEFERRED COMP - ROTH		0.00	1,950.00	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/08/2026	Bank Draft	0.00	1,090.00	DFT0003994
INV0004226	Invoice	01/08/2026	DEF COMP		0.00	1,090.00	
01N0022	NATIONWIDE RETIREMENT SOL		01/08/2026	Bank Draft	0.00	275.00	DFT0003995
INV0004227	Invoice	01/08/2026	DEF COMP		0.00	275.00	
01P0028	PUBLIC EMPLOYEES		01/08/2026	Bank Draft	0.00	27,171.98	DFT0003996
INV0004228	Invoice	01/08/2026	POLICE PERA		0.00	27,171.98	
01P0028	PUBLIC EMPLOYEES		01/08/2026	Bank Draft	0.00	43,155.97	DFT0003997
INV0004229	Invoice	01/08/2026	PERA		0.00	43,155.97	
01M0005	MN Child Support Payment		01/08/2026	Bank Draft	0.00	1,900.13	DFT0003998
INV0004230	Invoice	01/08/2026	CHILD SUPPORT		0.00	1,900.13	
01E0067	EFTPS		01/08/2026	Bank Draft	0.00	42,207.20	DFT0004001
INV0004233	Invoice	01/08/2026	FICA WITHHOLDING		0.00	42,207.20	
01M0056	MN Dept of Revenue (EFTPS)		01/08/2026	Bank Draft	0.00	17,428.24	DFT0004002
INV0004234	Invoice	01/08/2026	STATE WITHHOLDING		0.00	17,428.24	
01E0067	EFTPS		01/08/2026	Bank Draft	0.00	12,263.32	DFT0004003
INV0004235	Invoice	01/08/2026	MEDICARE WITHHOLDING		0.00	12,263.32	
01E0067	EFTPS		01/08/2026	Bank Draft	0.00	33,208.53	DFT0004004
INV0004236	Invoice	01/08/2026	FEDERAL WITHHOLDING		0.00	33,208.53	
01M0507	Mutual of Omaha - MNPL		01/08/2026	Bank Draft	0.00	-10.54	DFT0004005
CM0000018	Credit Memo	01/08/2026	MN Paid Leave		0.00	-10.54	
01E0067	EFTPS		01/08/2026	Bank Draft	0.00	-149.18	DFT0004006
CM0000019	Credit Memo	01/08/2026	FICA WITHHOLDING		0.00	-149.18	
01E0067	EFTPS		01/08/2026	Bank Draft	0.00	-34.88	DFT0004007

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
CM0000020	Credit Memo	01/08/2026	MEDICARE WITHHOLDING		0.00	-34.88	
				Total Bank Draft:	**0.00**	**183,009.95**	

Bank Code CITY Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	92	57	0.00	399,565.53
Manual Checks	0	0	0.00	0.00
Voided Checks	0	7	0.00	0.00
Bank Drafts	17	17	0.00	183,009.95
EFT's	261	97	0.00	2,280,337.33
	370	**178**	**0.00**	**2,862,912.81**

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
Bank Code: ONBMM-1-CITY MM BANK (BANK RECONCILIATION)							
Payment Type: Bank Draft							
VEN01550	Old National - Lease Purchase Payments (Bank I		12/31/2025	Bank Draft	0.00	15,079.55	DFT0003970
12.11.25	Invoice	12/31/2025	2022 Lease Purchase 15079.55		0.00	15,079.55	
VEN01564	Forte (Bank Rec)		12/31/2025	Bank Draft	0.00	11.00	DFT0003971
DEC/25	Invoice	12/31/2025	Forte Monthly Fees		0.00	11.00	
VEN01557	Hunt Merchant Services (Bank Rec)		12/31/2025	Bank Draft	0.00	9,027.08	DFT0003972
12.04.25	Invoice	12/31/2025	Hunt Merchant Services		0.00	9,027.08	
VEN01629	InvoiceCloud Fee Payments (Bank Rec)		12/31/2025	Bank Draft	0.00	4,013.85	DFT0003973
12.08.25	Invoice	12/31/2025	ACH PROCESSING FEES AUTO WITHDRAWN		0.00	4,013.85	
VEN01563	Old National - Debit Card & NSF (Bank Rec)		12/31/2025	Bank Draft	0.00	1,578.71	DFT0003974
12.19.25	Invoice	12/31/2025	Bank Fees		0.00	1,578.71	
VEN01561	Square (Bank Rec)		12/31/2025	Bank Draft	0.00	175.00	DFT0003975
12.03.25	Invoice	12/31/2025	Square Monthly Fee		0.00	175.00	
VEN01560	Vanco (Bank Rec)		12/31/2025	Bank Draft	0.00	133.74	DFT0003976
12.15.25	Invoice	12/31/2025	Vanco Monthly Fees		0.00	133.74	
01KHSA	UMB HSA ACCOUNT		01/08/2026	Bank Draft	0.00	11,870.22	DFT0003990
INV0004222	Invoice	01/08/2026	HSA CONTRIBUTIONS		0.00	11,870.22	
				Total Bank Draft:	**0.00**	**41,889.15**	

Bank Code ONBMM-1 Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	8	8	0.00	41,889.15
EFT's	0	0	0.00	0.00
	8	**8**	**0.00**	**41,889.15**

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	92	57	0.00	399,565.53
Manual Checks	0	0	0.00	0.00
Voided Checks	0	7	0.00	0.00
Bank Drafts	25	25	0.00	224,899.10
EFT's	261	97	0.00	2,280,337.33
	378	**186**	**0.00**	**2,904,801.96**

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	12/2025	30,018.93
999	POOLED CASH	1/2026	2,874,783.03
			2,904,801.96

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **City Clerk Susan Johnson**
PRESENTED BY: **City Clerk Susan Johnson**
AGENDA ITEM: **Request for Temporary On-Sale Liquor Licenses for Hayes' Public House on February 14 and February 21, 2026**

BACKGROUND SUMMARY:

Andrew Hayes of Hayes' Public House has applied for Temporary On-Sale Liquor Licenses; one for February 14, 2026 and one for February 21, 2026 both at his business. The events will be inside as well as outside on their patio area. State Statue 340A.404, Subd. 10 allows for small brewers to obtain temporary on-sale licenses for these types of events. After approval at the local level, staff will forward the application to the State Alcohol and Gambling Division who is the issuer of the temporary license.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Innovative and Forward-Thinking Governance - embracing transparency, adaptability, and fiscal responsibility.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:

It is recommended that the Council approve of the Temporary On-Sale Liquor Licenses for Hayes' Public House on February 14, and February 21, 2026 pursuant to State Statue 340A.410 Subd. 10.

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CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Permitting Technician Trisha Rollag**
PRESENTED BY: **City Clerk Susan Johnson**
AGENDA ITEM: **Approval of Lower-Potency Hemp Edibles Retailer Registration for Smokin' Monkey**

BACKGROUND SUMMARY:
Tyler Burg, Manager of Smokin' Monkey, at 205 NE 5th St has applied for the Lower-Potency Hemp Edibles Retailer Registration. He has received his State OCM license, which now requires him to obtain this registration.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:
5. Innovative and Forward-Thinking Governance-embracing transparency, adaptability, and fiscal responsibility.

FISCAL CONSIDERATIONS:
a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:
It is recommended that the Council approves the Lower-Potency Hemp Edibles Retailer Registration for Smokin' Monkey at 205 NE 5th St.

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CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **HR Manager Carly Gernbacher**
PRESENTED BY: **HR Manager Carly Gernbacher**
AGENDA ITEM: **2025 Pay Equity Implementation Report Approval**

BACKGROUND SUMMARY:

Minnesota state law requires that governmental jurisdictions report on pay equity every three years. The City of Buffalo's report effective December 31, 2025 is complete and we comply with the four specific tests required.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

By ensuring compensation is equitable, competitive, and fiscally sound, this pay equity report advances the City's strategies for Strong and Resilient Operations and Innovative Governance. These practices empower the City to attract and retain the top talent necessary to maintain a high-performing organization and deliver exceptional public service.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $ 0
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:

It is recommended the Council approve the submission of the 2025 Pay Equity Implementation Report.

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MANAGEMENT AND BUDGET

Minnesota Pay Equity Management System - Buffalo(26-No Submission)

Home **Utilities** **Go To** **Log Out**

<--Jobs Page Reports-->

Compliance Report

Jurisdiction: Buffalo
Report Year: 2026 Case: 2 - Private (Jur Only)

Contact:

Name	Title	Phone	Email
Carly		N/A	CarlyG@ci.buffalo.mn.us
Carmen Merrill	HR Manager	763-684-5424	hr@ci.buffalo.mn.us

The statistical analysis, salary range and exceptional service pay test results are shown below. Part I is general information from your pay equity Report data. Parts II, III and IV give you the test results.

For more detail on each test, refer to the guidebook.

I. GENERAL JOB CLASS INFORMATION

	Male Classes	Female Classes	Balanced Classes	All Job Classes
# Job Classes	44	20	4	68
# Employees	70	26	24	120
Avg.Max Monthly Pay Per Employee	8,690.61	7,424.37		7,663.54

II. STATISTICAL ANALYSIS TEST

A. **UNDERPAYMENT RATIO = 129.87 ***	Male Classes	Female Classes
a. # at or above Predicted Pay	24	13
b. # Below Predicted Pay	20	7
c. TOTAL	44	20
d. % Below Predicted Pay (b divided by c = d)	45.45	35.00

*(Result is % of male classes below predicted pay divided by % of female classes below predicted pay.)

B. **T-test Results**

Degrees of Freedom (DF) = 94	Value of T = -2.395

a. Avg.diff.in pay from predicted pay for male jobs = $6

b. Avg.diff.in pay from predicted pay for female jobs = $208

III. SALARY RANGE TEST = 100.00% (Result is A divided by B)

A. Avg.# of years to max salary for male jobs = 6.00
B. Avg.# of years to max salary for female jobs = 6.00

IV. EXCEPTIONAL SERVICE PAY TEST = 0.00% (Result is B divided by A)

A. % of male classes receiving ESP 0.00 *
B. % of female classes receiving ESP 0.00
*(If 20% or less, test result will be 0.00)

Go To Implementation Form | View Another Case

We have worked to ensure this product is accessible and compliant with the standard WCAG 2.0 level AA. We have tested accessibility using the JAWS software from Freedom Scientific. We found it to work correctly for us. If you find errors in accessibility, please let us know at pay.equity@state.mn.us so that we can follow up. Thank you.

Interpreting Results of Compliance Tests

Your jurisdiction is required to pass four tests to be in compliance.

1. Completeness and Accuracy Test

Report is submitted on time - due January 31, 2023
Data is correct
Required information has been provided
For more information, refer to the Guide to Understanding Pay Equity Compliance

2. Statistical or Alternative Test

Compares salary data to determine if female classes are paid consistently below male classes of comparable work value (job points). The Minnesota Pay Equity Management System will generate results applying the Statistical Analysis Test. Underpayment ratio results of 80 and above are passing. In some cases, the Alternative Analysis is required and consists of a manual review of the data. Refer to the following page to determine which test applies to your report. For more information, refer to the Guide to Understanding Pay Equity Compliance.

3. Salary Range Test

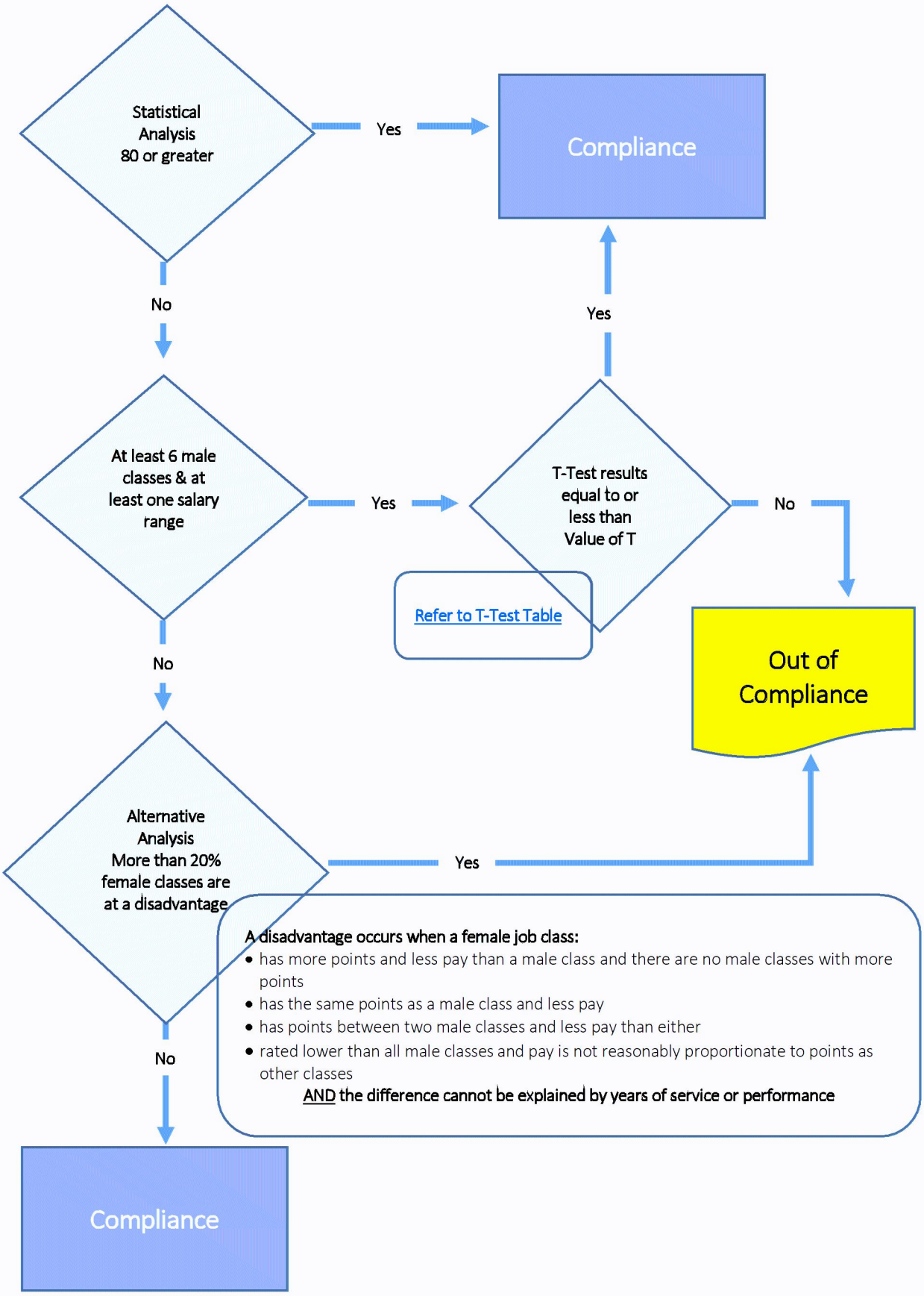
Compares the average number of years required for female classes to move through a salary range consisting of a time-phased step progression to the average number of years required for male classes. Results of 0 or 80 and above are passing scores. (Test does not apply if years to achieve maximum salary are not defined or if salary ranges are not defined). For more information, refer to the Guide to Understanding Pay Equity Compliance.

4. Exceptional Service Pay Test

Compares the percentage of female classes receiving longevity or performance pay to the percentage of male classes receiving longevity or performance pay. In noting exceptional service pay, recipients must exceed the maximum salary reported. Results of 0 or 80 and above are passing scores. (Test does not apply if exceptional service pay is not available in your jurisdiction). For more information, refer to the Guide to Understanding Pay Equity Compliance.

Interpreting Results of Compliance Tests

When to use Statistical and Alternative Analysis Tests



CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Community Development Director David Kelly**
PRESENTED BY: **Community Development Director David Kelly**
AGENDA ITEM: **Purchase of New Vehicle - Code Enforcement**

BACKGROUND SUMMARY:
Code Enforcement Officer Katie Dulitz currently utilizes a Ford Interceptor in the field that was approved for auction last year and is in poor condition. With a new vehicle budgeted for 2026, staff have identified a new 2025 Ford Ranger available for purchase through the State contract pricing program.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:
This purchase aligns with Core Strategy #7: Strong and Resilient Operations as this vehicle will replace an aging City vehicle.

FISCAL CONSIDERATIONS:
a. Estimated Cost: $38755.00
b. Funding Source(s): 2026 Planning & Zoning CIP Budget
c. Budgeted: Yes

RECOMMENDED ACTION:
Staff recommend approval of the quote for the 2025 Ford Ranger.

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FD MIC-010642 MN 9-NORMAL,NB,110642,SJ241 16246 320251002 BLEND 7257 ULC CERT CERT CERT U TRD W RAMP MN BUMP CAMP BOOK EXFL ROTA BATT 032010 1623/2914 1FTER4HH7 SLE48055 NB GU13

ford.com

VEHICLE DESCRIPTION

RANGER

SL E48055

2025 SUPERCREW 4X4 XLT
128" WHEELBASE
2.3L ECOBOOST ENGINE
10-SPEED AUTO TRANSMISSION

EXTERIOR
CARBONIZED GRAY METALLIC
INTERIOR
EBONY CLOTH SEATS

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

EXTERIOR
- DAYTIME RUNNING LAMPS
- EASY FUEL® CAPLESS FILLER
- FENDER BADGE
- FOG LAMPS
- FULL SIZE SPARE TIRE/WHEEL
- FULLY BOXED STEEL FRAME
- HEADLAMPS - AUTO HIGH BEAM
- LED REFLECTOR HEADLAMPS
- PRIVACY GLASS
- REMOTE TAILGATE LOCK
- TAILLAMPS-LED
- WHEEL LIP MOLDINGS

INTERIOR
- 1-TOUCH UP/DOWN DRIVER WIN
- 2ND ROW FOLD BENCH
- 2ND ROW UNDER SEAT STORAGE
- AUTO-DIM REARVIEW MIRROR
- CARPET FLOORING
- DIGITAL INSTRUMENT CLUSTER
- DUAL VISOR VANITY MIRRORS
- LOCKING GLOVE BOX
- POWER LOCKS AND WINDOWS
- POWERPOINTS-12V, USB
- TILT/TELESCOPE STR COLUMN

FUNCTIONAL
- AUDIO - 6 SPEAKERS
- BLIS W/CROSS TRAFFIC ALERT
- BRAKES - ANTI-LOCK SYSTEM
- LANE KEEPING SYSTEM
- PRE-COLLISION ASSIST W/AEB
- REAR VIEW CAMERA
- REMOTE KEYLESS ENTRY
- REMOTE START SYSTEM
- SIRIUSXM® - SVC N/A AK&HI
- SYNC®4A

SAFETY/SECURITY
- AIRBAGS - SAFETY CANOPY®
- BELT-MINDER CHIME
- CTR HIGH MOUNT STOP LAMP
- LATCH CHILD SAFETY SYSTEM
- PASSIVE ANTI-THEFT SYSTEM
- TIRE PRESSURE MONIT SYS

WARRANTY
- 3YR/36,000 BUMPER / BUMPER
- 5YR/60,000 POWERTRAIN
- 5YR/60,000 ROADSIDE ASSIST

INCLUDED ON THIS VEHICLE	(MSRP)
EQUIPMENT GROUP 300A	
•XLT SERIES	
OPTIONAL EQUIPMENT/OTHER	
255/70 R17 A/T TIRE	
4X4 REGIONAL DISCOUNT PKG	NO CHARGE
SPORT APPEARANCE PACKAGE	NO CHARGE
.17" GRAY PTD ALUM WHL-SPORT	
.GRAY GRILLE	
FRONT LICENSE PLATE BRACKET	NO CHARGE
FLR LINERS ALL WTHR+CRPT MATS	200.00
TRAILER TOW PACKAGE	535.00

PRICE INFORMATION	(MSRP)
BASE PRICE	$39,375.00
TOTAL OPTIONS/OTHER	735.00
TOTAL VEHICLE & OPTIONS/OTHER	40,110.00
DESTINATION & DELIVERY	1,895.00
TOTAL BEFORE DISCOUNTS	**42,005.00**
XLT BASE DISCOUNT	**- 500.00**
4X4 REGIONAL DISCOUNT P	**- 250.00**
TOTAL SAVINGS	**- 750.00**

RAMP ONE RP2P

RAMP TWO

RAIL

ITEM #: 58-Z16L O/T 2

TOTAL MSRP $41,255.00

Scan The QR Code to get more details about this vehicle

This label is affixed pursuant to the Federal Automobile Information Disclosure Act. Gasoline, License, and Title Fees, State and Local taxes are not included. Dealer installed options or accessories are not included unless listed above.

SJ241 N RB 2X 540 010642 09 24 25

EPA DOT Fuel Economy and Environment

Gasoline Vehicle

Fuel Economy

22 MPG
combined city/hwy

19 city
26 highway

4.5 gallons per 100 miles

Standard Pickup Trucks range from 12 to 87 MPG. The best vehicle rates 140 MPGe.

You spend **$2,500** more in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost $2,400

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 5 (1 – 10 Best)

Smog Rating (tailpipe only): 6 (1 – 10 Best)

This vehicle emits 405 grams CO_2 per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fueleconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs $9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $3.50 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles

Smartphone QR Code™

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score ★★★★
Based on the combined ratings of frontal, side and rollover.
Should ONLY be compared to other vehicles of similar size and weight.

Frontal Crash — Driver ★★★★★ / Passenger ★★★★★
Based on the risk of injury in a frontal impact.
Should ONLY be compared to other vehicles of similar size and weight.

Side Crash — Front seat ★★★★★ / Rear seat ★★★★★
Based on the risk of injury in a side impact.

Rollover ★★★
Based on the risk of rollover in a single-vehicle crash.

Star ratings range from 1 to 5 stars (★★★★★), with 5 being the highest.
Source: National Highway Traffic Safety Administration (NHTSA).
www.safercar.gov or 1-888-327-4236

FordPass Connect™

Download the FordPass™ app* and you can:

Access Vehicle Control Features
- Remotely start, lock and unlock your vehicle.
- Locate your vehicle and check approximate fuel range.
- Receive vehicle health alerts.

Activate 4G LTE Wi-Fi Hotspot
- New vehicles include a 3-month or 3GB data (whichever comes first) Wi-Fi trial.
- Connect up to ten Wi-Fi–equipped devices.

*Compatible with select smartphone platforms. FordPass Connect™ service required (see App Terms for more information). Connected service and related feature functionality is subject to compatible AT&T network availability. Evolving technology/cellular networks may affect functionality and availability, or continued provision of some features, prohibiting them from functioning. Message and data rates may apply. See your local Ford website for our privacy policy.

The FordPass Connect™ modem is active and sending vehicle data (e.g., diagnostics) to Ford. See in-vehicle Settings for connectivity options.

1FTER4HH7SLE48055

WARNING: Operating, servicing and maintaining a passenger vehicle, pickup truck, van, or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

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Ford Credit

Get Prequalified now at www.ford.com/finance

3202510027257

MORRIE'S AUTO GROUP

Date/Time: Jan 5, 2026 12:08 PM
Buyer: City Buffalo
Phone: C: (612) 282-4349
Phone: H: (612) 363-1130
Address: 212 Central Ave
Buffalo, MN 55313

Salesperson: Mike Schuetz

2025 Ford Ranger, Body Type:

Cash	Balance Due
$ Down	
$0	$38,755

MSRP/Retail	**$41,255.00**
Total Savings	**$4,463.00**
Morrie's Best Price	**$36,792.00**
MORRIES PROMISE	**$0.00**
BACK RACK & BEACON	**$1,963.00**
Total Balance Due	**$38,755.00**

X _____
Customer Signature

_____
Date

X _____
Manager Signature

_____
Date

With approved credit.

CITY COUNCIL AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **HR Manager - Carly Gernbacher**
PRESENTED BY: **HR Manager - Carly Gernbacher**
AGENDA ITEM: **Bore Rig Locator & Operator Position**

BACKGROUND SUMMARY:

The Electric Department continues to experience increased underground utility installation, electric & fiber expansion support, system upgrades (reconductoring), and coordination with other capital improvement projects. These activities require specialized equipment operation, precise utility locating, and strict adherence to safety protocols to reduce risk to infrastructure, staff, and the public.

The Bore Rig Locator & Operator position is an additional operator to provide dedicated expertise in operating bore rig machinery, locating underground utilities during drilling operations, installing underground lines per project specifications, and restoring work sites. The role supports efficient project delivery while reducing reliance on contractors and minimizing safety risks associated with underground work.

Establishing this position formalizes work that is currently required to meet operational demands and aligns staffing with the technical complexity and safety-sensitive nature of underground utility construction.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Hiring for the Bore Rig Locator & Operator advances Innovative and Forward-Thinking Governance by transitioning from a contractor-dependent model to a specialized, in-house technical framework. This shift proactively addresses the increasing complexity of fiber and electric expansion by integrating high-level safety expertise and precise utility locating directly into City operations. By formalizing this role, the City optimizes fiscal responsibility, reduces infrastructure risk, and ensures the internal agility required to deliver modern capital projects efficiently.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $118,416
b. Funding Source(s): The Bore Rig Locator & Operator position is classified as Pay Grade 150. Funding will be allocated within the Electric Department budget. This position supports ongoing underground utility work and improves cost control by reducing outsourced services. This position will charge time for projects across our Utilities and City needs.
c. Budgeted: Yes

RECOMMENDED ACTION:
Approve the establishment of the Bore Rig Locator & Operator position and authorize staff to post and recruit for the position.

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CITY COUNCIL AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **HR Manager - Carly Gernbacher**
PRESENTED BY: **HR Manager - Carly Gernbacher**
AGENDA ITEM: **Utility Administrative Coordinator**

BACKGROUND SUMMARY:

The current Utilities Administrative Assistant will retire in March 2026 after more than 30 years of service. Over time, the scope of administrative needs within Utilities has grown significantly due to increased staffing, capital projects, regulatory requirements, and the upcoming formation of the Buffalo Public Utilities Commission (PUC).

The existing position has provided valuable administrative support but was not designed to support governance processes, commission operations, policy coordination, or expanded reporting requirements.

Establishing a Utility Administrative Coordinator position to replace the retiring role. This position is designed as a mid-level administrative role focused on utility governance support, PUC processes, report and presentation development, records coordination, and alignment of utility policies with City ordinances.

The position structure and duties were informed by local and peer municipal utility hierarchy structures and tailored to Buffalo's organizational needs.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

The Utility Administrative Coordinator directly advances the City's goal of Innovative and Forward-Thinking Governance by evolving a legacy support position into a strategic governance catalyst. This modernized position is specifically designed to manage the complexities of the new Public Utilities Commission (PUC), ensuring seamless policy coordination, regulatory compliance, and sophisticated data reporting. By adopting a mid-level structure informed by peer municipal best practices, the City is proactively building the organizational infrastructure needed to oversee expanded capital projects and integrate utility policies with City ordinances, ensuring long-term operational excellence and transparent leadership.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $130,766
b. Funding Source(s): Funding will primarily be allocated to the Electric, Water, and Sewer budgets, with smaller allocations to Fiber and Project Management for shared administrative support. This position replaces an existing role and does not add a new full-time equivalent beyond the replacement.
c. Budgeted: Yes

RECOMMENDED ACTION:
Approve the establishment of the Utility Administrative Coordinator position and authorize staff to post and recruit for the position.

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CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Community Center Manager Adam Leiferman**
PRESENTED BY: **Community Center Manager Adam Leiferman**
AGENDA ITEM: **Approval of Low Voltage Contractor**

BACKGROUND SUMMARY:

As part of the improvement project, low-voltage wiring is essential to the operation of the new center. This wiring will provide data access throughout the facility, ensuring high-speed network connectivity to support the needs of both staff and customers. This work also includes the installation of security cameras and door lock mechanisms. This scope of work was not included in the initial bid process conducted in early 2025, thus the need for this additional City Council approval. The work will not increase the overall project cost, as it will be funded through the savings made in the FF&E and indoor playground budgets.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Installing low-voltage data wiring and a modern security system helps improve safety and connectivity. It supports steady, well-planned growth, enhances the experience for residents and visitors, and provides infrastructure that can adapt to future needs. Overall, this investment helps keep the Community Center safe, welcoming, and prepared for what's ahead.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $59713.00
b. Funding Source(s): This project is funded in the original Community Center Project. The line items listed as Play Structure and Furniture Allowance/Costs will be used to complete the projects listed in the quote.
c. Budgeted: Yes

RECOMMENDED ACTION:

It is recommended that the City Council approve the proposed work by Russell's Security for the completion of low-voltage wiring and security system installation at the new Buffalo Area Community Center.

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Community Center Cabling Project

Date: 1/5/2026

Prepared For:

City of Buffalo
212 Central Ave
Buffalo, MN 55313
Sam.Solarz@ci.buffalo.mn.us
7636821181

Prepared By:

CIT
Kurt Ostrowski
Account Executive
Kurt.Ostrowski@citsolutions.net
(651) 255-5792
https://www.citsolutions.net

Executive Summary

The City of Buffalo has requested a proposal for installation of low-voltage cabling, Verkada door access and cameras for their Community Center Project.

Statement of Work

Computer Integration Technology to Provide and Install the following solution to include.

Structured Cabling

- Installation, termination, testing, and labeling of (142) Cat 6 network data cables
  - (11) Dual Data Cable Location
  - (30) Triple Data Cable Location
  - (1) Quad Data Cable Location
  - (3) Single Data Cable Location - Access Point
  - (23) Single Data Cable Location – Cameras
    - Cameras and mounts provided by the City of Buffalo
- Installation of Cable Path Materials through Property for Cable Management
  - Provide Wall Penetration “Sleeves” (As Needed)
  - Provide J-Hook Cable Management (As Needed)
  - Provide Arlington Loops (As Needed)
  - Any Conduit work to be provided by Others
- Termination/Labeling/Testing of Cat 6 Structured Cabling
- Mount and connect access points.
  - Access Points and mounts provided by the City of Buffalo

Access Control Solution

- Installation of control cable for (5) doors and new controllers
  - Conduit Work to be Provided by Others
- Termination of Access Control Equipment for Door(s) to include:
  - Termination of Lock Power (Door Hardware Provided by others).
  - Termination of Door Position Indicator
  - Termination of Card Reader
  - CIT assumes existing door equipment and locking hardware are in working condition and can be re-purposed for the installation of the Verkada solution.
- (2) Installation of Access Control Panel(s)
  - (2) Verkada AC42 4-Door Controller and battery

        - Verkada equipment provided by the City of Buffalo

- (5) Termination of Access Control Doors at Panel(s)
- Repurpose of Access Control Power Supply(s)
    - 110 Electrical Work to be provided by others.
- Termination of Access Control Power Supply(s).
- (5) Verkada Access Control (AD34) Reader(s)
    - Readers provided by the City of Buffalo
- 10 Year Warranty of Verkada Hardware Listed Above.
- CIT assumes all doors are in working condition and meet current code requirements.

Surveillance Solution

- Installation of CAT6 Data Cables for Camera Location(s)
- Installation of (23) Verkada Cameras
    - Verkada Cameras and mounts provided by the City of Buffalo
- Programming and Commissioning of Above Camera System
- 10 Year Hardware Warranty of Verkada Hardware Listed Above.

Cable Removal Budget

- CIT has provided a budget for the removal of existing low-voltage cable that can be identified for removal.

CIT Assumptions & Statements:

- Work to be performed during normal business hours (M-F, 7am-5pm)
- CIT will perform work on a Time and Materials basis and only charge for the materials and labor used to complete the project.
- CIT is licensed and bonded following State building codes, policies, and standards for low voltage cabling.
- CIT assumes the City of Buffalo has available Network and PoE ports available for the Verkada equipment and any necessary changes to the network configuration.
- CIT will help the City of Buffalo set up their Verkada Command account and provide the best practice training for the Verkada solutions setup and functionality.
- The City of Buffalo is responsible for providing and setting up their employee database in Verkada Command for setting up employee profiles, access levels, notifications, network changes, etc.
- CIT will utilize existing data racks/cabinets for the installation of the cable termination equipment.
- The City of Buffalo is responsible for providing scissors/boom lifts for the installation of the cable and equipment. CIT can provide an estimate, not included in this proposal, for lift(s) rental, if requested by the City of Buffalo.
- The City of Buffalo is responsible for providing power circuits, conduits, and/or ring/string for the installation of the cable and equipment.
- The proposal is based on information provided by the City of Buffalo.

Quote information:
Quote #4130982-1-A
Prepared on: 1/5/2026
Expires: 2/4/2026
Account Executive: Kurt Ostrowski | Kurt.Ostrowski@citsolutions.net | (651) 255-5792
https://www.citsolutions.net

Proposal Summary

Community Center Cabling Project

Prepared for:
City of Buffalo
212 Central Ave Buffalo MN 55313

Ship to:
City of Buffalo
212 Central Ave
Buffalo, MN 55313

One-time costs

Optional	Description	Qty	Unit Price	Price Including Tax
	Materials and Installation Estimate			**$60,701.00**
N	Materials Estimate	1	$24,451.00	$24,451.00
N	Labor Estimate	1	$36,250.00	$36,250.00
	Low Voltage Cable Removal Budget			**$7,500.00**
N	Labor Estimate	1	$7,500.00	$7,500.00

Subtotal:	$68,201.00
Tax:	$0.00
Total:	**$68,201.00**

Notes:

Please note: Items marked with "Y" (Yes) in the optional column are not included in the subtotal, tax, or total calculations.

Acceptance and Incorporation by Reference

This Proposal, together with the terms and conditions set forth in the Master Services Agreement, Service Attachments and all other agreements identified on Exhibit A (the agreements identified on Exhibit A are hereafter collectively referred to as the "Ancillary Agreements") is between Computer Integration Technologies, a Minnesota corporation (sometimes referred to as "we," "us," "our," or "Provider"), and the customer identified on the signature block at the end of this Proposal (sometimes referred to as "You," Your," or "Client").

PRIORITY OF NEGOTIATED AGREEMENTS: Notwithstanding anything to the contrary herein, if Client and Provider have previously entered into a separately negotiated and mutually executed Master Services Agreement or a formal Amendment to the MSA ("Negotiated Agreement") with an effective date of 10/01/2025 or later, the terms of that Negotiated Agreement shall supersede any conflicting terms in the online Ancillary Agreements referenced on Exhibit A. If no such Negotiated Agreement exists, the following incorporation terms shall apply:

Client and Provider expressly agree that the terms and conditions set forth in the Ancillary Agreements are hereby incorporated into this Proposal by reference as if fully set forth herein, regardless of whether Client separately executed any of the Ancillary Agreements. Notwithstanding that certain provisions of the Ancillary Agreements may not facially appear applicable to every transaction or circumstance governed by this Proposal, each such provision shall be interpreted broadly and in context, and shall apply and control to the extent such provision can reasonably be construed to apply to the rights, obligations, or subject matter hereof.

This Proposal shall be effective and shall automatically become a legally binding agreement as of the first date upon which both Provider and Client have signed below (the "Effective Date"). Provider and Client are sometimes referred to separately as a "Party", or collectively as the "Parties." Any capitalized terms in this Proposal not defined herein shall have the meaning provided in any Ancillary Agreement(s) defining such capitalized term. If there is a direct conflict between this Proposal and any term or condition set forth in any of the Ancillary Agreements, the conflicting term or condition in this Proposal shall control. By signing or accepting this Proposal, Client acknowledges, represents, and warrants to Provider that Client has read and agrees to all terms and conditions set forth in the Ancillary Agreements on the Effective Date. The Parties agree that electronic signatures on this Proposal shall be relied upon and shall bind the Parties to the terms and conditions stated or incorporated by reference herein. Each Party hereby warrants and represents that such Party is authorized to execute this Proposal and perform the undertakings set forth or incorporated herein. This Proposal supersedes all prior negotiations, proposals, orders, agreements and communications between the Parties regarding all matters expressly addressed or within the reasonable scope of this Proposal or the Ancillary Agreements.

Client acknowledges and agrees that Provider may, from time to time, revise the terms and conditions of the Ancillary Agreements, provided that any such revision shall be effective only in accordance with applicable law, including prevailing legal standards for enforceable "clickwrap" or equivalent electronic consent mechanisms. Revised terms or conditions shall become binding and effective upon the earlier of: (a) Client's continued use of the applicable products or services following reasonably conspicuous notice and opportunity for Client to review the revised term(s) or condition(s); or (b) Client's affirmative acceptance of the revised term(s) via a click-through or similar method reasonably designed to confirm assent. Provider shall make revised terms reasonably available for Client review which shall indicate the date of last revision. If Client does not agree to any revised term(s), Client must discontinue use of the affected products or services and may terminate this Proposal only in accordance with termination provisions set forth in the Ancillary Agreements. Any revision(s) to the terms or conditions of the Ancillary Agreements by Provider shall apply only prospectively, unless otherwise required by applicable law or expressly stated in the revised terms.

Client further agrees that the terms of the Ancillary Agreements shall apply not only to the specific transaction described in this Proposal, but also to all other current and future transactions between Client and Provider unless and until such terms are superseded by a subsequently executed Proposal or Ancillary Agreement.

Both of the Parties, acting through their respectively authorized officers, agents, or representatives hereby execute this Proposal with the intention of being bound hereby.

Exhibit A

Click the buttons below to view the linked documents.

Master Services Agreement | Services Attachment for Managed Services | Service Attachment for Access Control Services

Service Attachment for Managed Video Surveillance | Schedule of Services | Data Processing Agreement

Schedule of Third-Party Services

IN WITNESS WHEREOF, this Order Form is agreed to by the parties below and entered into as of the Order Effective Date.

CIT

Signature:

Kurt Ostrowski

Name : Kurt Ostrowski

City of Buffalo

Signature:

Name:

Date:

Russell Security Resource Inc
205 5th St NE #6
Buffalo, MN 55313

PH: 763-682-1253

Estimate

Date	Estimate #
12/12/2025	9274

Name / Address
City of Buffalo 212 Central Ave Buffalo, MN 55313 Attn:

P.O. No.	Terms	Rep
	Due on receipt	GSD

Qty	Description
	Job: Install customer provided cameras, electronic access control equipment and install all data jacks per map. (4 exterior cameras, 16 interior cameras, 12 2-port data for Tv's etc., 19 3-port data, 1 double gang 8-port data, 3 openings EAC with 2 having power door operators to be integrated)
2	Time Delay Module
2	24V DC 2 Amp Relay
12	2-Port Keystone Wall Plate
19	3-Port Keystone Wall Plate
1	8-Port Keystone Wall Plate
238	Keystone Jacks
20	1 Port Surface Mount Jack
3	48 Port Patch Panel
	Low Voltage Wire, Misc.
	Labor, Installation, Wiring
	Note: * We will reuse existing cable and jacks where possible. * Cable raceways to above drop ceilings installed by others. * Access control hardware and cameras supplied by others.

Russell Security Resource, Inc. guaranties all materials to be of good quality and to be installed in a professional manner. Russell Security Resource, Inc. prides itself on following a high code of ethics and will not compromise this high standard. All warranties will follow the manufacturers warranty unless otherwise stated. All prices are guaranteed for 30 days, no additional charges will be added without prior approval.

Subtotal	$59,713.00
Sales Tax (0.0%)	$0.00
Total	$59,713.00

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Assistant Chief Mark Brown**
PRESENTED BY: **Assistant Chief Mark Brown**
AGENDA ITEM: **Public Hearing for the Implementation of Body-worn Cameras for the Buffalo Police Department**

BACKGROUND SUMMARY:

The Buffalo Police Department is looking to implement body-worn cameras (BWC's) beginning in early 2026. Similar to our neighboring Law Enforcement partners, the department seeks to utilize this tool for the purposes of training, gathering evidence, and transparency.

According to Minnesota Statute 626.8473 subd.2. Public Comment, all "local law enforcement must provide for public comment before it purchases OR implements a portable recording system. At a minimum, the agency must accept public comments submitted electronically or by mail, and the governing body with jurisdiction over the law enforcement agency's budget must provide for public comment at a regularly scheduled meeting on 01/20/26."

Fiscal Considerations:
Estimated Cost: The implementation will include two phases after public hearing:
Phase 1: An initial testing phase at no cost aimed at mitigating information technology issues and narrowing down the best end-user product.
Phase 2: An adoption phase where body-worn cameras will be issued to each sworn officer to use in the field.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

6. Community-Centered Service and Engagement – enhancing responsiveness, awareness, and access to services. Allowing for public opinion regarding the issuance and use of Body Worn Camera Technology and how it will play a role in community interactions, training, gathering evidence, and transparency.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): The cost of future implementation is budgeted and will be covered through the 2026 capital improvements budget and public safety funds.
c. Budgeted: Yes

RECOMMENDED ACTION:

Mayor to open the public hearing to allow time for comments or concerns regarding the issuance of Body Worn Cameras for the Buffalo Police Department.

Back to Agenda

CITY COUNCIL AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Utility Billing Department, Project Management Department**
PRESENTED BY: **City Administrator, Taylor Gronau**
AGENDA ITEM: **Second Reading of Ordinance 2026-1: Amendment to City Code Chapter 48-Utilities, Article V. Stormwater Utility**

BACKGROUND SUMMARY:

Chapter 48, Article V of the City Code establishes a stormwater drainage utility and outlines a fee structure. A review of the Code and current billing practices identified areas where existing language does not fully reflect how the stormwater utility fee is currently administered. The proposed amendment better aligns Code with established billing practices, improves clarity, and supports administration of the utility.

The first reading of this ordinance was at the City Council meeting on January 6th, 2026.

Summary of Key Ordinance Amendments:

- REF Value: The proposed ordinance updates the REF number table in Sec.48-226 to ensure the REF is correctly defined and applied as a multiplying factor.

- Residential Fee Structure: The proposed ordinance aligns the code with the existing flat-rate billing approach for residential parcels.

- Minimum Monthly Charge: The proposed ordinance clarifies that all developed properties are subject to a minimum standard billing rate.

Value to the Community:

- Transparency in Billing: Aligning the code with existing billing practices ensures that account holders can clearly understand how fees are collected and that charges applied are consistent with the ordinance.

- Administrative Efficiency: Allows staff time to be spent more effectively by reducing time spent determining hard surface coverage on each residential account.

- Clear Framework: Ensures properties are billed in a manner that reflects their intended land use classification, impact on the system, and promotes equitable treatment across the community.

Value to the Department:

- Improved Billing Consistency: Aligning Chapter 48 with code-supported billing practices will reduce ambiguity and limits the need for interpretation when applying fees to various land use types.

- Administrative Efficiency: Updating the code reflects a more practical workload that will limit potential errors and minimize the need for case-by-case interpretations.

- Operational Support: Code language that strengthens internal procedures will support staff decision-making and provide a defensible framework for responding to account holder questions, audits, or future adjustments.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

• Strong and Resilient Operations: Plans for long-term financial sustainability while investing in infrastructure, public safety, and essential services.
• Innovative Governance: Promotes transparency and clear utility administration

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:

Staff recommends approval of Ordinance 2026-1, amending City Code Chapter 48-Utilities, Article V. Stormwater Utility.

Back to Agenda

City of Buffalo
Wright County, Minnesota

Ordinance 2026-1
AN ORDINANCE AMENDING THE BUFFALO CITY CODE
CHAPTER 48 – UTILITIES, ARTICLE V. STORMWATER UTILITY

The City Council of the City of Buffalo, Minnesota does hereby ordain:

Sec. 48-224. Stormwater drainage utility established.
The city stormwater system shall be operated as a public utility pursuant to M.S.A. § 444.075, from which revenues will be derived subject to the provisions of this section and state law. The stormwater drainage utility will be part of the utility department and under the administration of the utilities director.

Sec. 48-225. Definitions.
The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Residential equivalent factor (REF) means the ratio of the average volume of run-off generated by one acre of a given land use to the average volume generated by one acre of typical single-family residential land, during a standard two-year rainfall event.

Sec. 48-226. Stormwater drainage fees.
(a) Non-Residential
The monthly stormwater drainage fee charged to non-residential parcels shall be calculated based on acreage and the approximate percentage of impervious surface coverage as determined using GIS data. The product of the impervious surface area over the total parcel area shall be applied within a tiered system outlined in the table below to determine the applicable REF value for the land use type.

The assigned REF value shall then be multiplied by the parcel's acreage and the stormwater drainage standard billing rate to determine the stormwater drainage fee charged for the parcel.

Stormwater Drainage Fee = REF Value x Acreage x Standard Billing Rate

The REF values for various land uses are as follows:

REF Values

Land Use	*Impervious Surface*	*REF Value*
Commercial and industrial	35% impervious	1
Commercial and industrial	36—60% impervious	2
Commercial and industrial	61—100% impervious	4
Cemeteries and golf course		0.25

The minimum monthly stormwater drainage fee charged to non-residential parcels shall be equal to the standard billing rate.

Non-residential parcels are considered any developed property that is not classified as a standard residential parcel. Property that is a mixture of commercial and residential or lodging shall be considered non-residential.

(b) Standard Residential

The monthly stormwater drainage fee for standard residential parcels shall be calculated by multiplying the REF Value by the standard billing rate.

For the purposes of calculating stormwater drainage fees, all developed standard residential parcels shall be considered to have an acreage of one-third acre and an REF value of 1.00.

Stormwater Drainage Fee = REF Value x Standard Billing Rate

Sec. 48-227. Credits.

The council shall adopt policies recommended by the city administrator, by resolution, for adjustment of the stormwater drainage fee for parcels based upon hydraulic data to be supplied by property owners, which demonstrates a hydraulic response substantially different from the standards. Such adjustments of stormwater drainage fees shall not be made retroactively.

Sec. 48-228. Central business district fees.

The council shall adopt policies recommended by the city administrator, by resolution, for the adjustment of the stormwater drainage fee for parcels within the central business district. The adjustment shall be to equalize the stormwater drainage areas, since the central business district has a major portion of its parking provided by the city.

Sec. 48-229. Exemptions.
Public or railroad rights-of-way, public parks, vacant parcels with no impervious surface, and agricultural land are exempt from stormwater drainage fees.

Sec. 48-230. Recalculation of fee.
If a property owner or person responsible for paying the stormwater drainage fee questions the correctness of an invoice for such charge, such person may have the determination of the charge recomputed by written request to the utilities director. All requests must be received within 60 days of mailing of the invoice in question by the city. The property owner may appeal the decision of the city administrator

This Ordinance shall take effect and be in full force from and after its passage and publication. Revisions will be made to the online Code after adoption by Council and publication. Copies of the complete City Code are available on the city's website ci.buffalo.mn.us and at the Buffalo City Center, 212 Central Avenue, Buffalo.

Adopted by the City Council this 20th day of January 2026.

_____
Steve Downer, Mayor

ATTEST:

_____
Susan Johnson, City Clerk

(Revisions Shown) Proposed Ordinance 2026-1

ARTICLE V. STORMWATER UTILITY

Sec. 48-224. Stormwater drainage utility established.

The city stormwater system shall be operated as a public utility pursuant to M.S.A. § 444.075, from which revenues will be derived subject to the provisions of this section and state law. The stormwater drainage utility will be part of the utility department and under the administration of the utilities director.

(Code 1985, § 3.60(1))

Sec. 48-225. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Residential equivalent factor (REF) means the ratio of the average volume of run-off generated by one acre of a given land use to the average volume generated by one acre of typical single-family residential land, during a standard two-year rainfall event.

(Code 1985, § 3.60(2))

Sec. 48-226. Stormwater drainage fees.

(a) ~~Stormwater drainage fees for parcels of land shall be determined by multiplying the REF for a parcel's land use by the parcel's acreage and then multiplying the resulting product by the stormwater drainage rate.~~
Non-Residential

The monthly stormwater drainage fee charged to non-residential parcels shall be calculated based on acreage and the approximate percentage of impervious surface coverage as determined using GIS data. The product of the impervious surface area over the total parcel area shall be applied within a tiered system outlined in the table below to determine the applicable REF value for the land use type.

The assigned REF value shall then be multiplied by the parcel's acreage and the stormwater drainage standard billing rate to determine the stormwater drainage fee charged for the parcel.

Stormwater Drainage Fee = REF Value x Acreage x Standard Billing Rate

The REF values for various land uses are as follows:

REF Values

~~*Classification*~~ *Land Use*	~~*Land use*~~ *Impervious Surface*	*REF* ~~*number*~~ *Value*
~~Residential~~	~~35% impervious~~	~~Less than $1.00~~
~~Residential~~	~~36—60% impervious~~	~~$2.00~~
~~Residential~~	~~61—100% impervious~~	~~$4.00~~
Commercial and industrial	35% impervious	~~$1.25~~ 1
Commercial and industrial	36—60% impervious	~~$2.50~~ 2

Commercial and industrial	61—100% impervious	~~$5.00~~ 4
Cemeteries and golf course		~~$~~0.25

The minimum monthly stormwater drainage fee charged to non-residential parcels shall be equal to the standard billing rate.

Non-residential parcels are considered any developed property that is not classified as a standard residential parcel. Property that is a mixture of commercial and residential or lodging shall be considered non-residential.

(b) Standard Residential

The monthly stormwater drainage fee for standard residential parcels shall be calculated by multiplying the REF Value by the standard billing rate.

For the purposes of calculating stormwater drainage fees, all developed ~~one- and two-family~~ standard residential parcels shall be considered to have an acreage of one-third acre and an REF value of 1.00.

Stormwater Drainage Fee = REF Value x Standard Billing Rate

(Code 1985, § 3.60(3))

Sec. 48-227. Credits.

The council shall adopt policies recommended by the city administrator, by resolution, for adjustment of the stormwater drainage fee for parcels based upon hydraulic data to be supplied by property owners, which demonstrates a hydraulic response substantially different from the standards. Such adjustments of stormwater drainage fees shall not be made retroactively.

(Code 1985, § 3.60(4))

Sec. 48-228. Central business district fees.

The council shall adopt policies recommended by the city administrator, by resolution, for the adjustment of the stormwater drainage fee for parcels within the central business district. The adjustment shall be to equalize the stormwater drainage areas, since the central business district has a major portion of its parking provided by the city.

(Code 1985, § 3.60(5))

Sec. 48-229. Exemptions.

Public or railroad rights-of-way, public parks, vacant parcels with no impervious surface, and agricultural land are exempt from stormwater drainage fees.

(Code 1985, § 3.60(6))

Sec. 48-230. Recalculation of fee.

If a property owner or person responsible for paying the stormwater drainage fee questions the correctness of an invoice for such charge, such person may have the determination of the charge recomputed by written request to the utilities director. All requests must be received within 60 days of mailing of the invoice in question by the city. The property owner may appeal the decision of the city administrator to the council, by filing notice of the appeal as provided in this Code.

(Code 1985, § 3.60(7))

Secs. 48-231—48-253. Reserved.

CITY COUNCIL AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **City Administrator, Taylor Gronau; City Engineer, Justin Kannas; and Project Consultant, Connor Cox**
PRESENTED BY: **Project Consultant, Connor Cox and City Engineer, Justin Kannas**
AGENDA ITEM: **Transportation Safety Action Plan – Adoption**

BACKGROUND SUMMARY:

The attached materials are provided for City Council consideration of adopting the Buffalo Transportation Safety Action Plan and the accompanying resolution. The plan is the result of a multi-year, data-driven planning effort led by the City Engineer and Bolton & Menk, with input from partner agencies, City staff, and the public.

The Transportation Safety Action Plan establishes a framework to reduce traffic-related fatalities and serious injuries, identifies priority corridors and intersections, and positions the City to pursue future safety improvements and grant funding. Also included is a resolution formally adopting the plan and committing the City to long-term safety goals consistent with Safe Streets for All principles.

Staff recommends Council review the attached plan and resolution and consider adoption as outlined.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Adoption of the Transportation Safety Action Plan aligns with the City Council Strategic Plan by promoting a safe, welcoming, and connected community.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00 – no cost to adopt plan.
b. Funding Source(s): NA
c. Budgeted: Yes

RECOMMENDED ACTION:

It is recommended the City Council approve the Transportation Safety Action Plan and adopt Resolution # 2026 -3

Back to Agenda

BOLTON & MENK
Real People. Real Solutions.

2040 Highway 12 East
Willmar, MN 56201-5818

Ph: (320) 231-3956
Fax: (320) 231-9710
Bolton-Menk.com

MEMORANDUM

Date: January 13, 2026

To: Mayor Downer and Members of the City Council
City of Buffalo, Minnesota

From: Justin Kannas, P.E.
City Engineer

Subject: Transportation Safety Action Plan
City of Buffalo
BMI Project No: 24X.136190
City Project No: 2023-10

The Transportation Safety Action Plan has been completed. The draft plan was reviewed by FHWA, MnDOT, Wright County, BHM School District, City Staff, and was made available to the public for review and comment. We received minimal comments on the draft plan. Agency comments have been addressed in the final plan.

The plan includes an executive summary at the beginning which provides a good overview of the plan. Major components of the plan include:

- A focus on fatal and serious injury crashes
- Public engagement throughout the entire process
- Analysis of existing safety issues and concerns
- Development of a "High Injury Network" to provide a focused location of safety improvements
- Completion of project prioritization
- Conceptual design options on the High Injury Network
- Policy recommendations to reduce fatal and serious injury crashes

As the City Council considers adoption of the plan, the City Council should also consider adoption of a commitment to safety improvements. The attached Resolution includes committing to a goal of reducing traffic-related fatalities and serious injuries by 50% by the year 2035 and achieving zero traffic deaths and serios injuries by the year 2050.

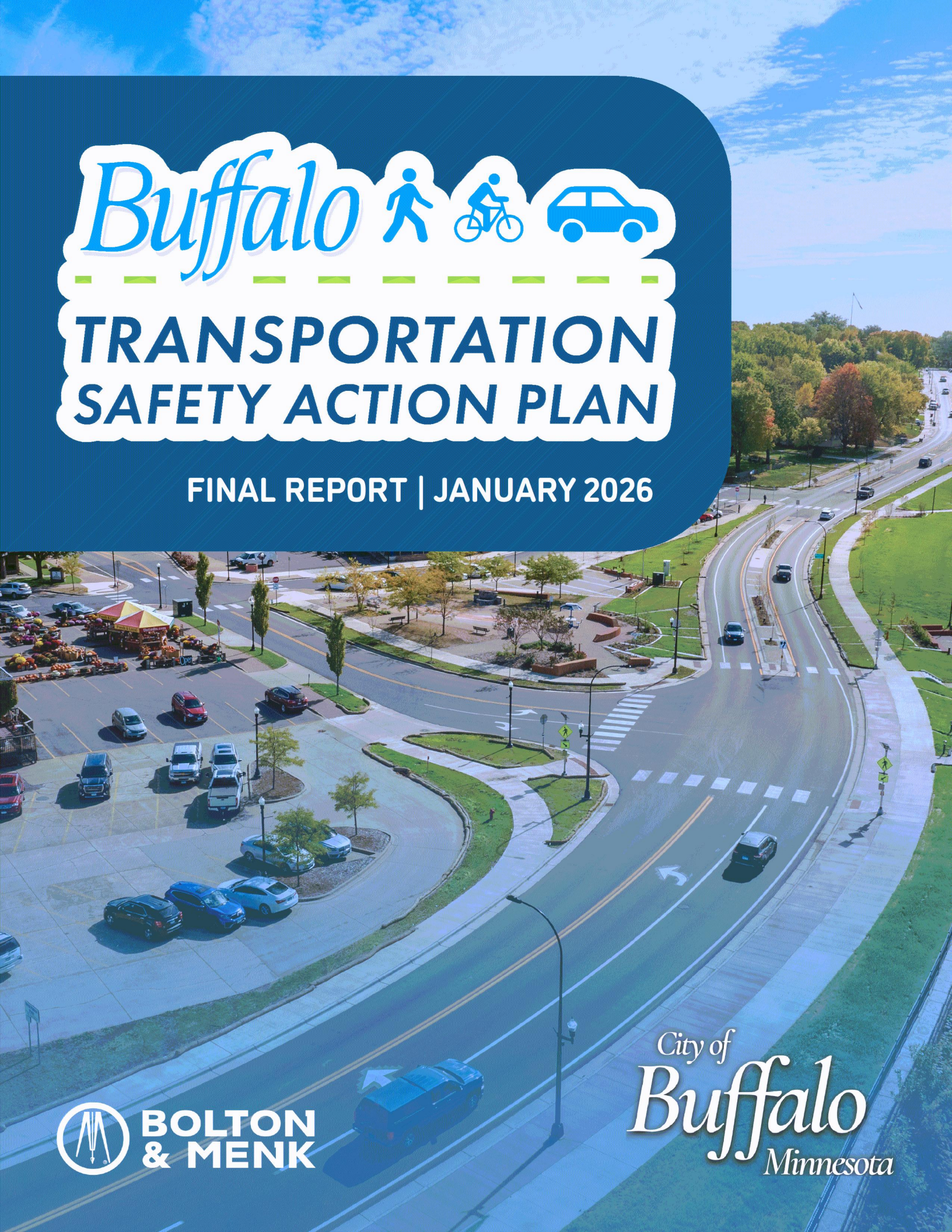
I recommend the City Council approve the attached Resolution, adopting the Transportation Safety Action Plan and committing to the referenced goal. Please feel free to contact me with any questions.

JLK/jk

Buffalo

TRANSPORTATION SAFETY ACTION PLAN

FINAL REPORT | JANUARY 2026



BOLTON & MENK

City of Buffalo Minnesota

Acknowledgments

City Council

- Steve Downer – Mayor
- Sheila Crawford
- Brad Dahl
- George Fantauzza
- Erin Walsh

City of Buffalo Staff

- Taylor Gronau – City Administrator
- David Kelly – Community Development Director
- Lee Ryan – Parks & Recreation Director
- Carey Kotilinek – Streets and Facilities Superintendent
- Pat Budke – Police Chief
- Justin Kannas, PE (Bolton & Menk) – City Engineer

Consulting Team – Bolton & Menk

- Connor Cox – Project Manager
- Aidan Bragonier – Transportation Planner
- Aaron Bartling - Senior Transportation Planner
- Eric Li – Transportation Planner
- Kevin Mackey, PE, PTOE – Crash Evaluation and Conceptual Design Lead
- Aaron Padilla, GISP – GIS Analyst

Contents

Executive Summary

Executive Summary

Purpose & Vision

The Buffalo Transportation Safety Action Plan establishes a framework to eliminate traffic-related fatalities and serious injuries within the City of Buffalo. Guided by the Safe System Approach, the plan emphasizes systemic changes - safer roadway design, speed management, and multimodal connectivity - rather than relying solely on individual behavior. It aligns with national and state initiatives, including Safe Streets for All (SS4A) and Minnesota's Toward Zero Deaths program.

Vision

» No loss of life on Buffalo's streets is acceptable.

Core Objectives

» Identify Buffalo's most significant transportation safety challenges through data-driven analysis and public feedback.

» Recommend strategies and projects that reduce severe crashes and improve safety for all modes.

» Ensure improvements benefit all residents, with attention to vulnerable populations.

Study Area

Buffalo, Minnesota - a growing regional center with 16,000 residents - is served by two major state highways (TH 25 and TH 55), county roads, and local streets. The Transportation Safety Action Plan study area includes all roadways within the City of Buffalo, regardless of ownership.

Between 2015 and 2024, Buffalo experienced **30 fatal and serious injury crashes on streets and highways within the city**, averaging **three per year.**

These injuries, deaths, and crashes are **preventable**.

Buffalo Transportation Safety Action Plan Components

» A detailed crash analysis on all roadways within the City of Buffalo, including a review of trends and contributing factors to fatal and injury crashes

» Recommended policies, strategies, and future study needs

» A prioritized list of locations with potential design improvements to address traffic safety

» A toolbox of crash mitigation strategies

Key Findings from Crash Analysis (2015-2024)

1,196 Total Crashes

6 Fatalities

24 Serious Injuries

Crash Types & Risk Factors

- Prominent crash types included rear-end (35% of total), angle (22%), run-off-road (11%).
- Risk factors included high traffic volumes (>5,000 vehicles/day), speed limits of 45 mph or more, commercial corridors with complex access, and multi-lane arterial designs

High Injury Network (HIN)

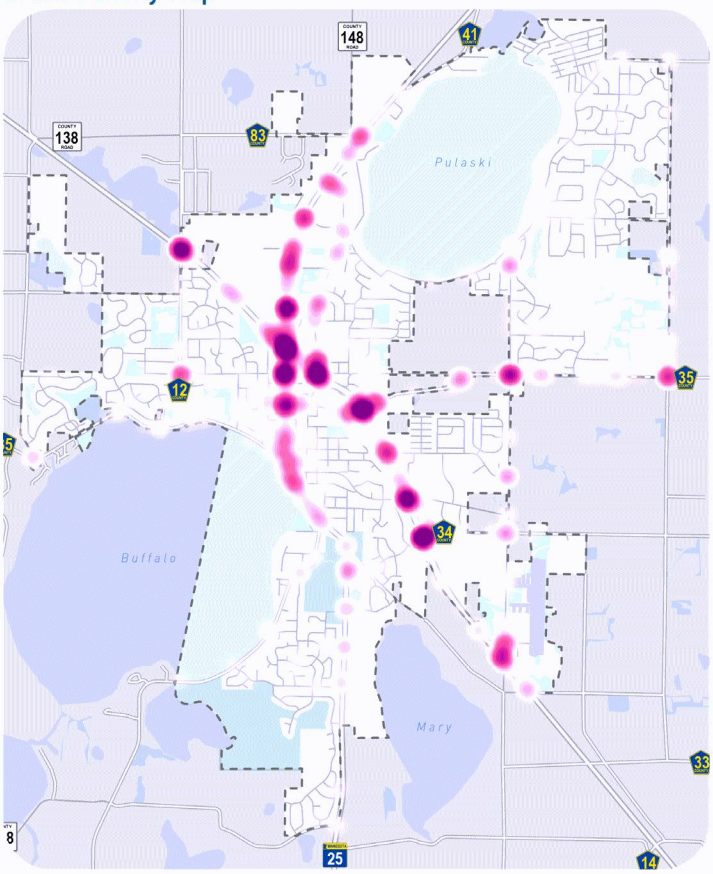
A High Injury Network (HIN) is the subset of streets where a disproportionate share of severe crashes occur—those with a higher concentration of fatal and serious injury crashes than the rest of the network. Identifying an HIN helps Buffalo:

- Prioritize safety improvements on high-risk corridors
- Analyze roadway features to prevent similar crash patterns elsewhere

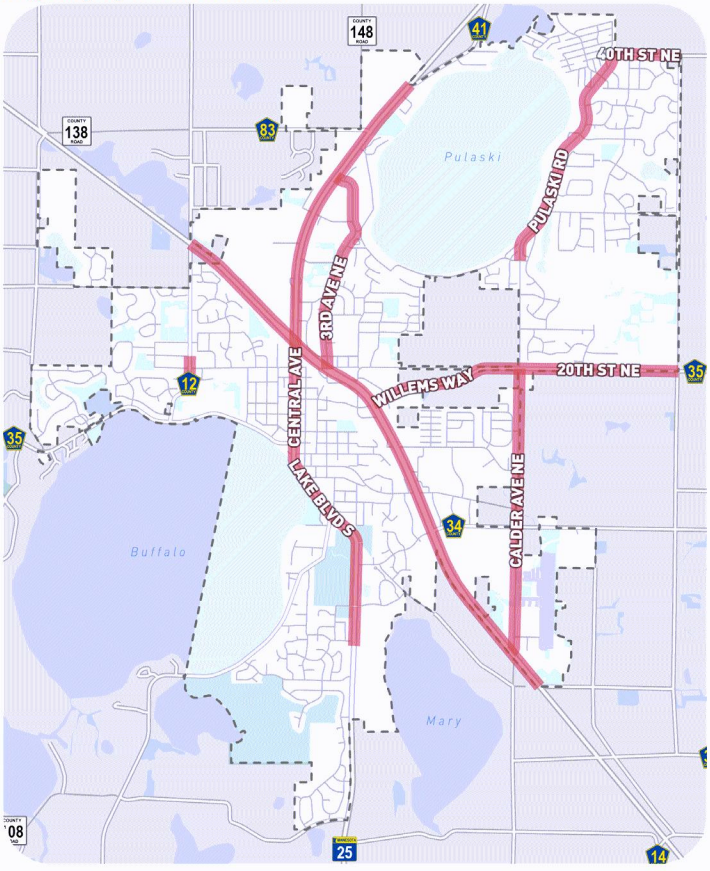
Buffalo's High Injury Network

- Represents **14% of roadway mileage** but accounts for:
  - **79%** of all crashes
  - **83%** of fatal and serious injury crashes
  - **88%** of pedestrian and bicycle crashes
- Concentrated on arterials (TH 25 and TH 55) with higher speeds and traffic volumes

Crash Density Map



High Injury Network Map



Community Engagement

Over 500 residents were engaged in the Transportation Safety Action Plan through events, surveys, and an interactive map that generated over 100 comments.

A Project Advisory Committee (PAC) made up of staff from various City departments was engaged regularly to provide feedback on plan development and community engagement activities.

KEY THEMES FROM COMMUNITY ENGAGEMENT

- Safer crossings near schools & downtown
- Sidewalks & trail gaps
- ADA accessibility
- Bicycle infrastructure continuity
- Concerns about speeding & sightlines

Project Prioritization

A framework was developed to establish criteria that maximizes safety investments using a data-driven scoring system to ensure that projects addressing the highest crash risk, improving multimodal connectivity, and responding to community concerns rise to the top.

The framework was applied to intersections and segments on Buffalo's High Injury Network. Higher scores indicate greater priority for safety improvements based on crash history, risk factors, connectivity, community input, and equity. The top 30 intersections and segments were identified. Top priority locations included:

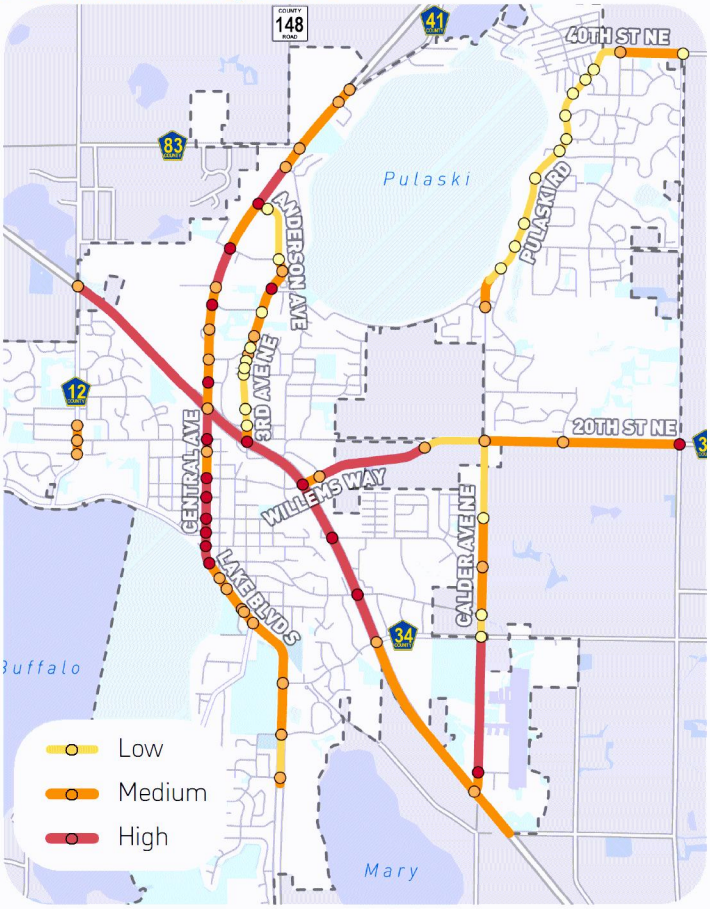
SEGMENTS

» TH 25 (Catlin Street to 15th Street NW)
» TH 55 (County Road 35 to 3rd Avenue NE)

INTERSECTIONS

» 2nd Street S at TH 55
» 2nd Street at TH 25
» 5th Street NE at TH 55

Prioritization Scoring Results



Implementation

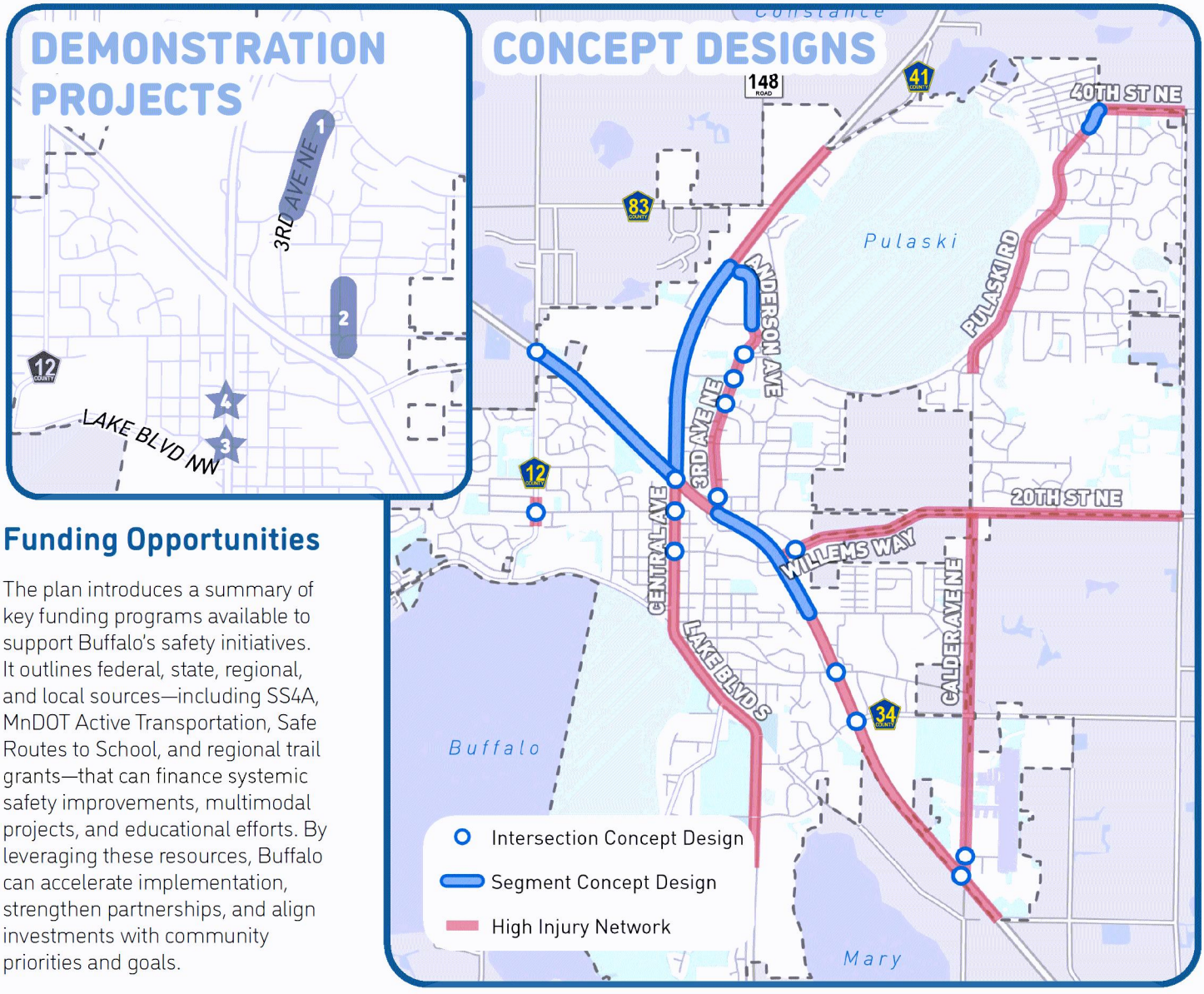
The Safety Action Plan includes specific actions, studies, and improvements to enable implementation of the plan and advance the City's goal to eliminate all deaths and serious injuries on roadways by the year 2050.

Demonstration Projects

This plan identifies a series of demonstration projects designed to test temporary safety treatments. These projects align with the goals of the Safe Streets and Roads for All (SS4A) program and emphasize low-cost, quick-build interventions that can be evaluated in real-world conditions before permanent infrastructure is considered. The primary objective is to enhance pedestrian and bicyclist safety, particularly near schools, parks, civic destinations, and key corridors, while gathering data, engaging the community, and refining future design decisions based on observed outcomes.

Concept Designs

For roadways on Buffalo's High Injury Network (HIN), a series of safety-focused concept designs were identified to reduce crash potential. Concept designs include intersection- and segment-level improvements. Identified locations are shown below and are discussed in more detail in Chapter 7. These locations were selected based on the criteria used in the prioritization process outlined in Chapter 4, including crash history, risk factors, and input from community members and stakeholders who identified them as unsafe or difficult to navigate.



Funding Opportunities

The plan introduces a summary of key funding programs available to support Buffalo's safety initiatives. It outlines federal, state, regional, and local sources—including SS4A, MnDOT Active Transportation, Safe Routes to School, and regional trail grants—that can finance systemic safety improvements, multimodal projects, and educational efforts. By leveraging these resources, Buffalo can accelerate implementation, strengthen partnerships, and align investments with community priorities and goals.

Strategies and Policies

Recognizing the realities of limited capacity across project types and the need to prioritize resources strategically, an Action Plan of strategy and policy recommendations was developed to guide future decision-making and support incremental progress. These recommendations, grouped in the categories below, are grounded in local priorities, informed by regional planning efforts, and shaped by best practices from peer communities.

Timing	Category
Short-term (0-5 years)	Complete Streets
	Safe Routes to Schools
	Local Road Safety
	Active Transportation
	Education & Enforcement
	Safe Speeds
	Safe Vehicles
Mid-term (5-10 years)	Context-Sensitive Design
	Land Use
Ongoing	Equitable Transportation
	Interagency Coordination
	Funding & Implementation
	Monitoring & Accountability
	Post-Crash Care

Countermeasure Toolbox

Adaptable to local needs and funding, the plan includes a toolbox of pilot project opportunities that are supported by a more robust list of permanent countermeasures aimed at improving safety. The toolbox consists of proven safety countermeasures grounded in nationally recognized, evidence-based practices for enhancing road design and operations.

Conclusion

The Buffalo Transportation Safety Action Plan provides a data-driven, community-informed roadmap to achieve zero traffic fatalities and serious injuries. By prioritizing systemic safety improvements, leveraging partnerships, and aligning with state and federal programs, Buffalo is positioned to create a safer, more connected transportation network for all users.

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01 Introduction

Introduction

Plan Overview & Purpose

The Buffalo Transportation Safety Action Plan is a strategic framework designed to improve roadway safety for everyone within the City of Buffalo, including people walking, biking, driving, and using transit. The plan is guided by the principle that no loss of life on Buffalo's streets is acceptable and reflects the city's commitment to eliminating traffic-related fatalities and serious injuries. It aligns with national and state initiatives such as the U.S. Department of Transportation's Safe Streets for All (SS4A) program and Minnesota's Toward Zero Deaths strategy program.

To achieve this vision, the plan emphasizes systemic changes like safer roadway design, speed management, and improved multimodal connectivity, all supported by community input and a strong focus on equity.

This plan provides a foundation for future safety projects and positions Buffalo to compete for federal SS4A implementation funding. It focuses on three main objectives:

- Identify Buffalo's most significant transportation safety challenges through data-driven analysis and public feedback.
- Recommend strategies and projects that reduce severe crashes and improve safety for all modes.
- Ensure improvements benefit all residents, with particular attention to vulnerable populations.

A Safe System Approach

This plan follows the Safe System approach, which is endorsed by the U.S. Department of Transportation and Minnesota's Toward Zero Deaths program. The approach recognizes that human error is inevitable, but those errors should not result in death or serious injury. It shifts the focus from individual responsibility to a shared responsibility for safety across all parts of the transportation system.

The Safe System approach is built on five key elements:

- Safe People: Encourage responsible behavior and protect vulnerable users.
- Safe Roads: Design streets that reduce the risk of crashes and minimize harm when crashes occur.
- Safe Speeds: Manage speeds to match roadway context and human tolerance for crash forces.
- Safe Vehicles: Promote technologies that prevent crashes and protect occupants.
- Post-Crash Care: Ensure rapid and effective emergency response when crashes happen.

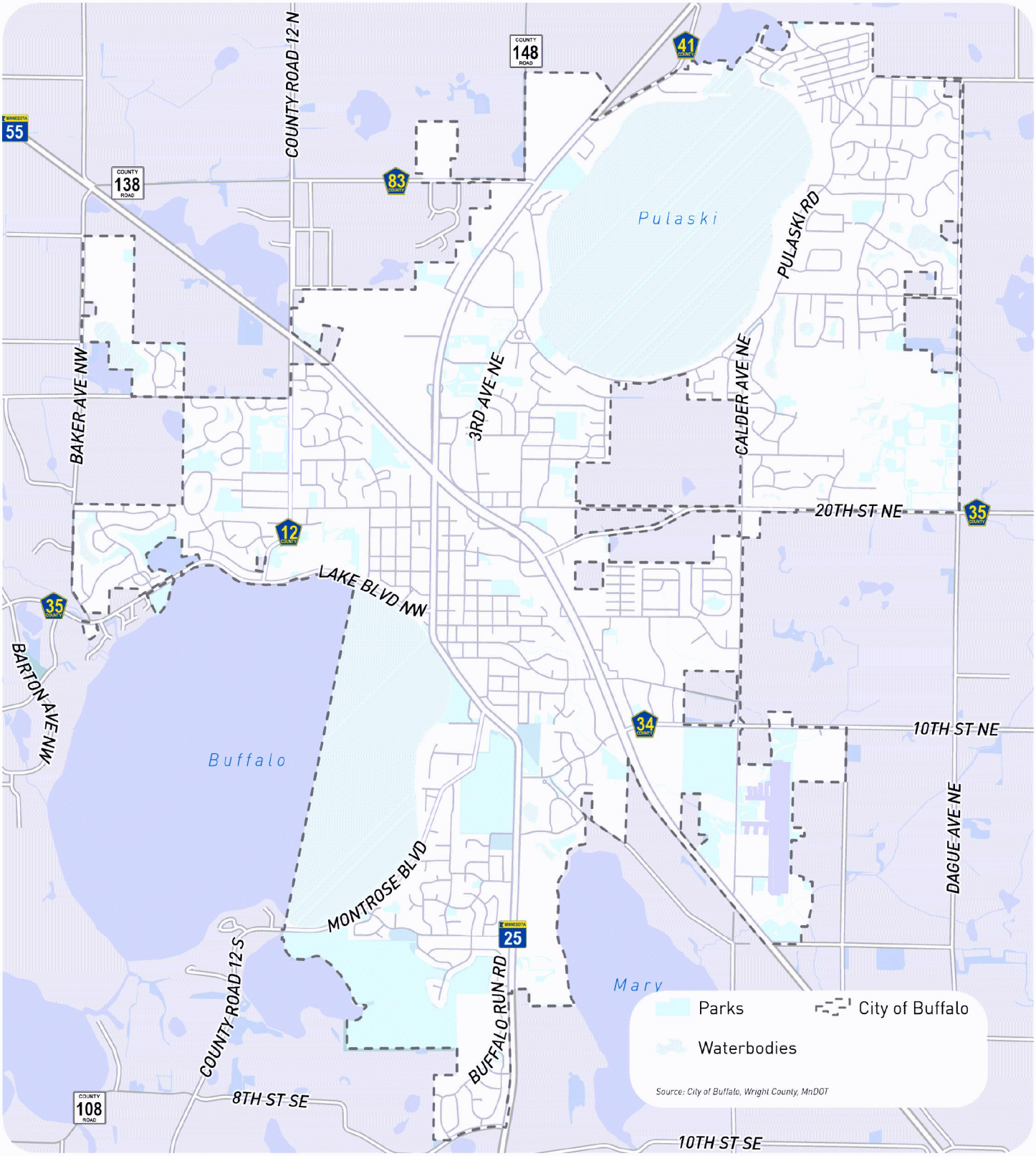
Unlike traditional safety strategies that primarily target driver behavior, this approach emphasizes systemic changes such as roadway design, speed management, and multimodal connectivity to reduce risk for everyone.

FIGURE 1. OBJECTIVES AND PRINCIPLES OF A SAFE SYSTEM APPROACH (SOURCE: FHWA)

Study Area

The study area includes the entire city limits of Buffalo, Minnesota. Buffalo is a growing regional center located about 40 miles northwest of Minneapolis in Wright County. The city has approximately 16,000 residents and features a mix of residential neighborhoods, commercial corridors, and rural surroundings. Two state highways form the backbone of the transportation network: Minnesota State Highway 25, which runs north to south, and Minnesota State Highway 55, which runs southeast to northwest and connects Buffalo to the Twin Cities metro area. The network also includes local streets and county roads that support regional mobility and access.

FIGURE 2. STUDY AREA



Alignment with Other Plans and Policies

This plan builds on local, regional, and state efforts that emphasize safety, multimodal connectivity, and proactive infrastructure investment. These plans provide guidance and ensure consistency with broader transportation goals. A full review of these and additional plans is provided in Appendix A.

Overview of Plans Reviewed

Buffalo 2040 Community Plan (2023) & Downtown 2040 Plan (2021): Promote a connected street and trail network, safe routes to schools, and a walkable downtown.

2024–2028 Capital Improvement Plan (CIP): Prioritizes street reconstruction, trail expansion, and safety features such as lighting and traffic control systems.

Buffalo Parks & Trails Map (2024): Identifies opportunities to expand trail connections and improve park access.

Safe Routes to School Plan (2015): Outlines strategies to improve walking and biking safety for students through infrastructure upgrades, education, and encouragement programs.

City of Buffalo Development Standards (2025): Requires sidewalks, shared-use trails, lighting, and MN MUTCD compliance to support safe, accessible streets.

Highway 25 Corridor Study (2022): Recommends intersection upgrades, access management, and a multi-use trail along TH 25.

MnDOT Active Transportation Planning & Pre-Scoping Program (2024): Provides TH 55 corridor recommendations for shared-use paths, intersection safety, and traffic calming, applying the Safe System Approach and Complete Streets principles.

Wright County 2040 Long-Range Transportation Plan (2019): Focuses on systemic safety, multimodal access, and interagency coordination.

Common Themes

Connectivity: Complete street and trail networks that link neighborhoods, schools, parks, and downtown.

Safety: Systemic design improvements, speed management, and crash risk reduction.

Equity: Investments that benefit vulnerable populations and improve access for all users.

Collaboration: Coordination across local, county, and state agencies to align priorities.

Wright County Roadway Safety Plan (2020): Identifies high-risk locations and systemic improvements such as rumble strips, lighting, and intersection upgrades.

Regional Active Transportation Plan (2015): Four-county SHIP plan identifying priority corridors and Five E's strategies; Buffalo's plan aligns by closing sidewalk/trail gaps, improving crossings and speeds, expanding SRTS, and tracking performance.

Region 7W Long Range Transportation Plan (2022): Regional vision prioritizing safety, targeting high-risk corridors (TH 55, TH 25), and aligning with MnDOT ATP 3 for funding and multimodal improvements.

Minnesota Strategic Highway Safety Plan (2020–2024): Establishes statewide strategies to reduce fatalities and serious injuries, supporting Toward Zero Deaths.

Minnesota Walks (2016): Statewide framework for safe, accessible walking environments, emphasizing equity and speed management.

Plan Organization

The Buffalo Transportation Safety Action Plan is structured to guide readers from understanding the city's safety challenges to identifying actionable solutions. Each chapter builds on the previous one, creating a clear path from analysis to implementation.

Chapter 1: Introduction

Describes the purpose of the plan, its alignment with national and state safety initiatives, and the guiding principles that shape Buffalo's approach to transportation safety.

Chapter 2: Crash Data Review

Analyzes crash trends from 2015 to 2024, including frequency, severity, and contributing factors, and introduces the High Injury Network, a small set of streets with most severe crashes, to guide safety investments.

Chapter 3: Engagement

Summarizes community input gathered through local community events and an interactive comment map. Public feedback ensures that the plan reflects local priorities and lived experiences.

Chapter 4: Street & Intersection Prioritization

Outlines a scoring framework that uses crash history, community feedback, equity considerations, and connectivity to rank potential projects. This ensures resources are allocated effectively.

Chapter 5: Safety Countermeasures Toolbox

Provides a menu of proven strategies and design treatments, such as curb extensions, roundabouts, and speed management measures. Each countermeasure includes effectiveness data and cost considerations.

Chapter 6: Demonstration Project Recommendations

Introduces short-term demonstration projects for priority corridors and intersections. These projects allow Buffalo to test street design concepts before committing to permanent changes.

Chapter 7: Conceptual Design Options

Presents long-term design concepts for priority corridors and intersections to guide future investments and improvements.

Chapter 8: Pedestrian & Bicycle Network Recommendations

Provides a citywide map of proposed trail and crossing improvements, identifies priority locations to enhance safety and connectivity, and outlines the selection process and planning benefits.

Chapter 9: Funding Opportunities

Identifies federal, state, regional, and local funding sources, including SS4A, to finance safety and active transportation projects, and outlines how Buffalo will leverage them to accelerate delivery aligned with community and equity priorities.

Chapter 10: Policy and Progress

Recommends policy updates, funding strategies, and performance measures to monitor and track progress over time. This chapter also outlines methods for tracking and reporting results to the community.

Appendices

Include supporting data, engagement summaries, and technical details for reference.

Together, these chapters provide a comprehensive roadmap for achieving Buffalo's vision of zero traffic fatalities and serious injuries. The plan is designed to be practical, adaptable, and aligned with federal and state funding opportunities.

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02 Crash Data Review

Crash Data Review

Understanding where and how crashes occur in Buffalo is essential for building a safer transportation system. This chapter provides a data-driven foundation for prioritizing safety investments by analyzing crash patterns across the city, identifying the High Injury Network (HIN), and reviewing recent roadway safety projects.

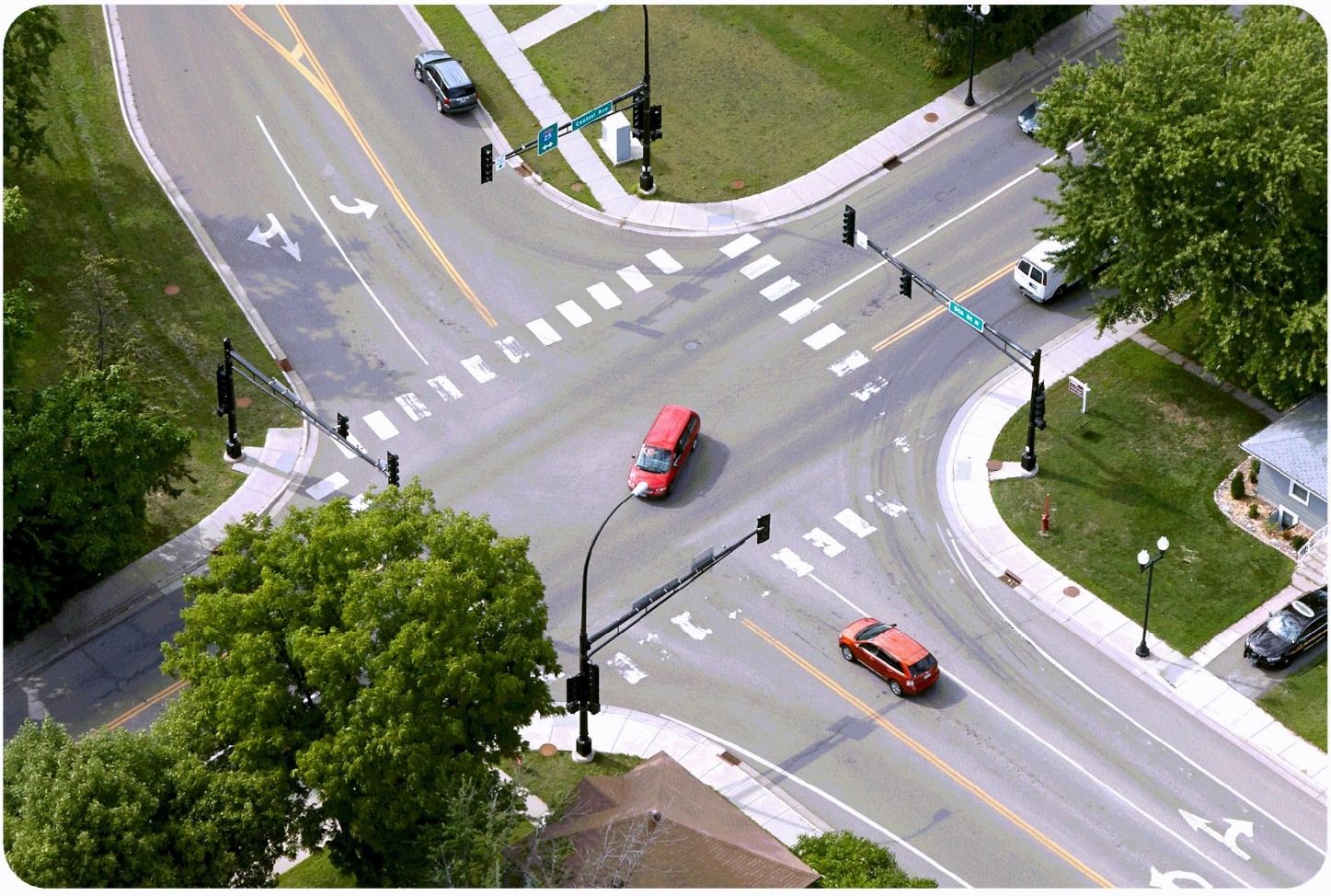
The analysis covers all reported crashes within Buffalo from 2015 to 2024, including MnDOT highways, county roads, and city streets. It examines crash frequency, severity, and contributing factors to highlight where risk is most concentrated. While most crashes result in property damage only, severe crashes, although less frequent, are concentrated on a small share of the network. This reinforces the importance of a Safe System approach that reduces the likelihood and severity of crashes through systemic design and operational strategies.

Beyond identifying patterns, this chapter provides insight into the roadway and environmental conditions that contribute to crashes, such as functional classification, intersection control, and time-of-day trends. These findings inform targeted interventions that address the root causes of severe crashes rather than isolated incidents.

The chapter is organized into three sections:

- Citywide Analysis: A review of crash outcomes, roadway characteristics, and temporal patterns across the entire network.
- High Injury Network (HIN): Identification of corridors that account for the majority of severe crashes, guiding targeted safety strategies.
- Recent Projects: A summary of completed and ongoing safety improvements that provide context for observed crash trends.

Together, these insights create a clear picture of Buffalo's current safety challenges and opportunities, supporting data-driven decision-making and advancing the city's commitment to eliminating traffic deaths and serious injuries.



Citywide Crash Data Review

This section reviews crash patterns across Buffalo from 2015 to 2024, covering all roadway jurisdictions. It examines where crashes occur, what types are most common, and when they happen, supported by maps showing crash history, density, severe crash locations, and pedestrian/bicycle crashes. These insights provide the foundation for identifying Buffalo's High Injury Network and prioritizing systemic safety improvements.

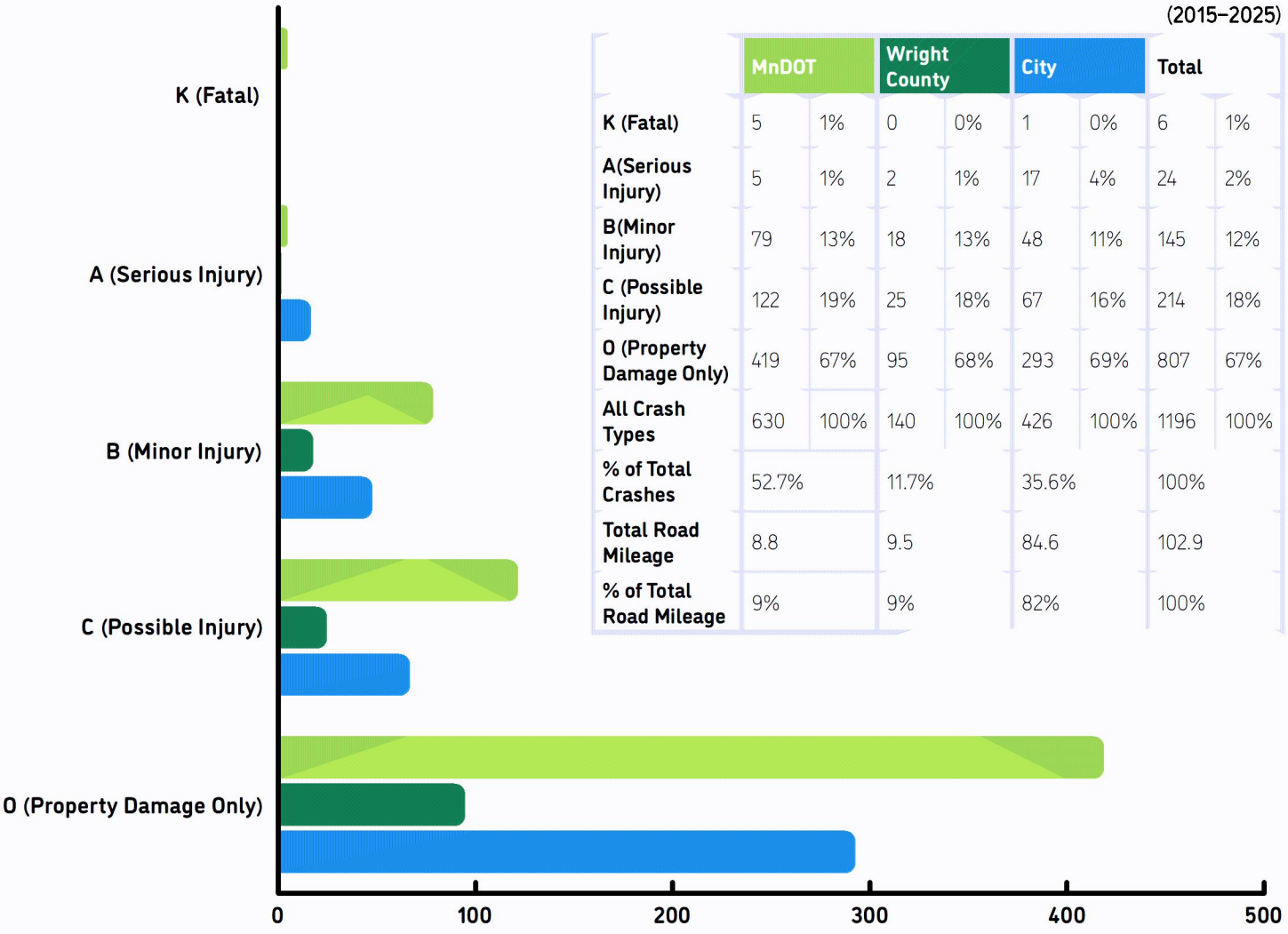
Crash Outcomes by Jurisdiction

Crashes are not evenly distributed across roadway ownership. MnDOT routes account for 52.7% of all crashes (630), despite representing only about 9% of centerline miles. Wright County roads account for 11.7% (140 crashes), and city streets for 35.6% (426 crashes).

Key observations:

- Across all systems, property damage only crashes are most represented (67%), but injury crashes remain a critical focus for systemic safety improvements.
- MnDOT highways (TH 55 and TH 25) carry the highest crash burden and five of the six fatal crashes occurred on these routes, underscoring the severity risk associated with higher traffic volumes and speeds.
- City streets have the largest share of serious injury crashes (17 of 24 A-level injuries), likely due to multimodal activity and local access points.

FIGURE 3. CRASH OUTCOMES BY JURISDICTION AND SEVERITY (2015–2025)



	MnDOT		Wright County		City		Total	
K (Fatal)	5	1%	0	0%	1	0%	6	1%
A(Serious Injury)	5	1%	2	1%	17	4%	24	2%
B(Minor Injury)	79	13%	18	13%	48	11%	145	12%
C (Possible Injury)	122	19%	25	18%	67	16%	214	18%
O (Property Damage Only)	419	67%	95	68%	293	69%	807	67%
All Crash Types	630	100%	140	100%	426	100%	1196	100%
% of Total Crashes	52.7%		11.7%		35.6%		100%	
Total Road Mileage	8.8		9.5		84.6		102.9	
% of Total Road Mileage	9%		9%		82%		100%	

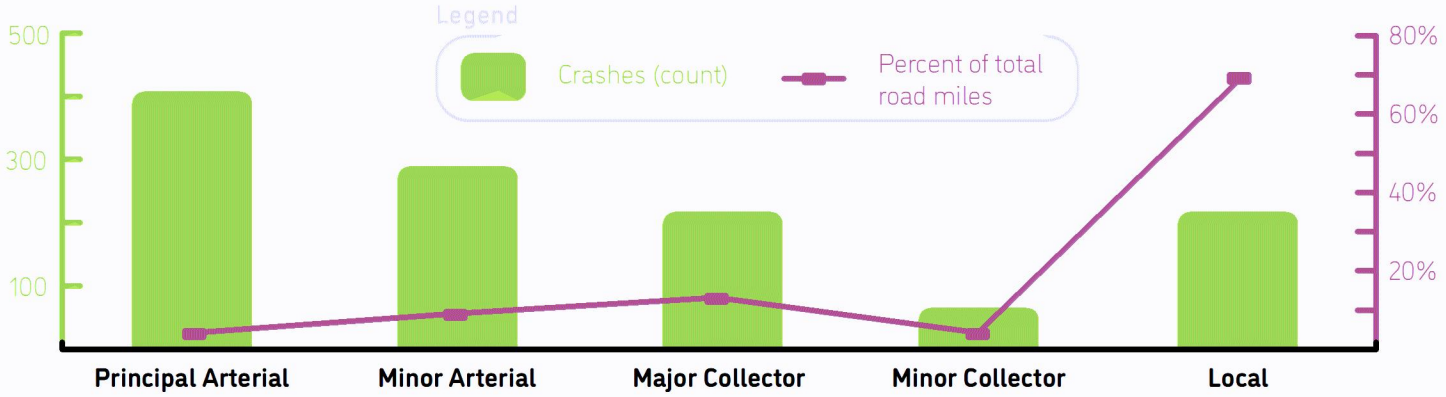
Crashes by Functional Classification

Crash risk is concentrated on higher-order streets. Principal arterials account for 34% of crashes but only make up 4% of system mileage, and minor arterials account for 24% of crashes but only make up 9% of system mileage. When combined, the arterial system accounts for 58% of crashes on only around 13% of system mileage.

Implications:

- Arterials have the highest exposure and crash density, making them priority corridors for safety interventions.
- While crashes are less concentrated on collectors and local roads, crash history still suggests opportunities for safety improvements on these roadways as well.

FIGURE 4. CRASHES BY FUNCTIONAL CLASSIFICATION AND CENTERLINE MILEAGE



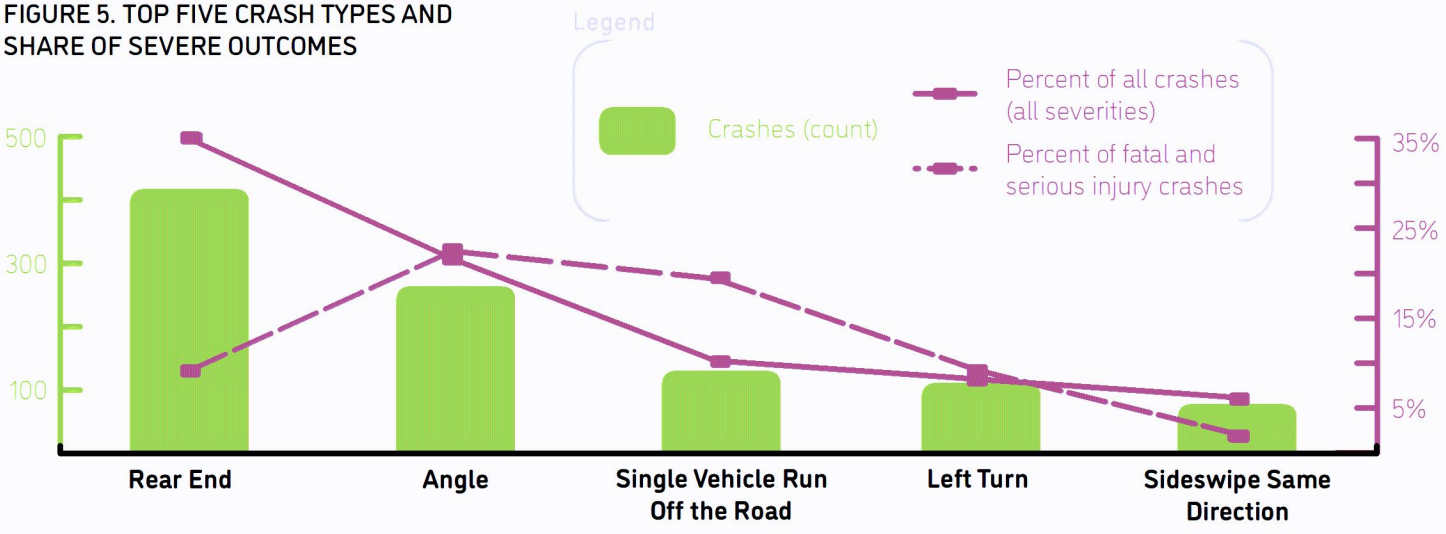
Crashes by Type (Top Five)

Five crash types make up over 80% of crashes in Buffalo:

- Rear-end
  - Total crashes: 416 (35% of total)
  - Fatal/Serious Injury: 3 (10% of total fatal/serious)
- Angle
  - Total crashes: 264 (22% of total)
  - Fatal/Serious Injury: 7 (23% of total fatal/serious)
- Single-vehicle run-off-road
  - Total crashes: 130 (11% of total)
  - Fatal/Serious Injury: 6 (20% of total fatal/serious)
- Left-turn
  - Total crashes: 111 (9% of total)
  - Fatal/Serious Injury: 3 (10% of total fatal/serious)
- Sideswipe same direction
  - Total crashes: 79 (7% of total)
  - Fatal/Serious Injury: 1 (3% of total fatal/serious)

Severity insight: Angle, left turn, and run off the road crashes make up an equal or higher percentage of fatal/serious injury crashes than they do the percentage of all crashes. Severity potential can be reduced by encouraging lower vehicle speeds, improving sight-lines, and/or traffic control revisions.

FIGURE 5. TOP FIVE CRASH TYPES AND SHARE OF SEVERE OUTCOMES

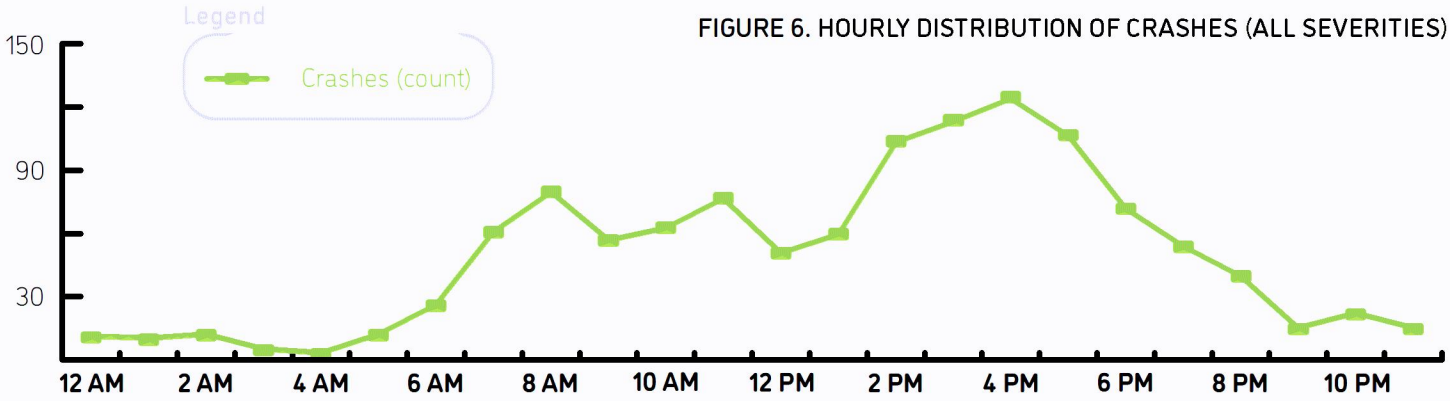


Crashes by Time of Day

The observed hourly crash distribution generally follows traffic patterns, with the highest number of crashes occurring during the afternoon/evening commuting peak period (3 to 6 pm).

Implications: Future roadway designs should place additional emphasis on safety. Traditional design standards have often prioritized peak hour mobility over safety.

FIGURE 6. HOURLY DISTRIBUTION OF CRASHES (ALL SEVERITIES)



Crashes by Traffic Control

Crashes are most common at signalized intersections (39% of crashes), followed by crashes occurring where no traffic control is present (30% of crashes, largely occurring away from intersections).

Severity insight:

- Crashes at uncontrolled intersections disproportionately result in fatalities or serious injuries (43% of fatal/serious injury crashes occur at uncontrolled locations). Since these crashes are largely occurring away from intersections, roadway designs that encourage lower travel speeds should be considered to reduce the potential for high severity crashes. Access management for private accesses can also be considered to reduce crash potential.

At traffic signals, modern traffic signal features like flashing yellow arrow signals heads, retroreflective backplates, and leading pedestrian intervals have been proven to reduce crash potential.

FIGURE 7. CRASHES BY TRAFFIC CONTROL TYPE AND SHARE OF SEVERE OUTCOMES

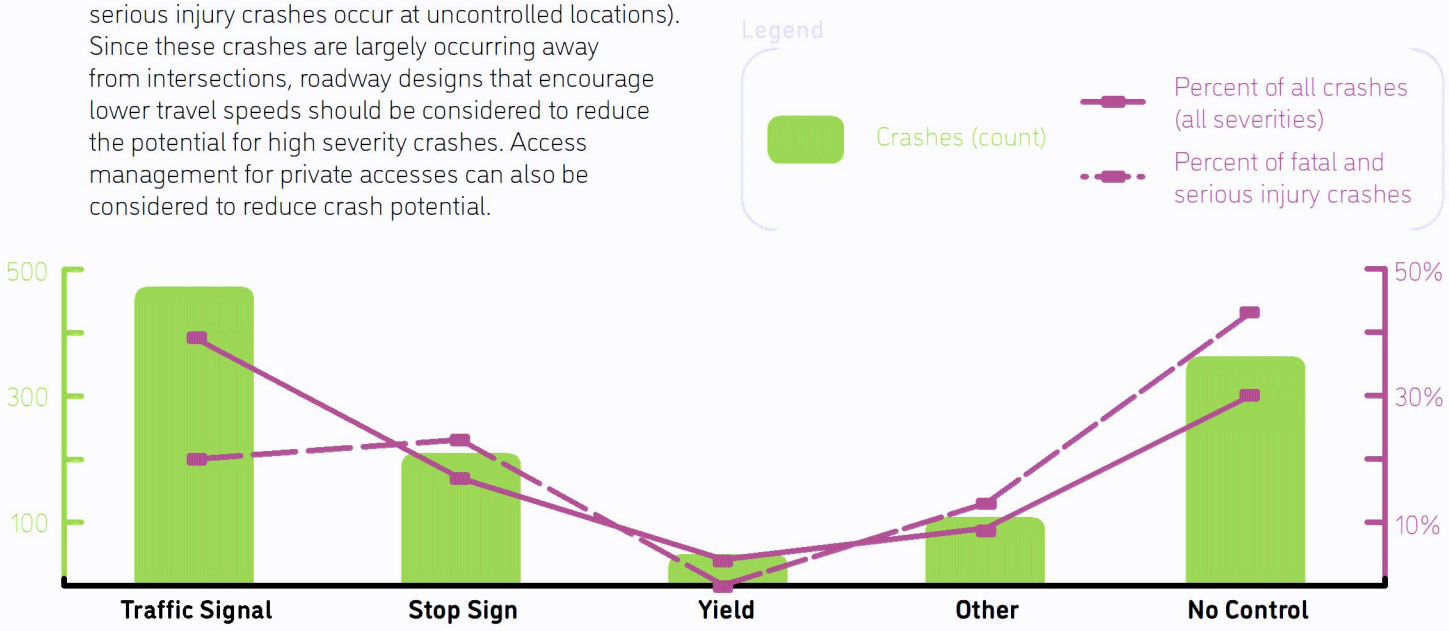
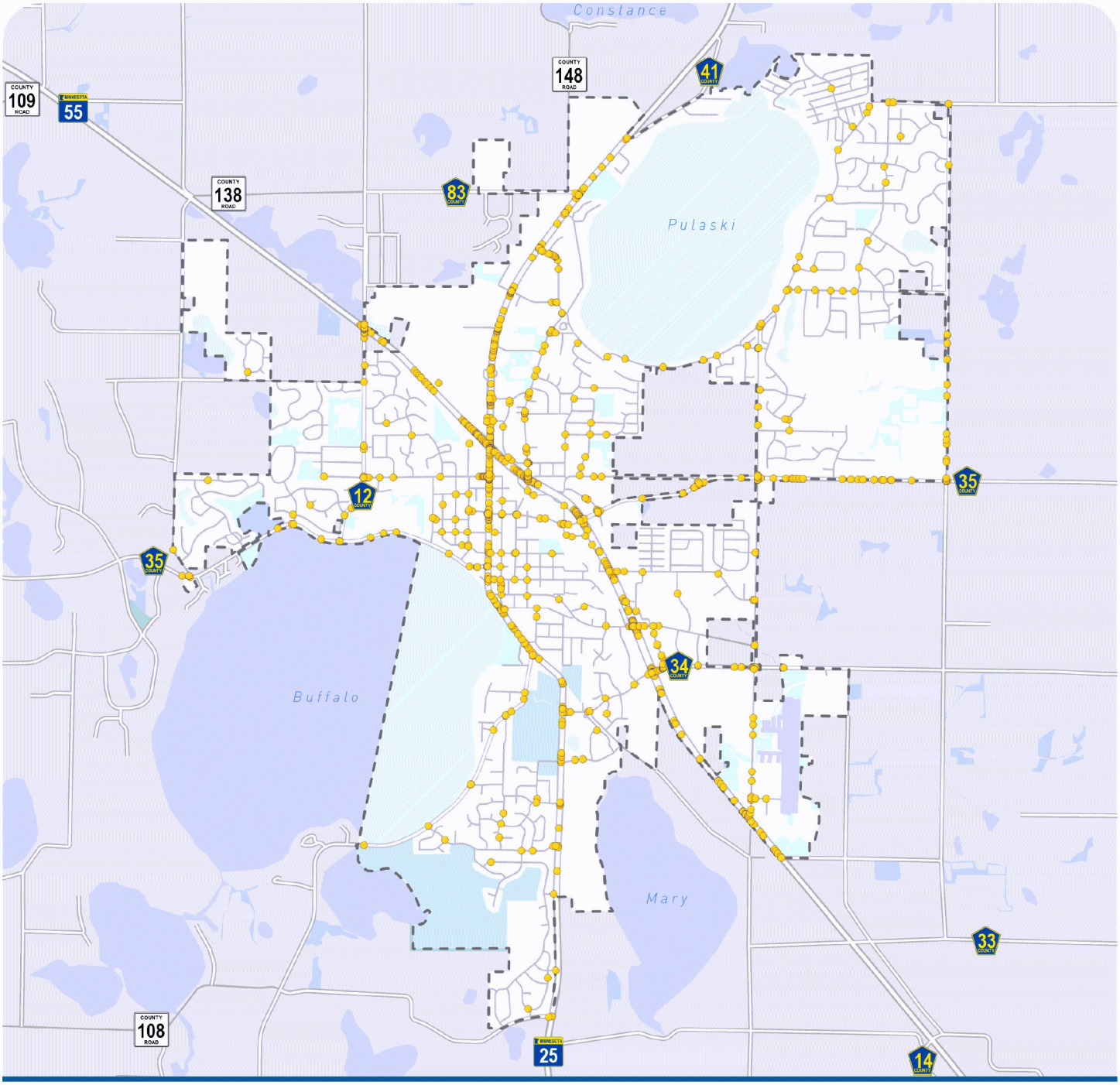
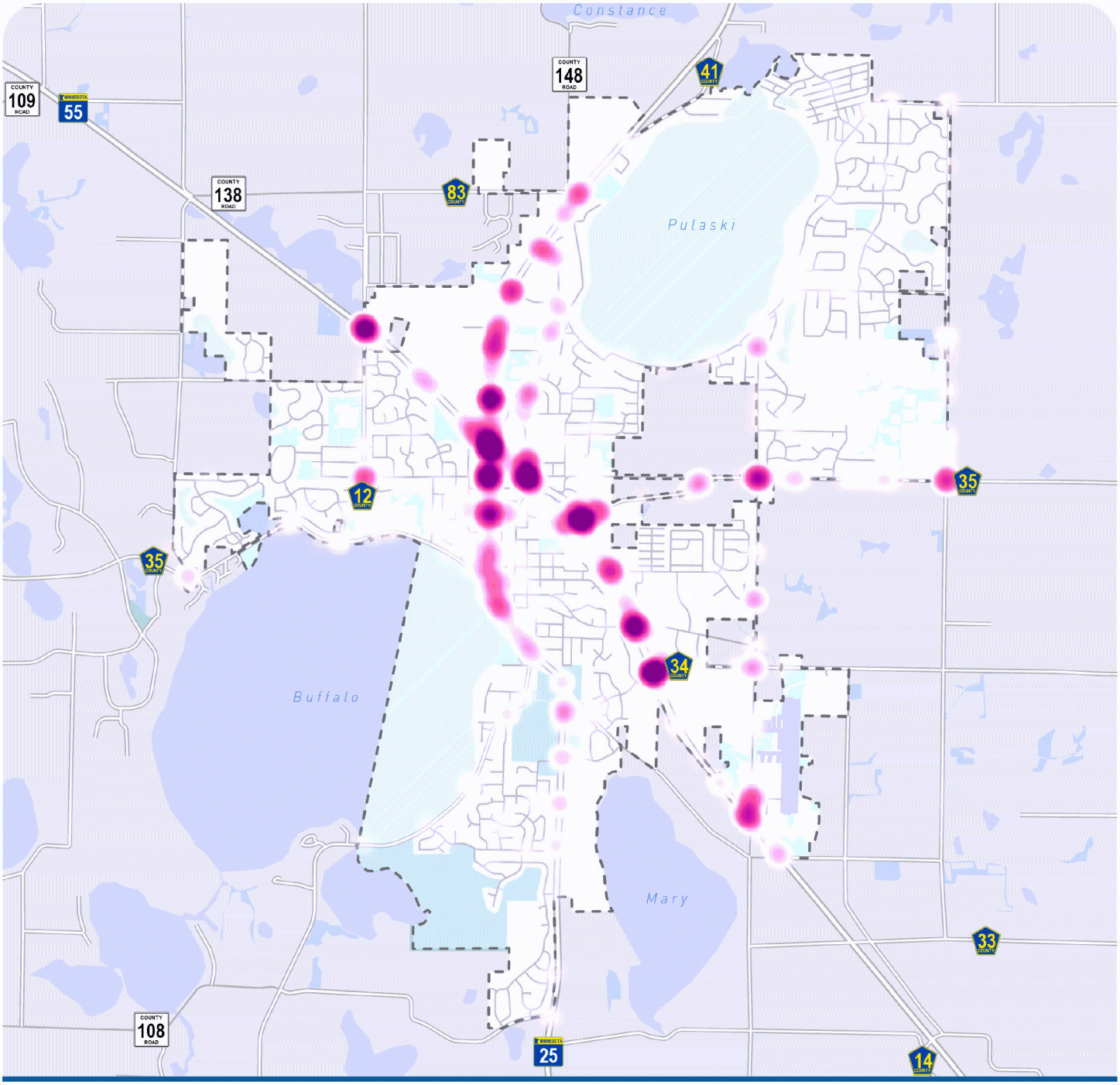


FIGURE 8. CRASH HISTORY MAP (2015-2024)



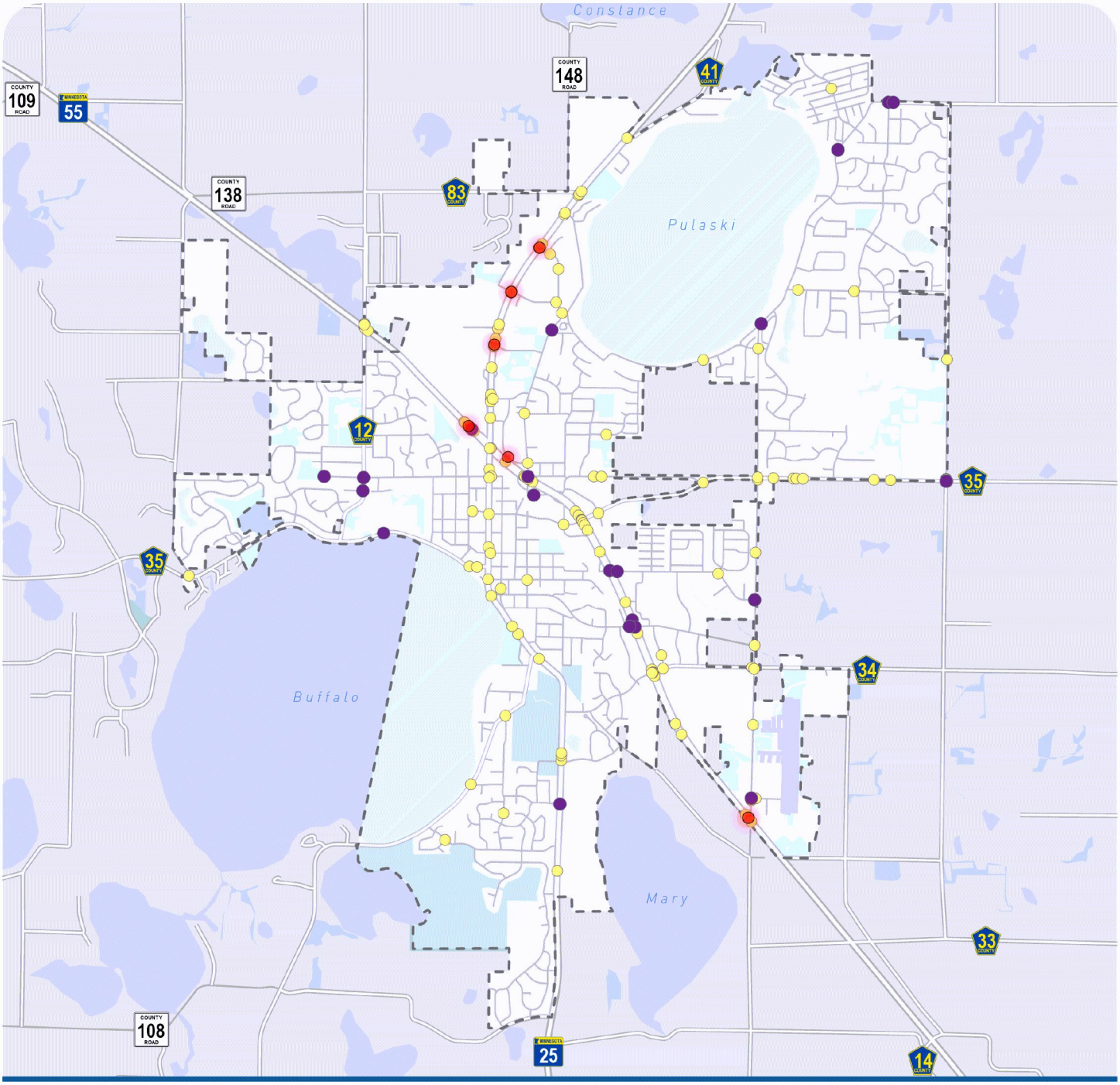
Source: City of Buffalo, Wright County, MnDOT

FIGURE 9. CRASH DENSITY MAP (2015-2024)



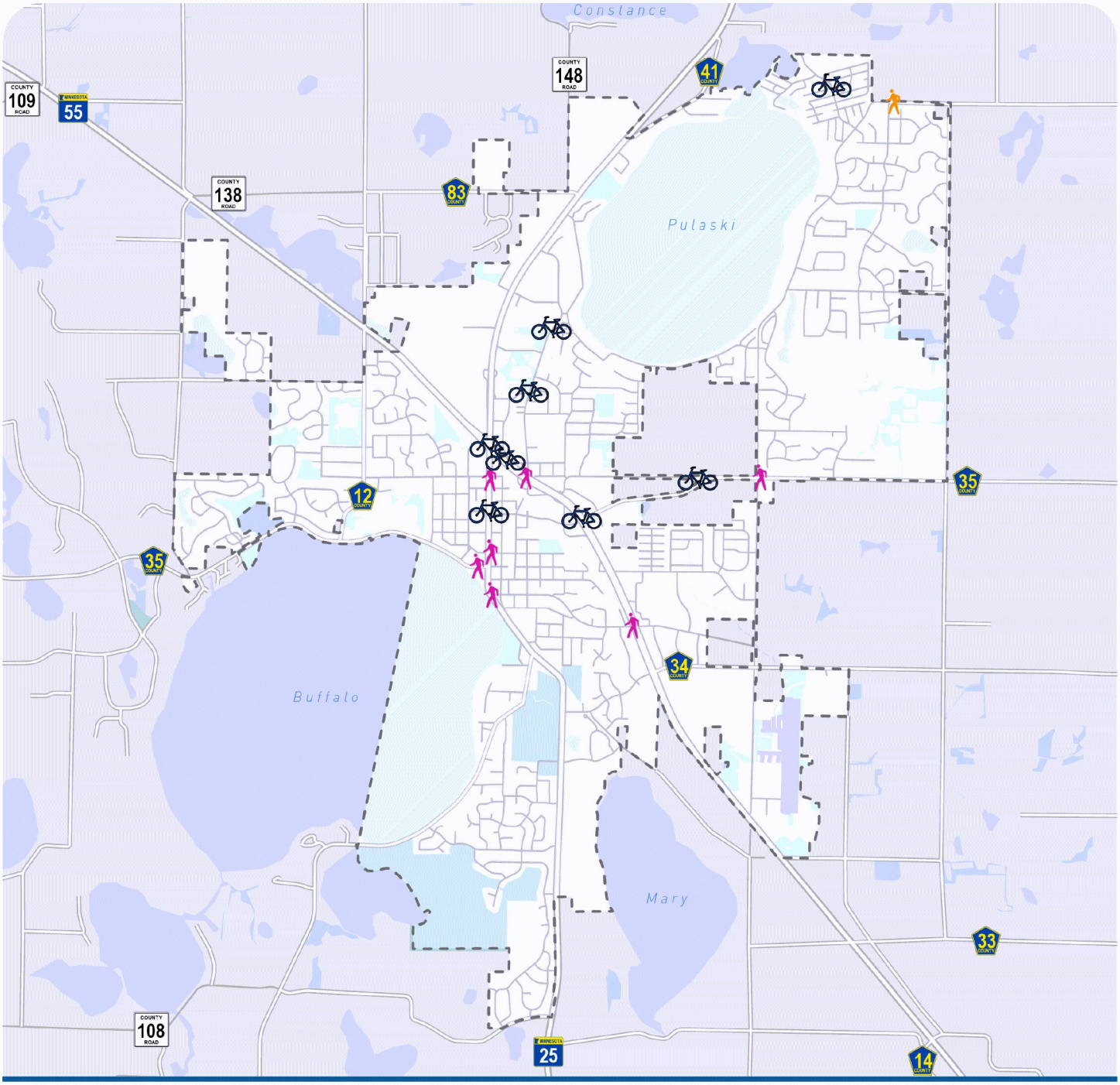
Source: City of Buffalo, Wright County, MnDOT

FIGURE 10. FATAL, SERIOUS, AND MINOR INJURY CRASH HISTORY MAP (2015-2024)



Source: City of Buffalo, Wright County, MnDOT

FIGURE 11. PEDESTRIAN & BIKE CRASH HISTORY MAP (2015-2024)



Pedestrian & Bike Crashes

0 1 Miles

- Serious Injury Pedestrian Crash
- Pedestrian Crash
- Bicycle Crash
- City of Buffalo

Source: City of Buffalo, Wright County, MnDOT

High Injury Network

Overview

A High Injury Network (HIN) is the subset of streets where a disproportionate share of severe crashes occur—those with a higher concentration of fatal and serious injury crashes than the rest of the network. Identifying an HIN helps Buffalo:

- Prioritize safety improvements on high-risk corridors.
- Analyze roadway features to prevent similar crash patterns elsewhere.

While there is no prescribed method to define an HIN, common guidance suggests:

- Using 10 years of crash data for smaller communities.
- Limiting the HIN to no more than 30% of roadway mileage (5–20% is typical).
- Capturing at least 40% of fatal and serious injury crashes.

Buffalo's HIN makes up 14% of roadway mileage (14.6 of 102.9 miles) yet accounts for:

- 79% of all crashes (947 of 1,196)
- 83% of fatal crashes (5 of 6)
- 83% of serious injury crashes (20 of 24)
- 84% of minor injury crashes (122 of 145)
- 88% of pedestrian and bicycle crashes (7 of 8 each)

This concentration underscores the need to focus safety investments on HIN corridors. Two additional insights:

- MnDOT routes comprise 51% of HIN mileage and 66% of HIN crashes, requiring close coordination.
- Local and county roads carry 57% of their crashes on just 7.5% of their mileage, showing the HIN's value for City-led improvements.

For this analysis, high-risk crashes include fatal, serious injury, pedestrian or bicycle crashes (any severity), and minor injury crashes (weighted less). Segments were grouped based on crash proximity, with engineering judgment applied.

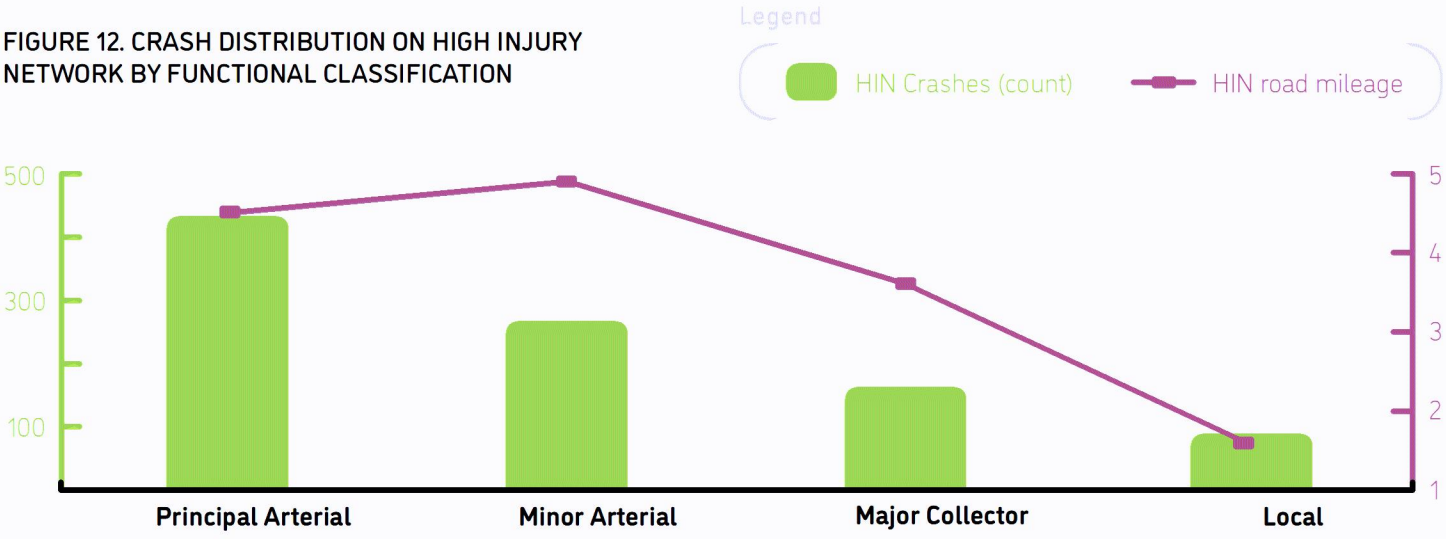
Crash Patterns by Street Classification

Crash density on the HIN is highest on arterials:

- Principal arterials: 429 crashes on 4.5 miles
- Minor arterials: 265 crashes on 4.9 miles
- Major collectors: 163 crashes on 3.6 miles
- Local streets: 90 crashes on 1.6 miles

Together, principal and minor arterials account for 73% of HIN crashes on less than 10 miles of roadway, confirming that arterial corridors—where speeds and volumes are highest—should remain the top priority for systemic safety improvements.

FIGURE 12. CRASH DISTRIBUTION ON HIGH INJURY NETWORK BY FUNCTIONAL CLASSIFICATION



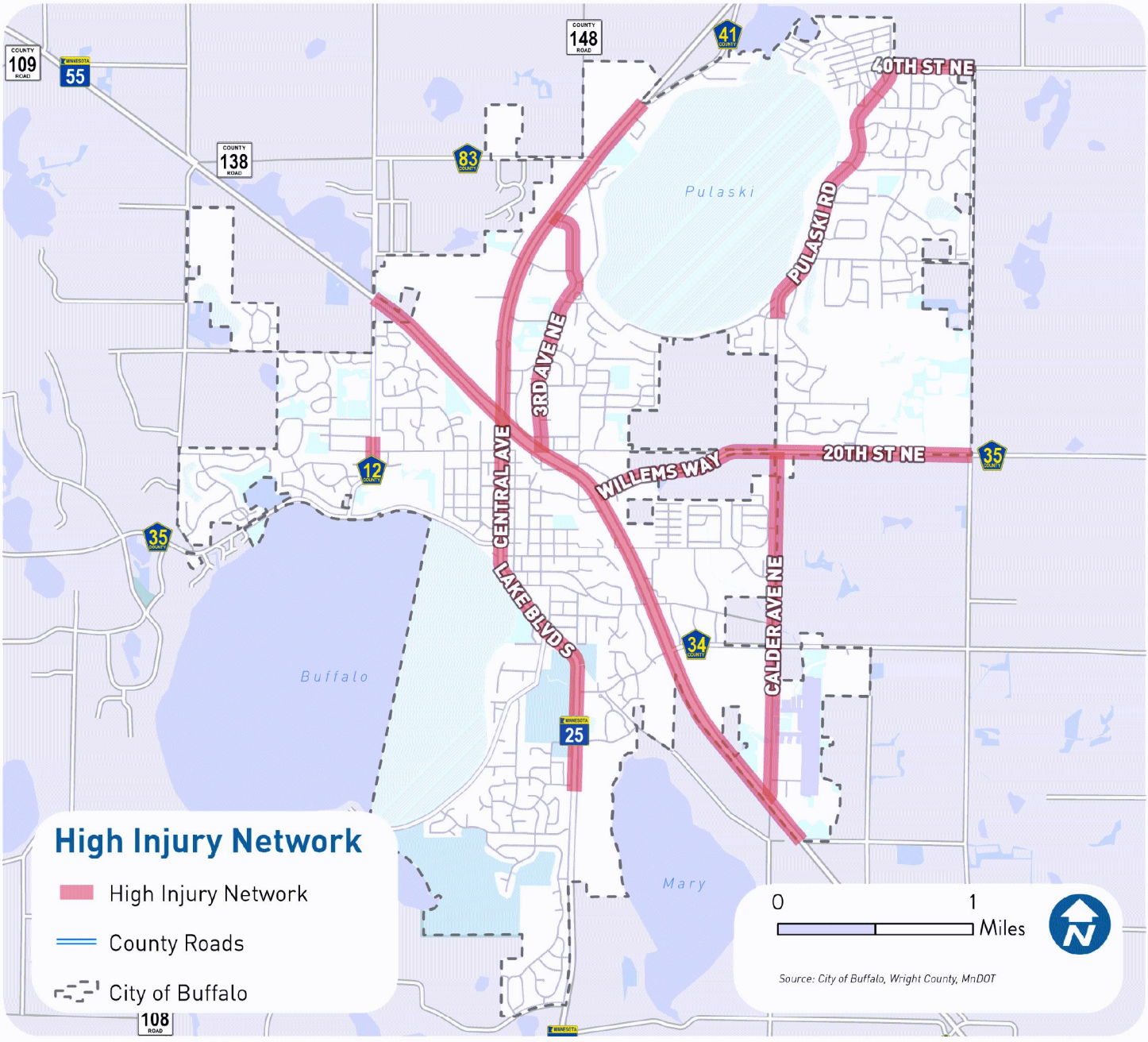
Key Risk Factors on HIN Corridors

Analysis of roadway attributes on the HIN reveals several features that correlate with higher crash risk:

- **High traffic volumes:** 78% of HIN mileage carries more than 5,000 vehicles per day, emphasizing the need to balance mobility and safety.
- **Higher speed limits:** 61% of the HIN has posted speed limits of 45 mph or higher, reinforcing the importance of speed management.
- **Commercial corridors:** 46% of HIN mileage runs through commercial areas, compared to less than 10% of the overall system, highlighting the value of access management in high-activity areas.
- **Four-lane divided street design:** These streets account for 25% of HIN mileage but less than 5% of the overall system. This does not suggest that median-divided sections increase crash potential, however it does further support the need to better balance mobility and safety on higher traffic roadways.

The general characteristics of the HIN reveal that special emphasis for safety improvements should be placed on high-speed, high-volume corridors with complex access configurations. This does not mean there are not opportunities to enhance safety on other roadways, however it does suggest that the reduced emphasis on mobility on collector and local roads tends to lead to fewer severe crashes.

FIGURE 13. HIGH INJURY NETWORK



Recent Roadway Safety Projects

From 2016 to 2024, the City of Buffalo, MnDOT, and Wright County have completed several of roadway safety improvements aimed at reducing crash frequency and severity, improving pedestrian and bicycle access, and enhancing overall traffic operations. These projects were constructed within the same timeframe of the crash data analyzed in this chapter and provide important context for interpreting observed trends.

The improvements include roundabouts, rectangular rapid flashing beacons (RRFBs), corridor redesigns, and access control measures. Many were implemented at locations with recurring safety concerns and reflect a proactive approach to traffic safety and multimodal accessibility.

Figure 14 on the following page highlights eight key locations where safety projects were completed or are currently underway. These investments demonstrate the ongoing commitment to safer streets from the City of Buffalo, Wright County, and MnDOT, and help explain changes in crash outcomes over time.

A. TH 25 Reconstruction (North) – Traffic Signals, Lane Reconfiguration (2016)

- Access control at 12th St NE, 15th St NW, Wright Technical Center, and Walmart frontage roads
- New signal at 14th St NE
- Sidewalk added on west side of TH 25 from TH 55 to 12th St NE
- Lane expansions and geometric changes at TH 55 / TH 25 intersection
- Trail added on east side of TH 25 south of TH 55
- Railroad crossing upgrades including median, arms, and surfacing

B. County Rd 35 / Calder Ave NE – Roundabout (2016)

- Replaced four-way stop with roundabout

C. County Rd 34 / Calder Ave NE – Roundabout (2018)

- Replaced four-way stop with roundabout

D. Pulaski Rd / Calder Ave NE – RRFBs (2020)

- Left turn lanes added on Calder Ave
- RRFB installed at crosswalk

E. Dague Avenue (CSAH 35 to 40th St NE) – Corridor Enhancements (2021–2022)

- Roadway widened with shoulders on both sides
- Trail added on west side
- Turn lanes added near high school and intersections

F. County Rd 35 / Dague Ave NE – Roundabout (2022)

- Replaced signalized intersection with roundabout

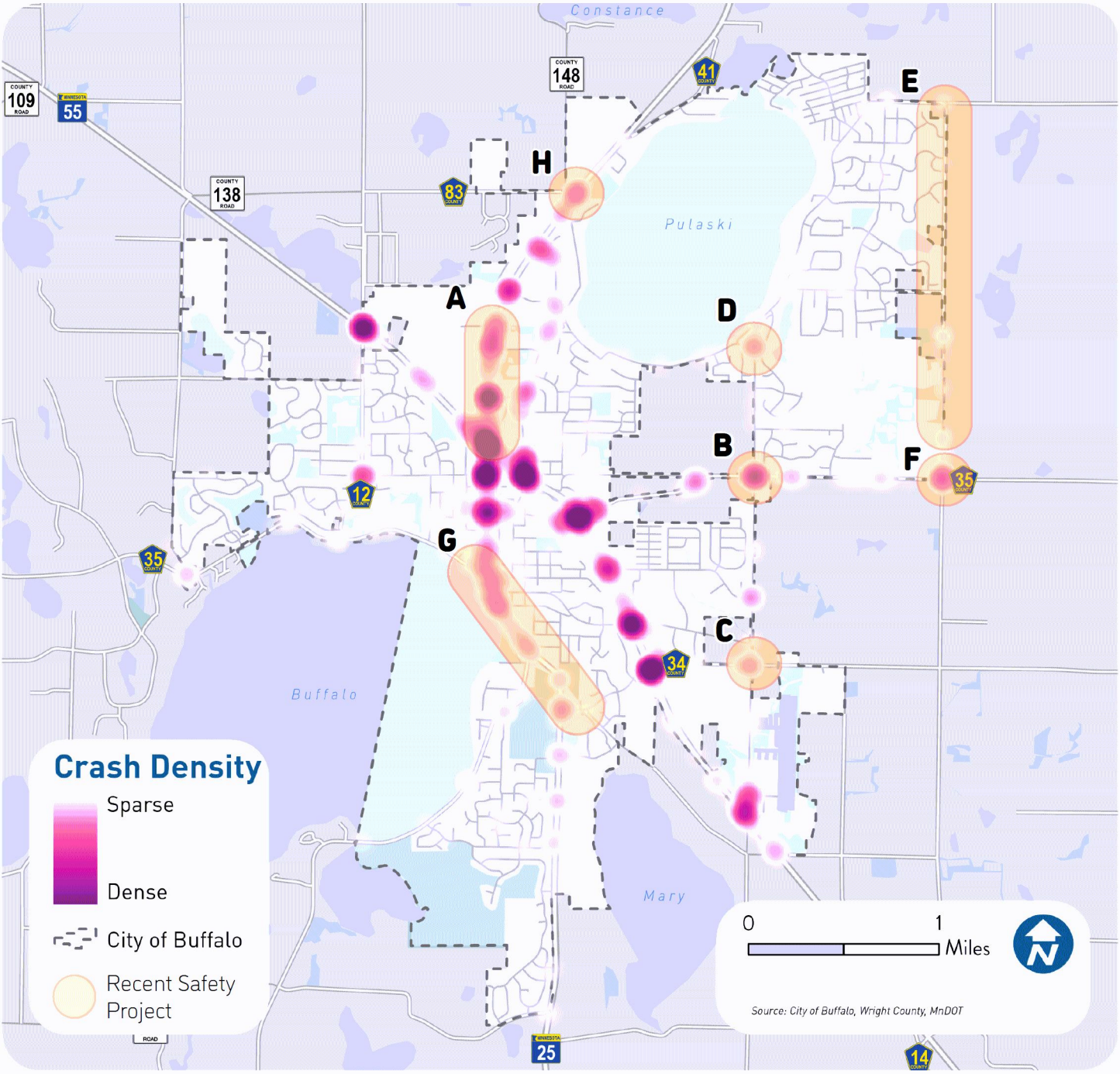
G. TH 25 Reconstruction (South) – Corridor Redesign (2023–2024)

- Center median added from 1st St S to 2nd St
- RRFBs and pedestrian refuges at 1st St S
- TH 25 realigned from 1st St S to 2nd Ave S for traffic calming
- Trail added from Settlers Parkway to 1st St S
- Bike lanes added south of CSAH 12
- Center left-turn lane added from 2nd St S to 2nd Ave S

H. TH 25 / CSAH 83 (35th St NE) – Roundabout (2024)

- Replaced existing traffic signal with a roundabout
- Constructed pedestrian facilities on all three sides
- Added trail along CSAH 83 extending west to the Wright County Government Center

FIGURE 14. RECENT SAFETY PROJECT AND CRASH DENSITY MAP (2015-2024)



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03 Engagement

Engagement Overview

Creating a safer transportation system for Buffalo requires more than engineering solutions, it depends on meaningful community involvement. The Buffalo Transportation Safety Action Plan was shaped by a robust engagement process to ensure that the voices of residents, businesses, and stakeholders informed the process.

From February through July 2025, the project team combined in-person events, digital tools, and ongoing outreach to reach over 500 people where they live, work, and travel. Community feedback consistently highlighted the need for safer crossings, improved pedestrian and bicycle infrastructure, ADA compliance, and better connections to daily destinations. These insights directly shaped the plan's strategies and recommendations.

Key engagement activities included:

- Participation in community events, such as the Farmers Market, Fly-In Breakfast, and Buffalo Days Parade, where residents voiced concerns about speeding, sidewalks, bike facilities, and school routes.
- An interactive comment map with 103 comments on safer crossings, connectivity gaps, ADA access, and biking improvements.
- Ongoing outreach through the project webpage, flyers, social media, and coordination with agency partners.

Project Advisory Committee

The Project Advisory Committee (PAC) was formed at the beginning of the project and provided an advisory role on public engagement events and opportunities throughout the study. Additionally, the PAC discussed findings from the safety analyses, reviewed project recommendations and potential project locations, and made decisions on implementation and conceptual design recommendations. The PAC convened approximately monthly, holding seven meetings throughout the project.

PAC members represented the following departments within the City of Buffalo:

- Police Department
- City Planning
- Parks
- City Engineer
- City Administrator
- Streets and Facilities Maintenance

Local Community Events

Farmers Market Opening Day – May 3, 2025

The first community event attended was the Buffalo Farmers Market on opening day, where the project team engaged with approximately 40 to 50 community members. Residents shared concerns about speeding near Buffalo High School and along Highway 25 near Lake Buffalo. Many also noted the poor condition of sidewalks throughout the city, emphasizing the need for improved pavement quality to support safe walking. The informal setting allowed for meaningful conversations and helped raise awareness of the planning process.

Fly-In Breakfast & Classic Car Show – June 8, 2025

Held at the Buffalo Municipal Airport, this event provided a valuable opportunity to connect with a broad cross-section of the community. The project team interacted with over 150 individuals and distributed 120 project handouts. Attendees shared a range of transportation safety concerns, with particular focus on bicycle infrastructure. Many noted the lack of safe and accessible bike facilities, as well as frequent conflicts between bicycles and vehicles. Visibility at intersections and unfamiliarity with roundabout navigation were also common themes. The strong level of engagement made this event an important source of community input for the planning process.

Buffalo Days Parade – June 14, 2025

The Buffalo Days Parade provided another opportunity to engage with residents in a lively, high-traffic setting. The project team spoke with an estimated 120 to 150 people, many of whom expressed transportation safety concerns, including school route safety, the interaction between bike lanes and vehicle traffic, and walkability and vehicle speeds, with residents calling for safer crossings and traffic calming measures. The event provided a useful opportunity to gather input from a broad mix of community members , including those who travel in Buffalo but are not residents.

Downtown Trick-or-Treat Halloween Event – October 25, 2025

The Downtown Trick-or-Treat event offered an opportunity to connect with families and promote the draft plan's public review survey. Project staff distributed approximately 100 flyers to parents during the first hour before supplies ran out, reflecting the high level of activity. While the event was primarily focused on directing participants to the online survey rather than gathering in-person feedback, it successfully raised awareness of the planning process and encouraged community members to share their input on the draft plan.

Ongoing Engagement Strategies

To ensure broad and continuous community involvement, the plan incorporated multiple engagement strategies throughout the planning process. These efforts included advisory committee meetings, digital tools, printed materials, public messaging, and regional coordination. Together, these strategies kept residents informed, encouraged participation, and ensured that diverse perspectives shaped the plan.

Project Advisory Committee

A Project Advisory Committee (PAC) met regularly throughout the planning process to provide insights on public and stakeholder engagement, roadway safety, and user experience. There were a total of eight PAC meetings held between January and November 2025. Members represented key city departments and agencies, including:

- Administration
- Community Development
- Parks & Recreation
- Streets and Facilities
- Police Department
- Engineering

Project Webpage

A dedicated project webpage served as the central hub for all information related to the Transportation Safety Action Plan. It provided an overview of the project's goals, timeline, and key milestones, and was regularly updated with new content. The site also promoted upcoming engagement opportunities and served as a gateway to the interactive comment map.

Flyer Distribution

To reach residents who may not engage online, printed flyers were distributed at key community locations. These included the Buffalo Civic Center, City Center, and the municipal liquor store. Flyers provided information about the project, upcoming events, and how to participate, helping to raise awareness and encourage broader community input.

Social Media and Public Messaging

The City of Buffalo used its social media platforms to share updates, promote events, and encourage participation in the comment map and open houses. These posts helped reach a wider audience and provided timely reminders about engagement opportunities. Additionally, the project was highlighted during the Mayor's State of the City Address, further reinforcing its importance and visibility within the community.

Regional Coordination

The planning process also included coordination with Wright County to ensure alignment with broader transportation and safety goals. This collaboration helped integrate local and regional perspectives and supported a more comprehensive approach to improving safety across jurisdictional boundaries.

Interactive Comment Map

As part of the Buffalo Transportation Safety Action Plan, Bolton & Menk launched INPUTiD, a custom-built interactive map tool developed to gather location-specific feedback from residents between February and July 2025 (Figure 15). Participants dropped pins, described issues, and categorized concerns by travel mode—walking, biking, driving, transit, and rolling (mobility devices). The map received 103 comments, with most focused on walking.

The feedback revealed consistent patterns across modes, highlighting shared priorities and mode-specific concerns that shape how people experience Buffalo's streets. The full report, including all comments and the map, is available in Appendix B.

Walking

Residents frequently called for safer, more visible crossings—especially along TH 25 and near schools—and highlighted sidewalk and trail gaps that force people into the roadway. Many also noted the need for better connections to retail and parks.

Rolling

Comments focused on accessibility, citing missing curb ramps, lack of ADA-compliant features, and abrupt sidewalk terminations. Rough surfaces and rail crossings were also barriers for wheelchairs, strollers, and scooters.

Biking

Feedback emphasized trail continuity and maintenance. People noted abrupt trail endings, washouts, and the need for separated paths on higher-speed roads to improve safety and comfort.

Driving

Drivers raised concerns about poor sightlines at intersections, speeding, and compliance at signals. Some also mentioned rough pavement and uneven rail crossings.

Transit

One comment highlighted limited transit access to downtown.

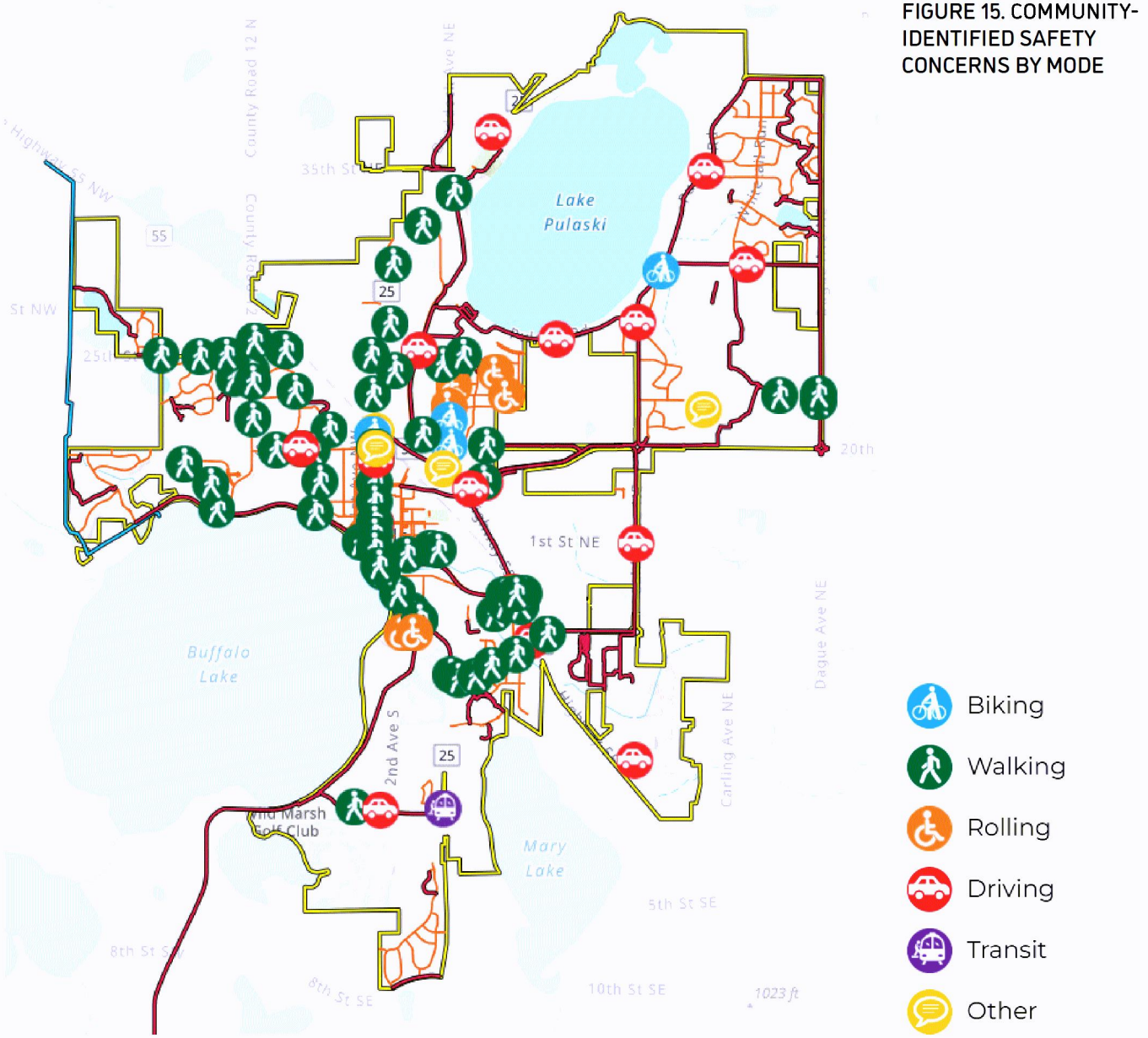

FIGURE 15. COMMUNITY-IDENTIFIED SAFETY CONCERNS BY MODE

Community Insights

In addition to broader engagement themes, many residents shared specific, personal, or particularly insightful comments throughout the planning process. This section highlights a selection of those remarks, offering a closer look at the lived experiences and priorities that are shaping Buffalo's vision for safer streets.

Safer Crossings and School Routes

"Students cross here daily between Pride and Tatanka, often in the dark. Flashing lights or better markings would make a big difference."

"Middle school kids cross without a crosswalk [...] drivers don't expect them."

"We appreciate the improvements so far, but this crossing is still dangerous. Cars move fast, and visibility is poor."

Access to Daily Needs

"Safe walking and biking access to grocery stores is essential for people without cars."

"There's no safe way to cross Highway 55 to reach Cub Foods."

"People walk in ditches to get to Target [...] there needs to be a crossing."

Sidewalk and Trail Gaps

"The sidewalk just ends with no connection to the next trail. People end up walking in the street."

"There's no safe way to reach Target or Cub Foods without walking in traffic."

"The trail ends abruptly near the high school and doesn't connect to the football fields."

Driver Behavior and Sightlines

"Drivers fly through this light [...] big trucks run it constantly."

"Sightlines are awful at this intersection because of the hill and retaining wall."

"Turning left here is dangerous [...] you can't see oncoming traffic."

ADA and Accessibility

"There's no curb ramp here [...] wheelchairs and strollers have to go into the street."

"The sidewalk ends without a ramp, and the rail crossing is rough and missing tactile warnings."

"An unfinished hole in the sidewalk makes it hard for wheelchairs to pass safely."

Roundabouts and High-Traffic Areas

"Close calls with pedestrians at the roundabout [...] drivers don't yield."

"A pedestrian crash already happened here. RRFBs would help."

"Crossing near the roundabout feels unsafe, especially for kids."

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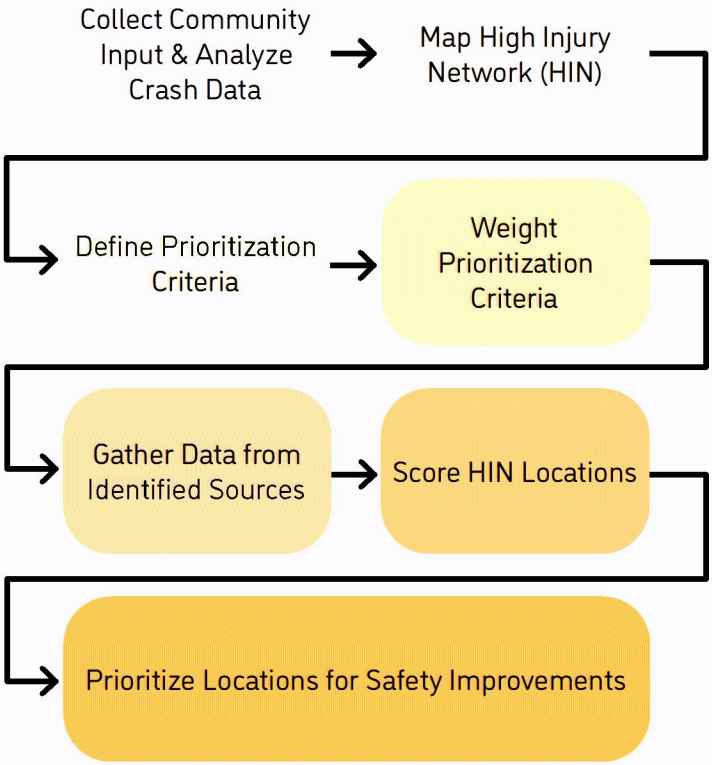
04 Street & Intersection Prioritization

Prioritization Framework

Creating a system to prioritize safety improvements begins with establishing clear, data-driven criteria to identify locations with the most significant safety needs. With limited funding available for roadway safety enhancements, it is essential to allocate resources where they will have the greatest impact. This plan uses a scoring framework that evaluates intersections and roadway segments on Buffalo's High Injury Network (HIN), integrating both quantitative and qualitative factors.

The prioritization process ensures that projects addressing the highest crash risk, improving multimodal connectivity, and responding to community concerns rise to the top. Figure 16 illustrates the process flow for this prioritization framework.

FIGURE 16. STREET & INTERSECTION PRIORITIZATION PROCESS



Scoring Criteria

The scoring system is organized into four primary categories:

- **Crash History and Risk (Weight: 56%)**
  This category emphasizes documented crash history and roadway risk factors. Locations with fatal or serious injury crashes, pedestrian or bicycle crashes, higher traffic volumes, and roadway characteristics associated with higher crash risk (e.g., higher speed limits, multiple lanes) receive higher scores.
- **Destination Connectivity (Weight: 14%)**
  Locations near key destinations such as schools, parks, community centers, and commercial areas receive additional points, reflecting the importance of safe access to activity generators.
- **Community Feedback (Weight: 18%)**
  Public input gathered through engagement activities and the interactive comment map is incorporated into the scoring process. Locations identified by residents as safety concerns received higher scores.
- **Equity (Weight: 12%)**
  Locations serving areas with higher concentrations of low-income households or households without vehicle access receive additional points, ensuring that safety investments benefit vulnerable populations.

Figure 17 shows the relative weighting of these categories, and Table 1 (on the following page) summarizes the criteria and scoring methodology.

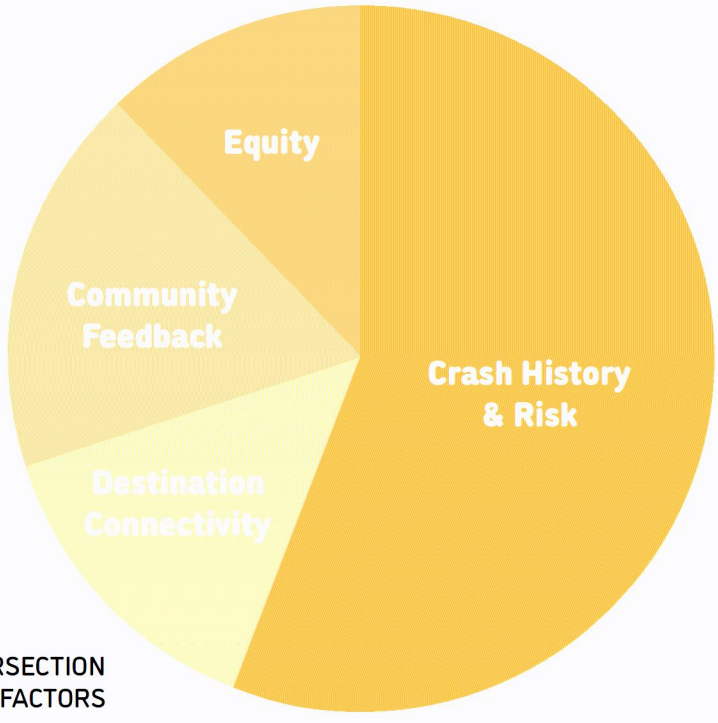


FIGURE 17. STREET & INTERSECTION PRIORITIZATION FACTORS

TABLE 1. STREET & INTERSECTION PRIORITIZATION CRITERIA

Category Score Weight	Category	Criteria	Description	Intersection or Road Segment	Scoring Method	Max Possible Score	Data Source
56%	Crash History and Risk	Fatal/serious crashes	Number of fatal and serious injury crashes within 100 feet of the project boundary.	Both	0 points: 0 crashes 8 points: =1 crashes 16 point: >1 crashes	16	MnDOT MnCMAT
		Pedestrian and bicycle crashes	Number of crashes involving pedestrians or cyclists within 100 feet of the project boundary.	Both	0 points: 0 crashes 7 points: = 1 crashes 14 point: >1 crashes	14	MnDOT MnCMAT
		Traffic volume	Average daily vehicle traffic volume within the project boundary.	Both	0 points: <10,000 vehicles 4 points: >10,000 vehicles	4	MnDOT AADT
		Speed limit	The corridor speed limit in the project area is greater than 35 miles per hour.	Both	True: 4 points False: 0 points	4	Manual observation
		Travel lane number	Number of travel lanes on one or more approaches of the project area is greater than 2.	Both	True: 4 points False: 0 points	4	MnDOT/Manual observation
		Approach curvature	Horizontal curvature of one or more approaches of the project area intersection.	Intersection	True: 2 points False: 0 points	2	Manual observation
		Median	Project area contains a median.	Segment	True: 0 points False: 2 points	2	Manual observation
		On-street parking	Project area contains on-street parking.	Segment	True: 0 points False: 2 points	2	Manual Observation/ Functional Class logic
		Skew	Project area contains a skewed intersection.	Intersection	True: 0 points False: 2 points	2	Manual observation
		Lighting presence	Project area contains no lighting.	Intersection	True: 0 points False: 2 points	2	Manual observation
		Marked crossing presence	Marked crosswalk on two or more legs of the project area intersection is missing.	Intersection	True: 2 points False: 0 points	2	Manual observation
		Crossing distance	Crossing distance on one or more legs of the project area intersection of more than 33 feet.	Intersection	True: 2 point(s) False: 0 points	2	Manual Observation/ Functional Class logic
14%	Destination Connectivity	Activity generators	Project area is within 500 ft of a commercial area, public school, park, library, community center, or grocery store.	Both	True: 14 points False: 0 points	14	Esri Institutions layer/ Manual observation
18%	Community Feedback	Number of responses	Project area is identified as a safety threat or an area in need of improvement through the public engagement process.	Both	0 points: 0 comments 9 points: 1-10 comments 18 point: >10 comments	18	Bolton & Menk INPUTiD
12%	Equity	Serves low income populations	Project area is located within an area where the population reporting making less than 185% of the federal poverty line is 40% or greater	Both	True: 6 points False: 0 points	6	Census/ACS Derived from Esri Business Analyst
		Serves populations without motor vehicle access	Project area is located within an area where the population reporting not having motor vehicle access is greater than the statewide average	Both	True: 6 points False: 0 points	6	Census/ACS Derived from Esri Business Analyst

Equity Considerations in Prioritization Process

Equity is a key component of Buffalo's prioritization framework. Using American Community Survey demographic data, locations earned extra points if they serve areas with:

- Low-Income Households: 40%+ of residents below 185% of the federal poverty line.
- No Vehicle Access: Higher-than-average rates of households without a motor vehicle.

These indicators help ensure transportation investments are socially responsive and support a safer, more inclusive network.

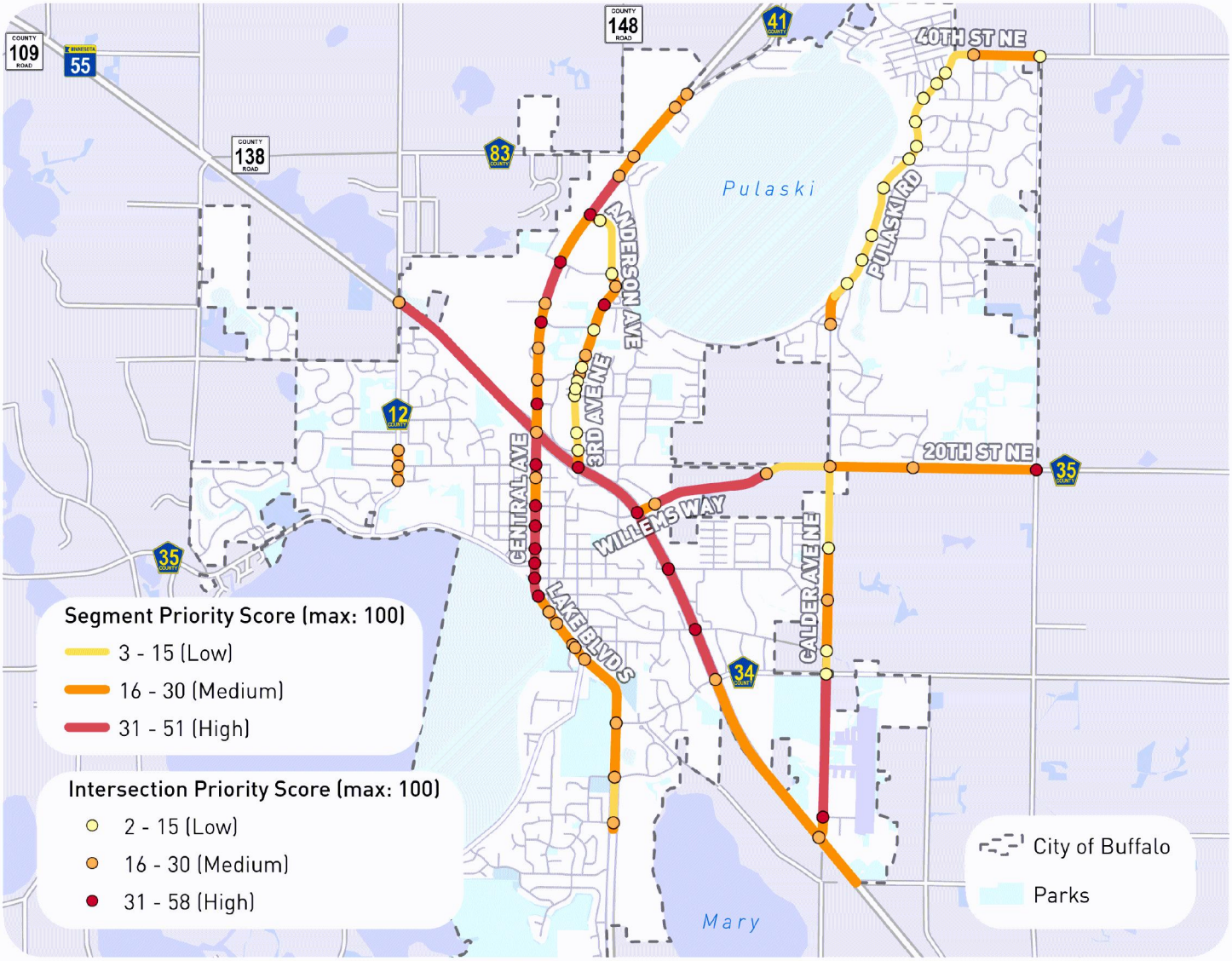
Prioritization Results

The framework was applied to intersections and segments on Buffalo's HIN. Higher scores indicate greater priority for safety improvements based on crash history, risk factors, connectivity, community input, and equity. Details include:

- Figure 18: Map of prioritized intersections and segments.
- Table 2: Top 30 segments.
- Table 3: Top 30 intersections.

A full list with scoring is in Appendix C.

FIGURE 18. STREET & INTERSECTION PRIORITIZATION SCORES ON THE HIGH INJURY NETWORK



Application of Prioritization Framework

The framework guided the selection of concept designs and demonstration projects in later chapters. Recommendations balance critical safety needs with implementation feasibility.

Future plan updates may adjust weights, integrate new data, or better align with other capital improvement processes.

TABLE 2. TOP 30 HIGHEST-SCORING ROADWAY SEGMENTS ON THE HIGH INJURY NETWORK

Roadway	Extents	Priority Score
TH 25	15TH ST NW to CATLIN ST	51
TH 25	TH 25 to 1st ST S	50
TH 25	3RD ST to 5TH ST	50
TH 55	TH 25 to 3RD AVE NE	44
TH 55	1st ST NE to 2nd ST S	43
TH 55	COUNTY RD 35 to 1st ST NE	43
TH 25	2nd ST to 3RD ST	43
TH 55	3RD AVE NE to COUNTY RD 35	42
TH 25	TH 25 to 1st ST NE	41
TH 25	1st ST NE to 2nd ST	41
TH 55	TH 25 to COUNTY RD 12 N	38
TH 25	8TH ST to TH 55	38
COUNTY RD 35	RYAN'S WAY to 8TH ST NE	37
TH 25	7TH ST to 8TH ST	36
CALDER AVE NE	10TH ST NE to CESSNA ST	33
TH 25	ANDERSON AVE to 3RD AVE NE	33
TH 55	2nd ST S to 10TH ST NE	31
3RD AVE NE	GRIFFING PARK RD to ANDERSON AVE	30
3RD AVE NE	JOHN AUSE MEMORIAL DR to GRIFFING PARK RD	29
TH 25	5TH ST S to MONTROSE BLVD	29
TH 25	1st ST S to 2nd ST S	29
TH 25	5TH ST to 7TH ST	29
TH 25	TH 55 to 12TH ST NE	29
TH 25	12TH ST NE to 14TH ST NE	29
TH 25	14TH ST NE to FRONTAGE RD W	29
TH 25	JOHN AUSE MEMORIAL DR to 15TH ST NW	28
ANDERSON AVE	CENTER DR to TH 25	27
CALDER AVE NE	PULASKI RD to PULASKI RD	25
TH 25	CATLIN ST to ANDERSON AVE	25
TH 25	35TH ST NE to WESTRIDGE CT	25

TABLE 3. TOP 30 HIGHEST-SCORING INTERSECTIONS ON THE HIGH INJURY NETWORK

Intersection	Priority Score
2nd ST S & TH 55	58
2nd ST & TH 25	52
5TH ST NE & TH 55	46
TH 25 & DIVISION ST E	45
TH 25 & LAKE BLVD NW	45
CATLIN ST & TH 25	43
ANDERSON AVE & TH 25	43
3RD ST & TH 25	43
CESSNA ST & CALDER AVE	41
3RD AVE NE & TH 55	41
3RD AVE NE & GRIFFING PARK RD	41
8TH ST & TH 25	40
20TH ST NE & DAGUE AVE NE	38
5TH ST NE & TH 25	38
1st ST NE & TH 55	36
1st ST S & TH 25	36
JOHN AUSE MEMORIAL DR & TH 25	32
12TH ST NE & TH 25	31
TH 25 & TH 55	29
7TH ST & TH 25	29
7TH AVE NW & 7TH ST NW	28
COUNTY RD 12 N & TH 55	28
24TH ST NE & WHITETAIL RUN	27
10TH ST NE & TH 55	27
RYAN'S WAY & COUNTY RD 35	27
1st ST NE & CALDER AVE	26
CALDER AVE & TH 55 NE	26
FRONTAGE RD W & TH 25	26
3RD AVE NE & ANDERSON AVE	26
3RD AVE NE & TH 25	26

Note: Grey-shaded rows indicate locations where safety projects were completed between 2016 and 2024. As described in Chapter 2, these prior improvements such as roundabouts, RRFBs, and corridor redesigns help explain recent crash trends and provide context for prioritization scores.

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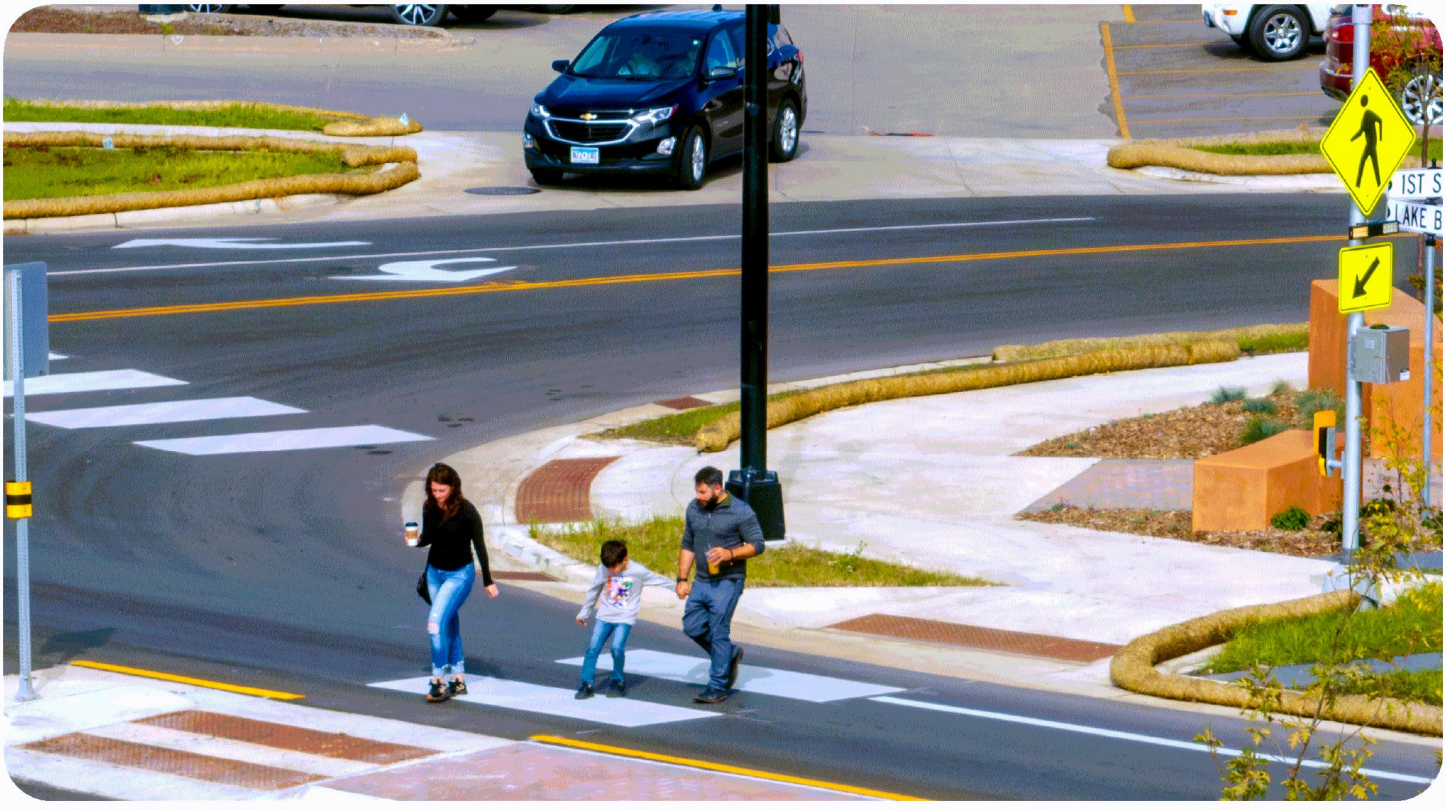
05 Safety Countermeasures Toolbox

Safety Countermeasures Toolbox

To effectively reduce roadway fatalities and serious injuries, Buffalo must thoroughly address safety issues throughout the community. The selection and design of safety countermeasures for every street project should be guided by the Safe System Approach, ensuring that any crashes that do occur do not result in fatalities or serious injuries. It is crucial that safety countermeasures are not compromised during the design or construction phases, as this would diminish safety results.

This chapter includes a Safety Countermeasures Toolbox, featuring a variety of design treatments at intersections or along roadway segments that may be used on Buffalo's roads. This list of design treatments is not an exhaustive or comprehensive list, and additional design treatments that are not listed in this plan may be appropriate in future projects. Detailed descriptions of each countermeasure can be found on the following pages, with additional information sources referenced in a numbered list and a summary of countermeasure effectiveness and cost overview presented in Table 4 at the end of the chapter.

- Walkways
- Shared Use Paths
- Bikeways
- General Lighting Improvements
- Crosswalk Visibility Enhancements
- Speed Tables
- Raised Crosswalks
- Curb Extensions
- Medians and Pedestrian Refuge Islands
- Leading Pedestrian Intervals
- Right-Turn on Red Prohibitions
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacons
- Bicycle Boxes
- Bicycle Signals
- Road Diets (Roadway Reconfiguration)
- Lane Diets (Lane Narrowing)
- Corridor Access Management
- Driveway Improvements
- Roundabouts
- Mini Roundabouts
- Chicanes
- Rumble Strips
- Traffic Signal Backplates with Retroreflective Borders



Walkways

Overview

Walkways are defined spaces or pathways designated for use by pedestrians or individuals using mobility devices. These can include, but are not limited to, sidewalks, shared use paths, or roadway shoulders. Well-designed walkways enhance pedestrian safety and mobility by providing a direct and connected network of walking routes to desired destinations without gaps or abrupt changes.

Design Considerations

- Ensure network connectivity with direct and connected walking routes.
- Ensure walkways provide minimum ADA-compliant widths that are clear of obstructions like signs and utility poles.
- Provide and maintain accessible walkways along both sides of the road in urban areas.
- Design walkways to improve safety and mobility, including features like high-visibility crosswalks, pedestrian warning signs, and tactile curb ramps.
- Wider walkways are needed in urban areas and commercial districts.
- Separation between roadways and walkways is preferred (i.e. grass or concrete boulevards). This separation improves pedestrian comfort and also provides snow storage space in the winter.

Safety Statistics (FHWA)

- Sidewalks may reduce crashes involving pedestrians walking along roadways by 65-89%.
- Paved shoulders may reduce crashes involving pedestrians walking along roadways by 71%.

Candidate Locations

- All urban streets and suburban arterials and collectors.
- Streets that connect pedestrian origins and destinations.
- High-speed and high-volume roadways without adequate shoulder width.

Resources with Additional Information

- 4, 5, 19, 30, 38

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Shared Use Paths

Overview

Shared use paths are bicycle and pedestrian facilities that are physically separated from motor vehicle traffic by an open space or barrier. Designed for two-way travel, they serve various non-motorized users and can be located within roadway right-of-way or an independent right-of-way.

Design Considerations

- Typical widths range from 8 to 15 feet, allowing for separation of bicyclists and pedestrians.
- ADA accessibility features are required, including ramps and detectable warnings at intersections.

Candidate Locations

- Roadways with high traffic volumes and speeds.
- Areas with a high volume, mix, and wide travel speed range of pedestrian and bicyclists.
- Locations where space is limited, shared use paths can replace separated bike lanes.
- Wider paths are necessary where there are large numbers of bicyclists or other non-motorized users.

Resources with Additional Information

- 8, 10, 24

Citations

- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Bikeways

Overview

Bikeways enhance safety and comfort for cyclists by providing dedicated space, reducing interactions and conflicts with motor vehicles. Buffered bikeways offer increased separation, especially on roads with higher volumes and speeds, reducing the risk of conflict between modes.

Design Considerations

- Include bikeways on new or existing roads through road diets.
- Use vertical elements or separated lanes on high-volume roads.
- Avoid rumble strips impacting cyclists in rural areas.
- Provide at least 2 feet of space between roadways and bikeways to provide buffer space.

Candidate Locations

- On-road bikeways: Suitable for roadways at or below speeds of 30 MPH and/or AADT volumes of 6,000.
- Separated bikeways: Suitable for roadways at or above speeds 30 MPH and/or AADT volumes of over 6,000, and areas connecting biking networks.

Resources with Additional Information

- 3, 8, 9, 10, 23, 24, 29, 34

Safety Statistics (FHWA)

- Separated bikeways with flexible delineator posts may reduce bicycle/vehicle crashes by up to 53%.
- Any bicycle facility addition may reduce total crashes by 49% on urban 4-lane undivided collectors and local roads and 30% on urban 2-lane undivided collectors and local roads.

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

General Lighting Improvements

Overview

Roadway lighting improves nighttime visibility, reducing crash risk by helping drivers and other road users detect hazards earlier. Lighting is especially beneficial at intersections, pedestrian crossings, and along high-speed corridors.

Design Considerations

- At intersections, ensure lighting is adequate for nighttime visibility and pedestrian safety.
- Use shielded lighting features or place lights far enough from the roadway to minimize the risk of fixed-object crashes.
- Use modern lighting technology to minimize light pollution and excessive spillover to neighboring properties.

Candidate Locations

- All roadway types, especially in urbanized areas
- Intersections with high traffic volume or known crash history at night.
- Pedestrian crossings and transit stop areas, especially in areas with high non-motorized traffic.

Safety Statistics (FHWA)

Adequate lighting may reduce:

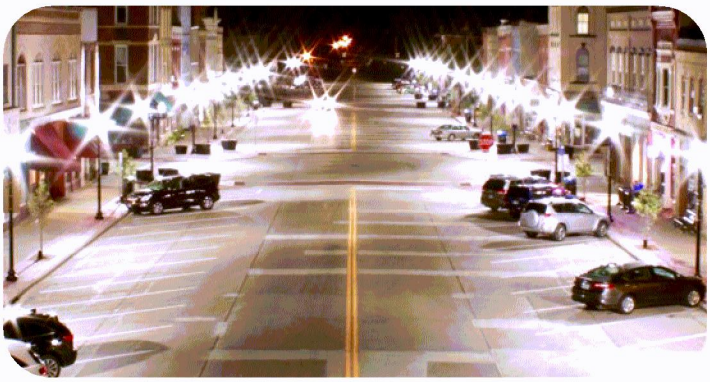
- Nighttime pedestrian injury crashes by up to 42%.
- Crashes by 33-38% at rural and urban intersections.
- Overall nighttime crashes on highways by 28%.

Resources with Additional Information

- 30

Citations

- FHWA Proven Safety Countermeasures



Raised Crosswalks

Overview

Raised crosswalks combine a marked crosswalk with a speed table that extends the full width of the crossing. This type of vertical deflection reduces motor vehicle speeds and improves visibility between drivers, bicyclists, and pedestrians at crossing locations.

Design Considerations

- Raised crosswalks are typically 3 to 6 inches high.
- Raised crosswalks can be placed mid-block or at an intersection and are commonly constructed to be flush with the roadside curb.
- ADA standards should be incorporated.
- Approaches should have approach grades between 4% and 7%.

Candidate Locations

- Locations with high pedestrian or bicycle activity, such as at school crossings, park entrances, and commercial shopping districts.
- Crossings around roundabouts.
- Locations where shared use paths cross commercial driveways or ramps.

Safety Statistics (MnDOT)

- Raised crosswalks may reduce pedestrian crashes by 45%.

Resources with Additional Information

- 33, 37

Citations

- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Speed Tables

Overview

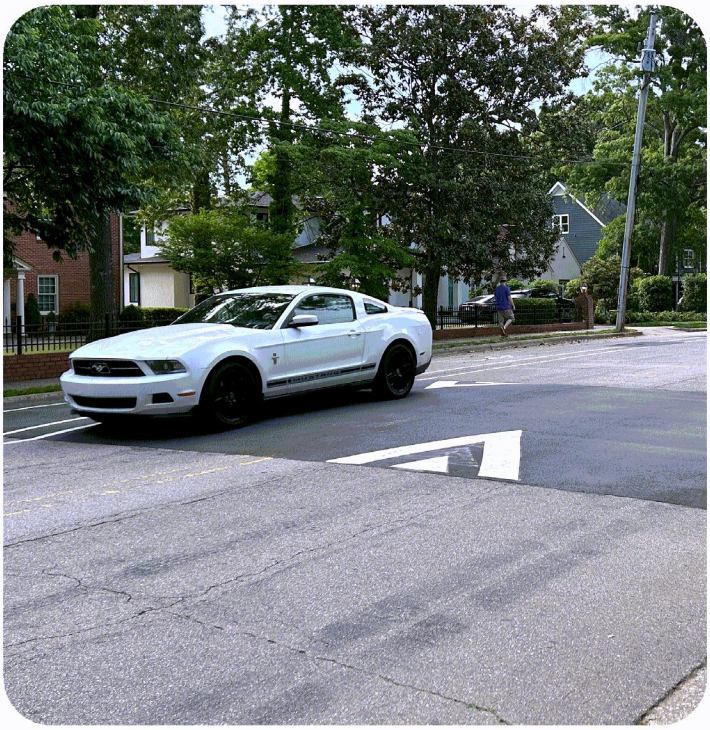
Speed tables are traffic calming devices that raise the entire wheelbase of a motor vehicle. This vertical deflection reduces vehicle speeds, enhancing safety for all road users, especially non-motorized traffic. Unlike speed humps, which are shorter and curved, speed tables have a flat top that accommodates the entire vehicle wheelbase.

Design Considerations

- Speed tables are typically 3 to 6 inches high, around 15 to 20 feet long, and nearly the full width of the road (often allowing for stormwater drainage in adjacent gutters).
- Designers should consider drainage needs for all raised treatments to ensure the roadway still drains properly.
- May not be appropriate on major streets or on truck routes.
- Design with pavement markings that make speed table presence clear to drivers.

Candidate Locations

- Roadways that tend to promote high automotive speeds.
- Roadways where high-speed automobiles conflict with crossing pedestrians and/or bicyclists.
- Transition areas from higher- to lower-speed roadways.



Resources with Additional Information

- 30

Citations

- FHWA Proven Safety Countermeasures

Crosswalk Visibility and Approach Enhancements

Overview

Enhancing crosswalk visibility and vehicle approach improves safety for pedestrians, bicyclists, mobility device users, and transit users by making crosswalks more visible to drivers.

Design Considerations

- Use high-visibility crosswalk patterns like bar pairs, continental, or ladder.
- Illuminate crosswalks with positive contrast lighting, ensuring lights are positioned to prevent silhouettes and keep pedestrians clearly visible to drivers.
- Use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs in advance of crosswalks.
- Enforce parking restrictions near crosswalks.
- Implement advanced stop lines and install tactile warning surfaces.

Candidate Locations

- Signalized intersections.
- Unsignalized locations (including mid-block locations) with AADT below 15,000 and/or high pedestrian activity.
- Areas near schools, parks, transit stops, and other pedestrian generators.

Safety Statistics (FHWA)

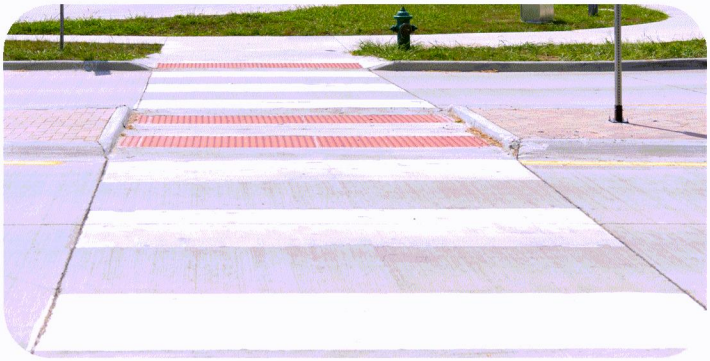
- High-visibility crosswalks may cut pedestrian injury crashes by up to 40%.
- Adding lighting at intersections may cut pedestrian crashes by up to 42%.
- Advance yield or stop markings and signs may cut pedestrian crash rates by up to 25%.

Resources with Additional Information

- 2, 7, 11, 12, 13, 22, 25, 26, 27, 28, 37

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety



Curb Extensions

Overview

Curb extensions, also known as bump outs, extend the sidewalk into the roadway, reducing crossing distances for pedestrians and improving sightlines between pedestrians and drivers. They provide visual cues to drivers to reduce speeds and watch for pedestrians and bicyclists.

Design Considerations

- Extend the full width of a parking lane.
- Maintain proper sight distance between pedestrians and motorists.
- Consider stormwater runoff and catch basins.
- Curb extensions can be lengthened to include landscaping, stormwater treatment, transit waiting areas, and bus shelters.
- Use a compound radius to increase available curb extension space while allowing large vehicles to turn.
- Choose between raised curb extensions or lower-cost painted alternatives.
- Consider the potential need for right turn lanes should be evaluated prior to curb extension implementation.

Safety Statistics (MnDOT)

- Curb extensions may reduce pedestrian crashes by up to 45%.

Candidate Locations

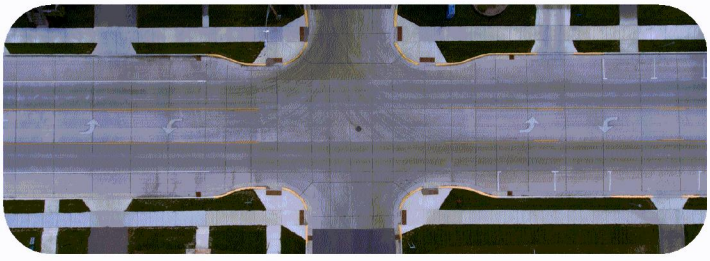
- Urban settings with on-street parking lanes or shoulders where the extensions will not impede bicycle travel.
- Mid-block crossings.
- Bus stops.

Resources with Additional Information

- 27, 30, 35

Citations

- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety



Medians and Pedestrian Refuge Islands

Overview

Medians and pedestrian refuge islands provide a safe area for pedestrians to wait while crossing one direction of traffic at a time. These features are crucial in areas with high pedestrian and vehicle traffic volumes, reducing pedestrian crashes and improving safety.

Design Considerations

- Include high-visibility crosswalks, pedestrian warning signs, and tactile curb ramps.
- Consider pairing with RRFB, especially on higher volume roadways.
- Ensure maintenance strategies are in place to keep crossing islands clear of snow and debris.

Candidate Locations

- Mid-block crossing locations.
- High-priority pedestrian crossing locations such as transit stops, schools, and parks.
- Roads with four or more lanes, speeds greater than 35 mph, and/or AADT greater than 9,000.

Resources with Additional Information

- 1, 13, 14, 37

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Leading Pedestrian Intervals

Overview

A Leading Pedestrian Interval (LPI) allows pedestrians to enter the crosswalk 3-7 seconds before vehicles receive a green signal, increasing pedestrian visibility and reducing conflicts with turning vehicles. LPIs are beneficial at intersections with high pedestrian and turning vehicle volumes.

Design Considerations

- Refer to the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) for timing guidance.
- LPIs are cost-effective when only signal timing alterations are required.
- Program LPIs into existing traffic signals, activated by pedestrian push buttons or automatic recall.
- Ensure pedestrian signals are visible to both pedestrians and drivers.

Candidate Locations

- Signalized intersections with high crossing volumes.
- Signalized intersections with high turning vehicle volumes.
- Signalized intersections with patterns of pedestrian or bicycle conflict with vehicles.

Safety Statistics (FHWA)

- LPIs may reduce pedestrian-vehicle crashes at intersections by up to 13%.

Resources with Additional Information

- 30, 36, 37

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Rectangular Rapid Flashing Beacons (RRFB)

Overview

RRFBs are pedestrian-activated devices that improve visibility and driver awareness at uncontrolled, marked crosswalks. They feature dual yellow LED indicators flashing in an alternating high-frequency pattern when triggered.

Design Considerations

- Install below pedestrian signs and above arrow plaques on both sides of the crosswalk.
- Activation via pushbutton or passive detection.
- Solar power is recommended to avoid external power needs.
- Use selectively at high-risk locations to maintain effectiveness.
- Maintenance varies by power source.
- For multi-lane roads, use advance stop bars to improve sight lines.

Candidate Locations

- Signalized and unsignalized intersections (including mid-block) with AADT < 15,000 or high pedestrian activity.
- Near schools, parks, transit stops, and other pedestrian generators.

Safety Statistics (FHWA)

RRFBs may reduce:

- Pedestrian crashes by up to 47%.
- Increase motorist yielding rates by up to 98% (depending on speed limit, number of lanes, crossing distance, and time of day).

Resources with Additional Information

- 12, 16

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Pedestrian Hybrid Beacons (PHB)

Overview

The pedestrian hybrid beacon (PHB) is a traffic control device that helps pedestrians safely cross higher-speed roads at midblock crossings and uncontrolled intersections. Its beacon head has two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian presses the call button, triggering a yellow-to-red sequence that directs motorists to slow and stop, giving the pedestrian the right-of-way before going dark again.

Design Considerations

- Installation must include a marked crosswalk and pedestrian countdown signal.
- Agencies should conduct education and outreach if PHBs are not familiar to the community.
- PHBs are effective at locations with high pedestrian activity and insufficient traffic gaps for safe crossing.

Candidate Locations

- Areas with insufficient traffic gaps or speed limits over 35 mph.

- Locations with three or more lanes or traffic volumes above 9,000 AADT.
- Midblock crossings and uncontrolled intersections with high pedestrian volumes.
- Meeting Minnesota MUTCD volume warrants is typically a precondition for implementing a PHB.

Resources with Additional Information

- 12, 15, 16

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Bicycle Boxes

Overview

A bicycle box is a set of pavement marking elements installed at signalized intersections that allows bicyclists to pull in front of waiting traffic at a red light. This makes bicyclists more visible to motorists and gives bicyclists a head start when the light turns green, thus providing the opportunity to avoid conflicts with turning motor vehicles.

Design Considerations

- Place an advance stop line at least 10 feet from the intersection stop line.
- Prohibit right-turn on red movements to avoid conflicts between right-turning motor vehicles and waiting bicyclists.
- Provide at least 50 feet of a bicycle lane prior to the bicycle box.
- Coordinate with bicycle signals to provide a leading bicycle interval.

Candidate Locations

- Signalized intersections.
- Roadways that already have bike lanes and a substantial volume of bicycle traffic.
- Intersections where a left-turn is necessary to continue on a dedicated bicycle route or other shared use path.

Safety Statistics (MnDOT)

- Studies show a 35% reduction in bicycle crashes where bike boxes have been implemented.

- Locations where there are motor vehicle-bicycle turning conflicts.
- Locations where right turn on red prohibitions for motor vehicles can be added.

Resources with Additional Information

- 20, 29

Citations

- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Bicycle Signals

Overview

A separate bicycle signal can improve operations involving bicycle facilities and designate right-of-way for bicyclists at locations where their needs may differ from other roadway users. Bicycle signals help reduce conflicts between bicycles and motor vehicles, enhancing safety and efficiency at intersections.

Design Considerations

- Place signal heads in a location visible to approaching bicycles.
- Implement a bicycle recall phase for each cycle or install detection and actuation.
- Ensure proper clearance intervals based on bicycle travel speeds and crossing distance.
- Prohibit right turn on red movements if bicycle movements conflict with right-turning vehicles.

Candidate Locations

- Intersections with high motor vehicle-bicycle conflicts.
- Intersections with two-way or contraflow bicycle movement.
- Bicycle facility transitions requiring bicyclists to cross through a motor vehicle lane.

- Intersections permitting short cycle lengths with bicycle detection or a bicycle phase on recall.

Resources with Additional Information

- 20, 23, 24, 29

Citations

- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Road Diets (Roadway Reconfiguration)

Overview

A road diet, or roadway reconfiguration, is a traffic management strategy that aims to improve safety, calm traffic, and provide better mobility and access for all road users. Most commonly, a road diet involves converting an existing four-lane undivided roadway into a three-lane roadway with two through lanes and a center two-way left-turn lane (TWLTL).

Design Considerations

- Implement on roadways with a current and future average daily traffic of 20,000 vehicles or less.
- Provide opportunities to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- A road diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay.

Candidate Locations

- Roadways with volumes up to 20,000 AADT.
- Maximum daily volume compatible with road diet could be lower in environments with higher densities of high-volume access points.

Safety Statistics (FHWA)

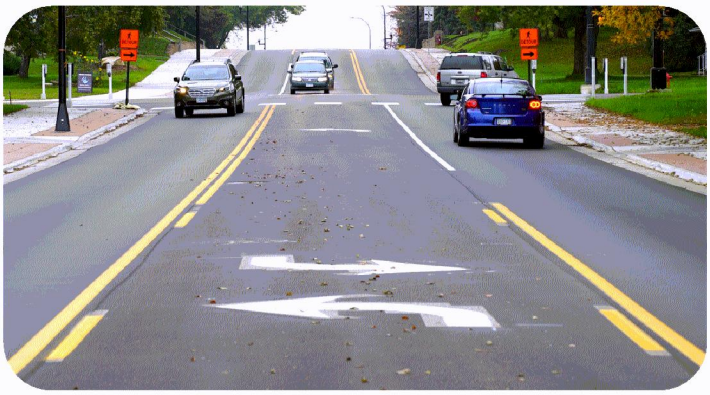
- Road diet conversions from 4-lane to 3-lane may reduce total crashes by 19-47%.

Resources with Additional Information

- 17, 18, 31, 37

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety



Lane Diets (Lane Narrowing)

Overview

Narrowing vehicle lane widths improves safety and comfort for pedestrians, bicyclists, transit riders, and drivers by lowering vehicle speeds, reducing crossing widths, and redistributing roadway space for other uses.

Design Considerations

- Consider surrounding land uses, parking turnover, vehicular speeds, and traffic volumes/types.
- Consider adding low-impact vertical elements (like flexible bollards) to the edges of the traveled way to reinforce new lane widths.
- Consider truck turning radii at intersections with frequent truck movements.

Candidate Locations

- Roadways with safety and speeding issues.
- Areas with lane widths greater than recommended minimums.
- Locations where space can be redistributed for bike lanes, parking lanes, transit lanes, widened sidewalks, landscaped buffers, and curb extensions.

Resources with Additional Information

- 30

Citations

- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System

Corridor Access Management

Overview

Corridor access management refers to the strategic placement and control of driveways and intersections along a corridor. Reducing and organizing access points improves safety, supports walking and biking, and reduces congestion and delay.

Design Considerations

- Close, consolidate, or relocate driveways to reduce conflict points.
- Space driveways and intersections according to minimum clearance standards.
- Restrict movements at driveways (e.g., right-in/right-out only).
- Place driveways on approach corners rather than receiving corners to reduce crashes.
- Use raised medians to eliminate left-turn and across-roadway movements.
- Consider roundabouts, U-turn treatments, or access roads for safe circulation.
- Provide designated turn lanes to separate turning vehicles from through traffic.

Candidate Locations

- Corridors with high driveway density.
- Areas with closely spaced full-access driveways.

Safety Statistics (FHWA)

Decreased driveway density may reduce:

- Total crashes along 2-lane rural roads by up to 5-23%.
- Fatal and injury crashes along urban/suburban arterials by up to 25-31%.

- Segments with frequent turning conflicts.
- High-traffic corridors with pedestrian and bike activity.

Resources with Additional Information

- 29, 30

Citations

- FHWA Proven Safety Countermeasures

Driveway Improvements

Overview

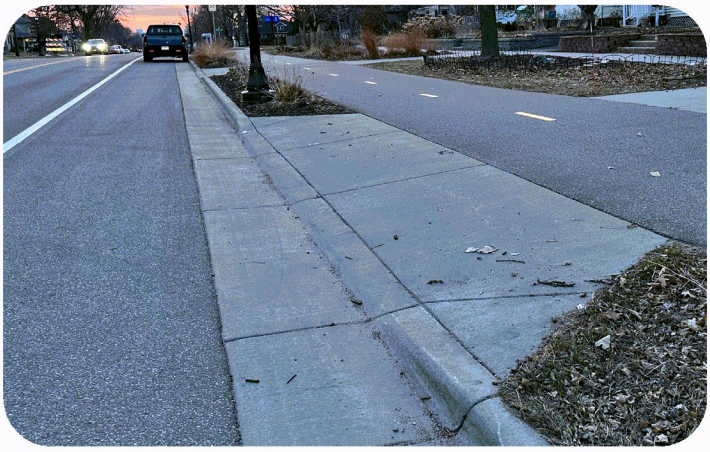
Driveway design directly affects pedestrian safety and accessibility. Wide, sloped, or poorly defined driveways can increase crash risk and create barriers for people walking or using mobility devices. Improvements help calm traffic, enhance visibility, and support ADA compliance.

Design Considerations

- Narrow driveways (15–20 ft) and tighten turning radii to slow vehicles.
- Maintain sidewalk level with max 2% cross slope; wrap around apron if needed.
- Use continuous sidewalk materials to emphasize pedestrian priority.
- Clearly define driveway edges with curbs, paint, or planters.
- Keep sightlines clear by limiting vegetation and signage near driveways.

Candidate Locations

- Areas with excessively wide or sloped driveways
- Locations with large turning radii, multiple adjacent, or poorly defined driveways.



- Driveways where motorists focus on finding gaps in congested traffic.
- Corridors with closely spaced driveways that disrupt traffic flow or create frequent turning conflicts.

Resources with Additional Information

- 29, 30

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Roundabouts

Overview

Roundabouts are circular intersections that improve traffic flow and safety by reducing speeds and conflict points. They feature channelized approaches, a central island, and yield control for entering traffic. Pedestrian and bicyclist safety can be enhanced with raised crosswalks, refuges, and bike lanes. Clear signage and lighting are essential.

Design Considerations

- Single-lane roundabouts are simpler and safer for non-motorized users.
- Multi-lane roundabouts require added safety features.
- Entry/exit deflection reduces speeds.
- Truck aprons support large vehicles while maintaining safety.

Candidate Locations

- Sites with frequent fatal, angle, turning, or head-on crashes.
- Poorly performing stop-controlled intersections
- Locations with unwarranted signals.
- Areas needing improved traffic flow and gap management.

Resources with Additional Information

- 24, 27

Safety Statistics (FHWA)

- Converting a two-way stop-controlled intersection to a roundabout may reduce fatal and injury crashes by 82%.
- Converting a signalized intersection to a roundabout may reduce fatal and injury crashes by 78%.
- Four-legged roundabouts may reduce pedestrian crashes by approximately 60%.
- Single-lane roundabouts may have an 89% reduction in fatal crashes.

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Mini Roundabouts

Overview

Mini roundabouts slow vehicle speeds at low-volume intersections, improving safety for all users. They are compact, cost-effective alternatives to stop signs and signal controls, ideal for residential streets.

Design Considerations

- Use mini roundabouts with proper clearance and turning radii to maintain traffic flow.
- Install shared lane or intersection-crossing markings to guide cyclists.
- Maintain visibility if landscaping with trees or shrubs.
- Define crosswalks clearly and prioritize pedestrian movement.
- Retrofit within existing footprints or design to resemble standard single-lane roundabouts.

Candidate Locations

- Residential streets and low-volume intersections.
- Locations where speed control and pedestrian safety are priorities.

Safety Statistics (FHWA)

- Mini roundabouts converted from all-way stop-controlled intersections may reduce multi-vehicle crashes by 39%.

Citations

- FHWA Proven Safety Countermeasures
- FHWA Developing Crash Modification Factors for Mini-Roundabouts

Chicanes

Overview

Chicanes are horizontal traffic control measures used to reduce vehicle speeds on local streets. They create a horizontal diversion of traffic and can be gentler or more restrictive depending on the design. A secondary benefit of chicanes is the ability to add more landscaping to a street.

Design Considerations

- Shifting a travel lane affects speeds; taper lengths should reflect the desired speed.
- Shifts can be created by shifting parking and/or building landscaped islands.
- Chicanes can be combined with other measures, such as curb extensions.
- Maintain good visibility by planting only low shrubs or trees with high canopies.
- Ensure bicyclist safety and mobility remain intact.

Candidate Locations

- Residential streets with low traffic volumes.
- Streets with higher volumes, such as collectors, if there is no restriction on the number of lanes.

Resources with Additional Information

- 29, 30

Citations

- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System

Rumble Strips

Overview

Rumble strips are pavement treatments designed to alert drivers when they leave their lane through noise and vibration. They can be placed along the shoulder, edge line, or centerline of undivided roads. Rumble strips help reduce roadway departure crashes, which are a leading cause of fatal accidents.

Design Considerations

- Use centerline rumble strips on two-lane roads, especially in passing zones.
- Install edge line or shoulder rumble strips with bicycle gaps in areas prone to run-off-road crashes.
- Consider "mumble strips" (lower noise) where noise is a concern.
- Develop a maintenance plan to prevent issues with snow or rain build-up.

Candidate Locations

- Rural roads, highways, and areas with high traffic volumes.
- Roads undergoing resurfacing or reconstruction.

Safety Statistics (FHWA)

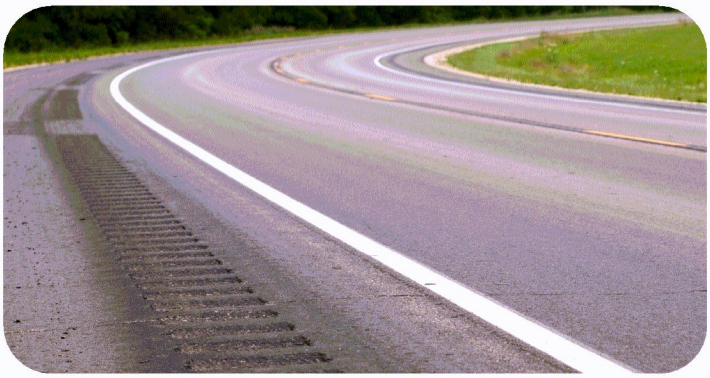
- Centerline rumble strips may reduce head-on crashes by 44-64%.
- Shoulder rumble strip may reduce run-off-road crashes by 13-51%.

Resources with Additional Information

- 30, 36, 37

Citations

- FHWA Proven Safety Countermeasures



Right-Turn on Red Prohibitions

Overview

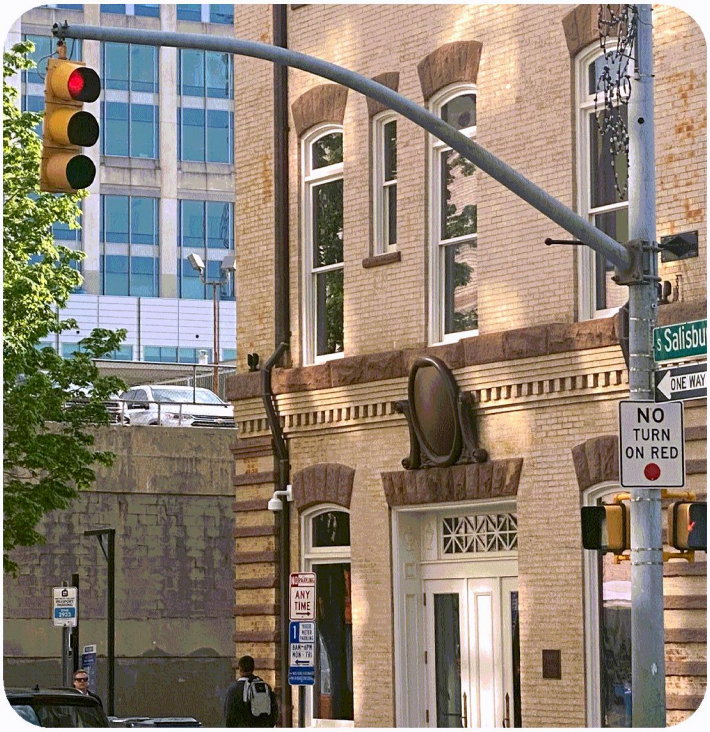
Right-turn on red (RTOR) prohibitions at signalized intersections enhances pedestrian and bicyclist safety by reducing conflicts with turning vehicles. This practice helps mitigate risks stemming from motorists focusing on gaps in traffic rather than looking for crossing pedestrians.

Design Considerations

- Install No Turn on Red signs, either static or electronic.
- Place signs within proper sight lines of potentially turning drivers.
- RTOR prohibitions may be signed to occur only during peak travel times.
- No Right-Turn LED Blank-out signs can be programmed to be activated by pedestrians or during certain traffic signal phases.

Candidate Locations

- Locations with limited sight distance and/or unusual geometry.
- School zones, libraries, senior centers, transit stations, or other pedestrian traffic generators.
- Intersections with exclusive bicycle facilities or trail crossings.
- Crosswalks meeting MN MUTCD pedestrian volume and/or school crossing warrant.



Resources with Additional Information

- 2, 7, 11, 12, 13, 22, 25, 26, 27, 28, 37

Citations

- FHWA Proven Safety Countermeasures
- 2023 Minnesota's Best Practices for Pedestrian and Bicycle Safety

Traffic Signal Backplates with Retroreflective Borders

Overview

Backplates with retroreflective borders improve the visibility and conspicuity of traffic signals by creating a controlled-contrast background and adding a 1–3 inch yellow retroreflective outline. This enhancement benefits all drivers, particularly older adults and those with color vision deficiencies, and provides a passive safety cue during power outages when signals are dark.

Design Considerations

- Retroreflective borders should be 1–3 inches wide and applied to the perimeter of the backplate.
- Use durable, high-quality retroreflective sheeting or tape.
- Verify that existing signal support structures can handle any added wind load.
- Minimize installation time and maintain compliance with MN MUTCD standards.

Safety Statistics (FHWA)

- Retroreflective may reduce total crashes by 15%.

Candidate Locations

- All signalized intersections, especially those on High Injury Network corridors.
- Intersections with a history of angle or rear-end crashes.
- Locations with limited ambient lighting or frequent power outages.

Citations

- FHWA Proven Safety Countermeasures

(Source: NDOT)

Resources with Additional Information

1. Americans with Disabilities Act — 2010 — Accessibility Guidelines for Buildings and Facilities
2. ANSI/IES — 2022 — Standard Practice for Roadway Lighting
3. BIKESAFE — Bicycle Safety Guide and Countermeasure Selection System
4. City of Bloomington — 2019 — Urban Forestry Plan
5. City of Bloomington — 2017 — Tree Care Manual
6. City of Chicago — 2013 — Complete Streets Chicago
7. DarkSky — 2024 — Outdoor Lighting Guidelines
8. FHWA — 2019 — Bikeway Selection Guide
9. FHWA — 2015 — Separated Bike Lane Planning and Design Guide
10. FHWA — Shared Use Path Level of Service Calculator
11. FHWA — Crash Modification Factors Clearinghouse
12. FHWA — 2025 — Manual on Uniform Traffic Control Devices
13. FHWA — 2022 — Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
14. FHWA — 2001 — Designing Sidewalks and Trails for Access
15. FHWA — 2014 — Pedestrian Hybrid Beacon Guide– Recommendations and Case Study
16. FHWA — Center for Accelerating Innovation EDC-4 Innovations
17. FHWA — 2014 — Road Diet Informational Guide
18. FHWA — 2010 — Evaluation of Lane Reduction "Road Diet" Measures on Crashes
19. FHWA — 2015 — Guide for Maintaining Pedestrian Facilities for Enhanced Safety
20. FHWA — 2025 — Interim Approvals Issued
21. FHWA Safe — 2025 — Transportation for Every Pedestrian (STEP)
22. ITE — 2022 — A Guide to Vertical Deflection Speed Reduction Techniques: Planning and Design of Speed Humps
23. MassDOT — 2015 — Separated Bicycle Lane Planning and Design Guide
24. MnDOT — 2024 — Bicycle Facility Design Manual
25. MnDOT — 2015 — Traffic Engineering Manual
26. MnDOT — 2017 — County Roadway Safety Plans
27. MnDOT — 2024 — Roadway Design Manual
28. MnDOT — Engineering Solutions for Traffic Safety
29. NACTO — 2025 — Urban Bikeway Design Guide
30. NACTO — 2025 — Urban Street Design Guide
31. NACTO — 2013 — Transit Street Design Guide
32. NCHRP — 2017 — Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments
33. NYDOT — 2011 — Complete Streets
34. ODOT — 2025 — Multimodal Design Guide
35. PedBikeInfo — 2013 — Costs for Pedestrian and Bicyclist Infrastructure Improvements
36. Pedestrian and Bicycle Information Center —— Signals and Signs
37. PEDSAFE — 2013 — Pedestrian Safety Guide and Countermeasure Selection System
38. PROWAG

TABLE 4. COUNTERMEASURE EFFECTIVENESS AND COST OVERVIEW

Countermeasure	FHWA Proven	Crash Reduction Factor (Average)	Cost (Relative)
Walkways	Yes	74%	Medium
Bikeways	Yes	47%	Low to High
Shared Use Paths	-	-	Medium to High
General Lighting Improvements	Yes	35%	Low to Medium
Crosswalk Visibility Enhancements	Yes	30%	Low
Speed Tables	Yes	58%	Medium
Raised Crosswalks	Yes	38%	Medium
Curb Extensions	-	30%	Low to High
Medians and Pedestrian Refuge Islands	Yes	51%	Medium to High
Leading Pedestrian Intervals	Yes	13%	Low
Right-Turn on Red Prohibitions	-	-	Low
Rectangular Rapid Flashing Beacons	Yes	47%	High
Pedestrian Hybrid Beacons	Yes	29%	High
Bicycle Boxes	-	50%	Low
Bicycle Signals	-	-	Low to High
Road Diets (Roadway Reconfiguration)	Yes	44%	Medium to High
Lane Diets (Lane Narrowing)	Yes	34%	Low
Corridor Access Management	Yes	28%	High
Driveway Improvements	Yes	48%	Low to Medium
Roundabouts	Yes	77%	High
Mini Roundabouts	Yes	39%	High
Chicanes	-	-	Medium
Rumble Strips	Yes	43%	Low
Traffic Signal Backplates with Retroreflective Borders	Yes	15%	Low

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06 Demonstration Project Recommendations

Demonstration Project Recommendations

As part of the City of Buffalo's commitment to improving roadway safety and reducing the risk of serious and fatal crashes, this plan identifies a series of demonstration projects designed to test temporary safety treatments. These projects align with the goals of the Safe Streets and Roads for All (SS4A) program and, for locations near Buffalo Community Middle School, with the 2015 Safe Routes to School Plan. The projects also support regional priorities identified in the Region 7W Long Range Transportation Plan along trunk highways.

Each project emphasizes low-cost, quick-build interventions that can be evaluated in real-world conditions before permanent infrastructure is considered. The primary objective is to enhance pedestrian and bicyclist safety, particularly near schools, parks, civic destinations, and key corridors, while gathering data, engaging the community, and refining future design decisions based on observed outcomes.

Key Elements for Success

Temporary Materials

Projects will use low-cost, flexible materials such as paint, plastic delineators, planters, and cones to simulate improvements like curb extensions, refuge islands, and shared-use paths.

Stakeholder Coordination

Successful implementation will require coordination with MnDOT, Wright County, Buffalo Public Schools, and other local partners to ensure alignment with broader transportation and safety goals.

Data Collection & Evaluation

Each project will be monitored to assess its impact on safety and mobility. Key metrics may include vehicle speeds, pedestrian behavior, crash data, and community feedback to inform future planning.

Community Involvement

Public engagement is essential. Outreach efforts such as surveys, meetings, and informational materials will help ensure that community voices are reflected in both the design and evaluation of each project.

Additional Guidance

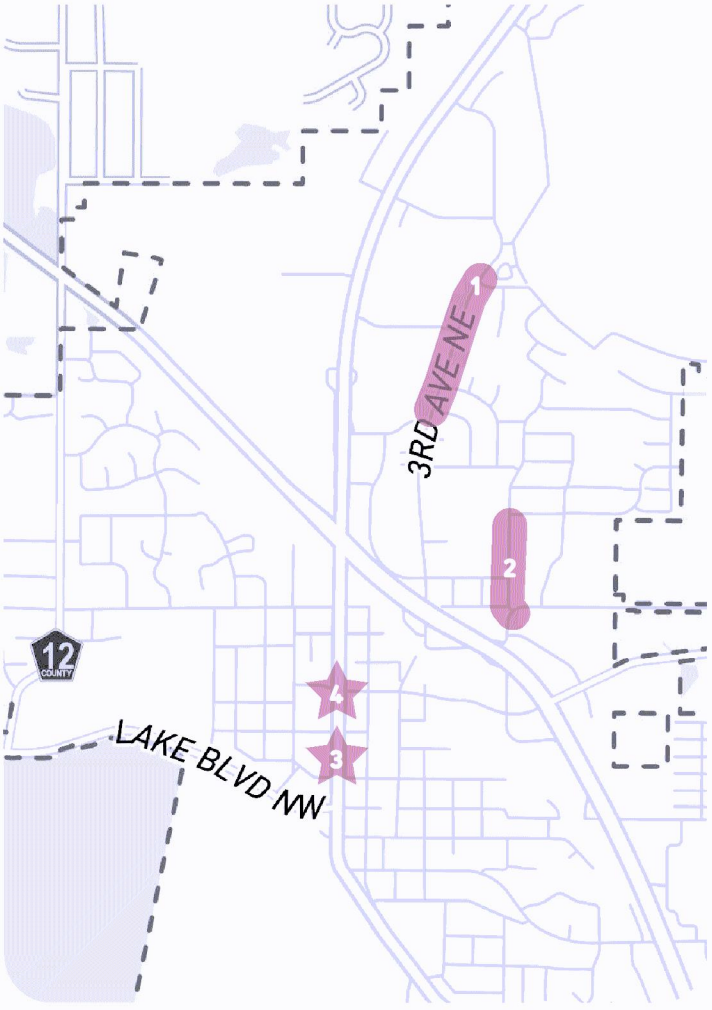
For guidance on temporary safety projects, see MnDOT's Demonstration Project Implementation Guide (2019) and Street Plan's Tactical Urbanist's Guide to Materials and Design (2016) for best practices on materials and design.

Recommended Demonstration Projects

This chapter outlines four recommended demonstration projects across Buffalo, including:

- **Project #1:** 3rd Ave NE - Curb Extensions
- **Project #2:** 6th Ave NE - Shared-Use Path
- **Project #3:** Central Ave (TH 25) - Pedestrian Refuge Median
- **Project #4:** Central Ave (TH 25) & 5th St NE - Curb Extensions

A map of all recommended demonstration project locations is included below. On the following pages, each project is described in detail, followed by a summary table that outlines location, treatment type, and key considerations.



Project #1: 3rd Ave NE - Curb Extensions

Locations & Proposed Treatments

Three intersections along 3rd Ave NE:

- Project #1A: Arlanda Ave – west side at marked crossing (Figure 19)
- Project #1B: John Ause Memorial Dr – northwest corner (Figure 20)
- Project #1C: Griffing Park Rd – west side, northeast and southeast corners (Figure 21)

Rationale

- Improves pedestrian safety near schools and community facilities by reducing crossing distances and improving visibility
- Supports traffic calming
- Minimal impacts to on-street parking and vehicle mobility.
- Located near schools, parks, residential areas, and commercial areas.
- Consistent with Buffalo Community Middle School Safe Routes to School Plan (2015).

Data Collection & Evaluation Metrics

- Vehicle speeds and yielding behavior
- Usage observations
- Safety data
- Stakeholder feedback

Potential Challenges

- Bus turning radius
- Decreased snow removal efficiency (if deployed in winter)

FIGURE 19. RECOMMENDED DEMONSTRATION PROJECT #1A: 3RD AVE NE & ARLANDA AVE - CURB EXTENSION

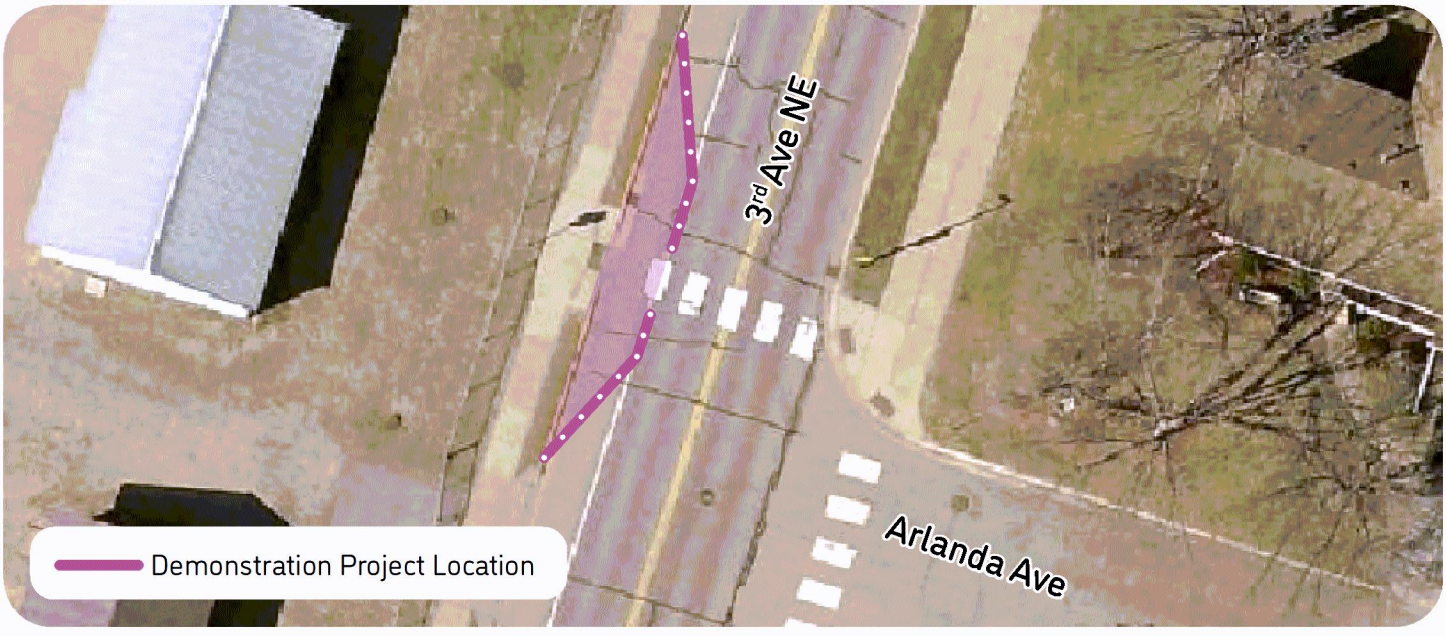


FIGURE 20. RECOMMENDED DEMONSTRATION PROJECT #1B: 3RD AVE NE & JOHN AUSE MEMORIAL DR - CURB EXTENSION

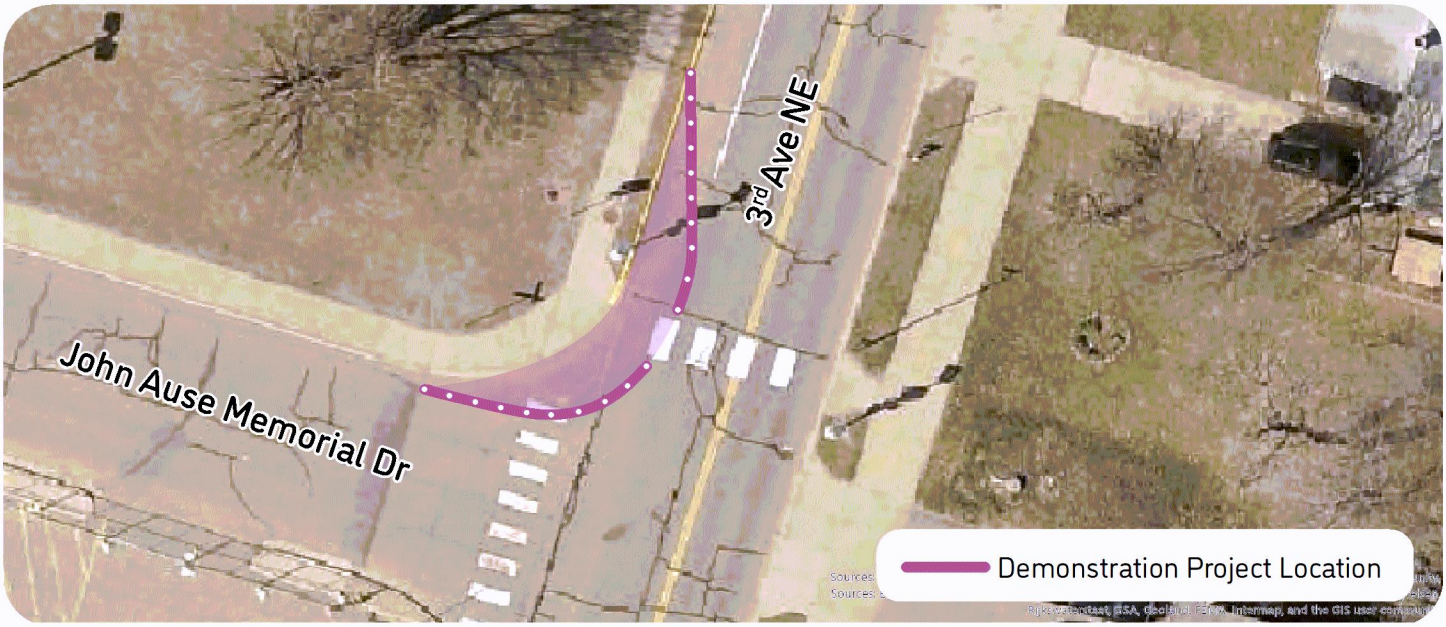
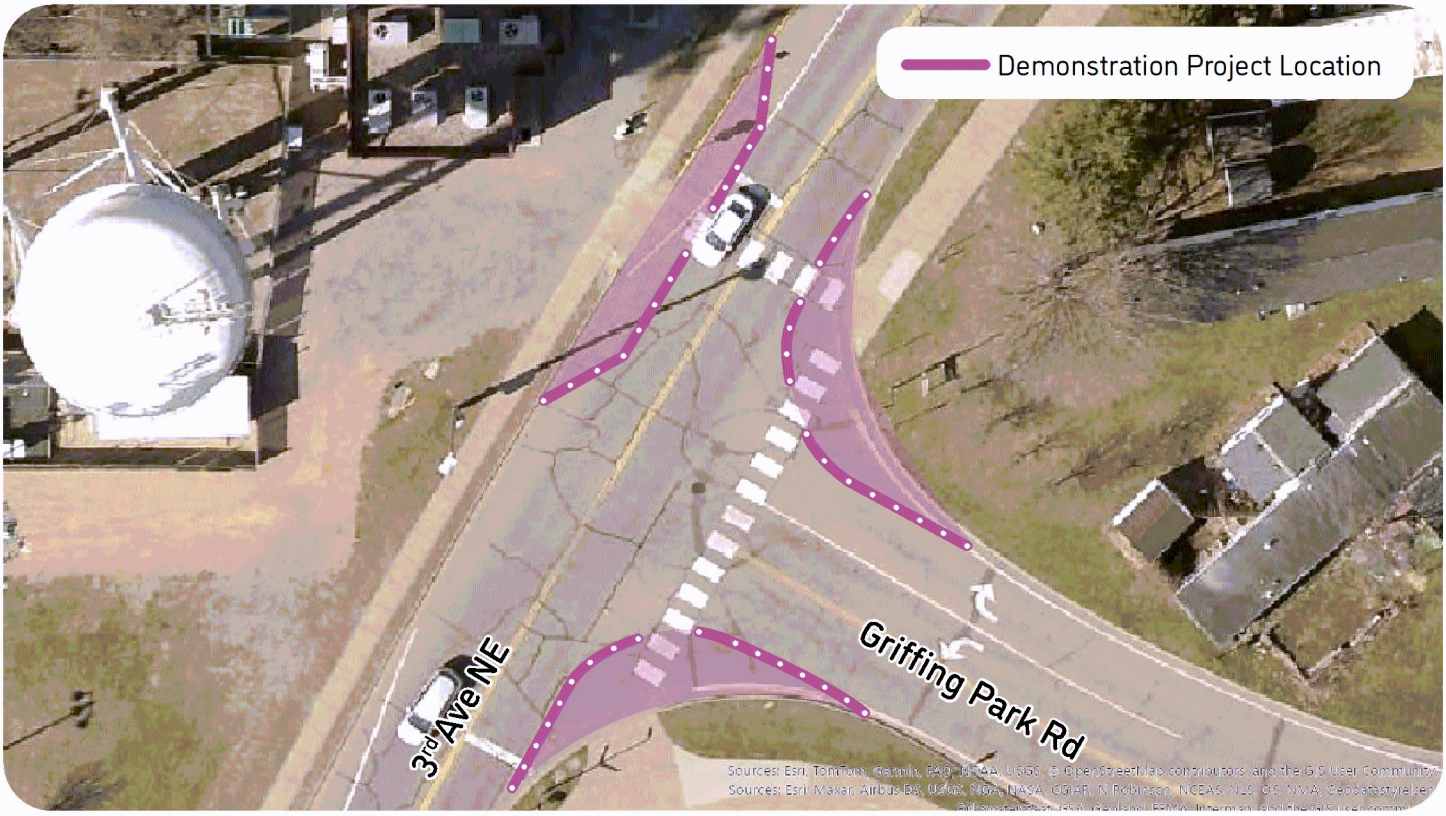


FIGURE 21. RECOMMENDED DEMONSTRATION PROJECT #1C: 3RD AVE NE & GRIFFING PARK RD - CURB EXTENSIONS



Project #2: 6th Ave NE - Shared-Use Path

Location

6th Ave NE (MSAS) from 7th St NE to ~150 feet south of Buffalo Hills St

Proposed Treatment

Temporary in-street shared-use path on east side of 6th Ave NE

Rationale

- No sidewalks and faded bike lanes
- Improves multimodal access for nearby higher-density residential areas
- Located near Tatanka Elementary and commercial areas
- Addresses key pedestrian infrastructure gap
- Consistent with Buffalo Community Middle School Safe Routes to School Plan (2015)

Potential Challenges

- Limited visibility and crossing treatments
- Driveway and business access conflicts
- Community concerns about traffic and parking
- Decreased snow removal efficiency (if deployed in winter)

Data Collection & Evaluation Metrics

- Vehicle speeds
- Usage observations
- Safety data
- Stakeholder feedback

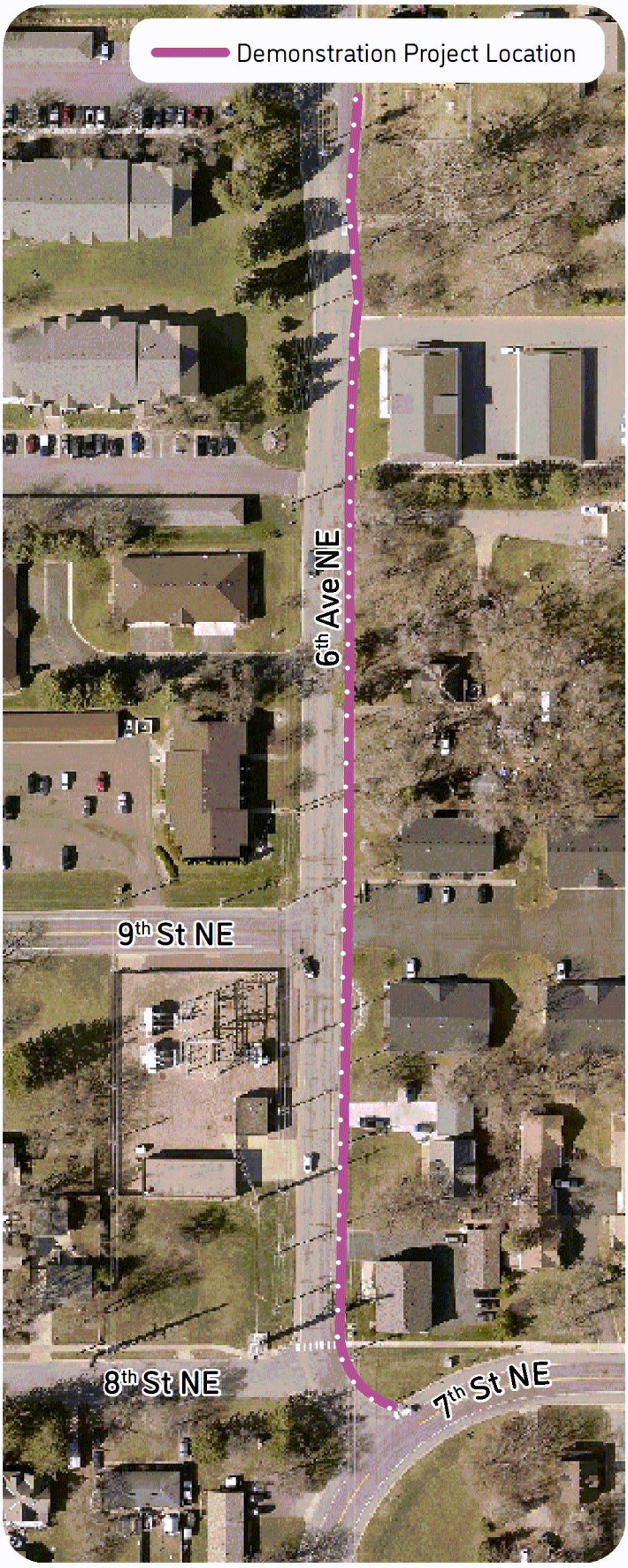


FIGURE 22. RECOMMENDED DEMONSTRATION PROJECT #2: 6TH AVE NE - SHARED-USE PATH

Project #3: Central Ave (TH 25) - Pedestrian Refuge Median

Location

Midblock crossing on Central Ave (TH 25) between 2nd St NE and 3rd St NE

Proposed Treatment

Temporary median with pedestrian refuge island

Rationale

- High pedestrian activity in central downtown
- Connects civic buildings and amenities
- Improves safety at a key midblock crossing with no existing infrastructure
- Aligns with MnDOT Central MN ATP Region 7W's long-range priorities

Potential Challenges

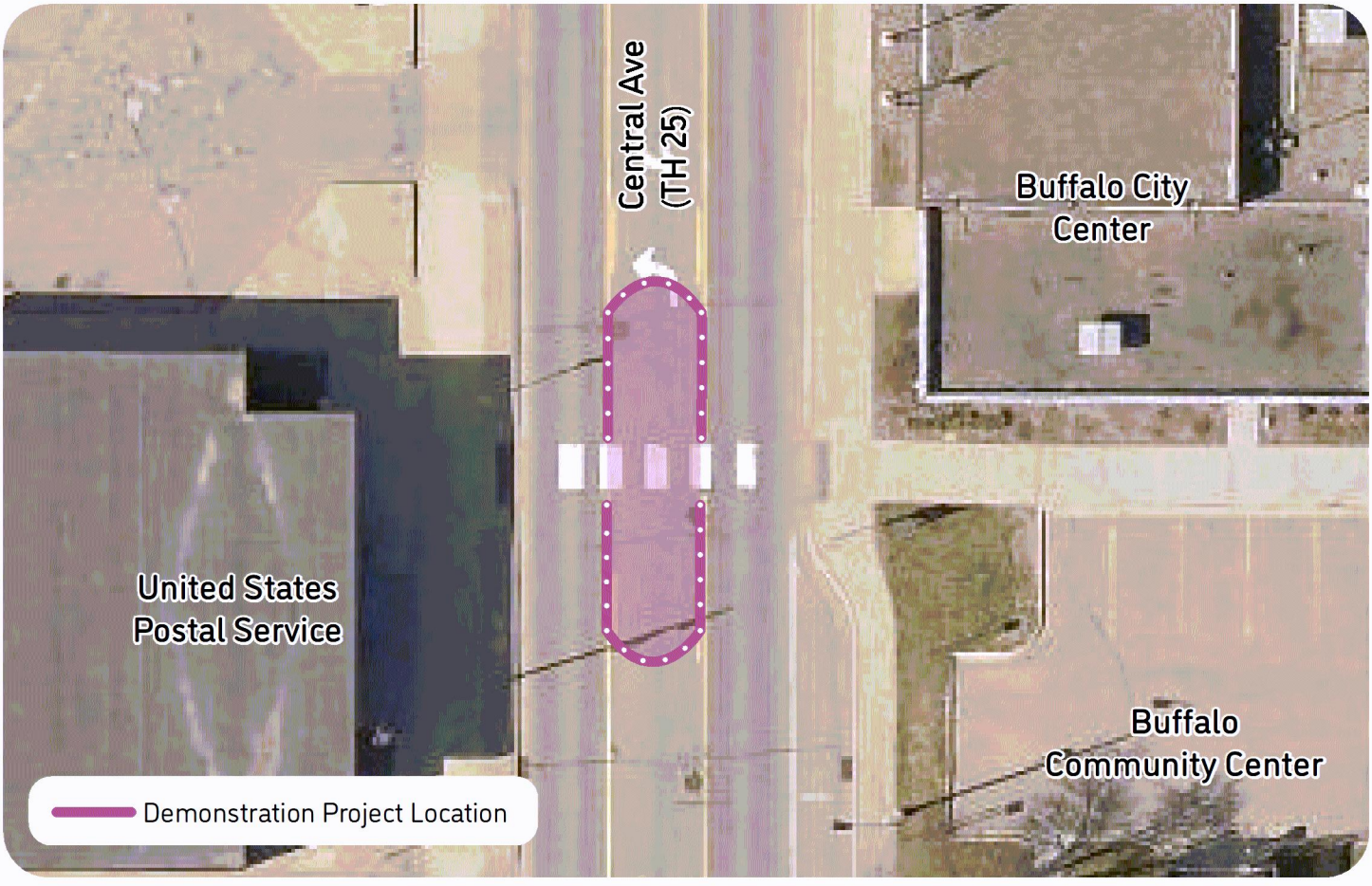
- Driveway and business access conflicts
- Traffic flow disruption on TH 25
- MnDOT coordination
- Visibility and aesthetics concerns
- Decreased snow removal efficiency (if deployed in winter)

Data Collection & Evaluation Metrics

- Vehicle speeds and yielding behavior
- Usage observations
- Pedestrian-related crash incidents
- Safety data
- Stakeholder feedback


Source: City of Orlando

FIGURE 23. RECOMMENDED DEMONSTRATION PROJECT #3: CENTRAL AVE (TH 25) - PEDESTRIAN REFUGE MEDIAN



Project #4: Central Ave (TH 25) & 5th St NE - Curb Extensions

Location

Central Ave (TH 25) & 5th St NE

Proposed Treatment

Temporary curb extensions at all four corners

Rationale

- Transitional zone between residential and downtown
- Improves pedestrian safety and walkability at a key connector
- Slows vehicles entering downtown
- Aligns with MnDOT Central MN ATP Region 7W's long-range priorities

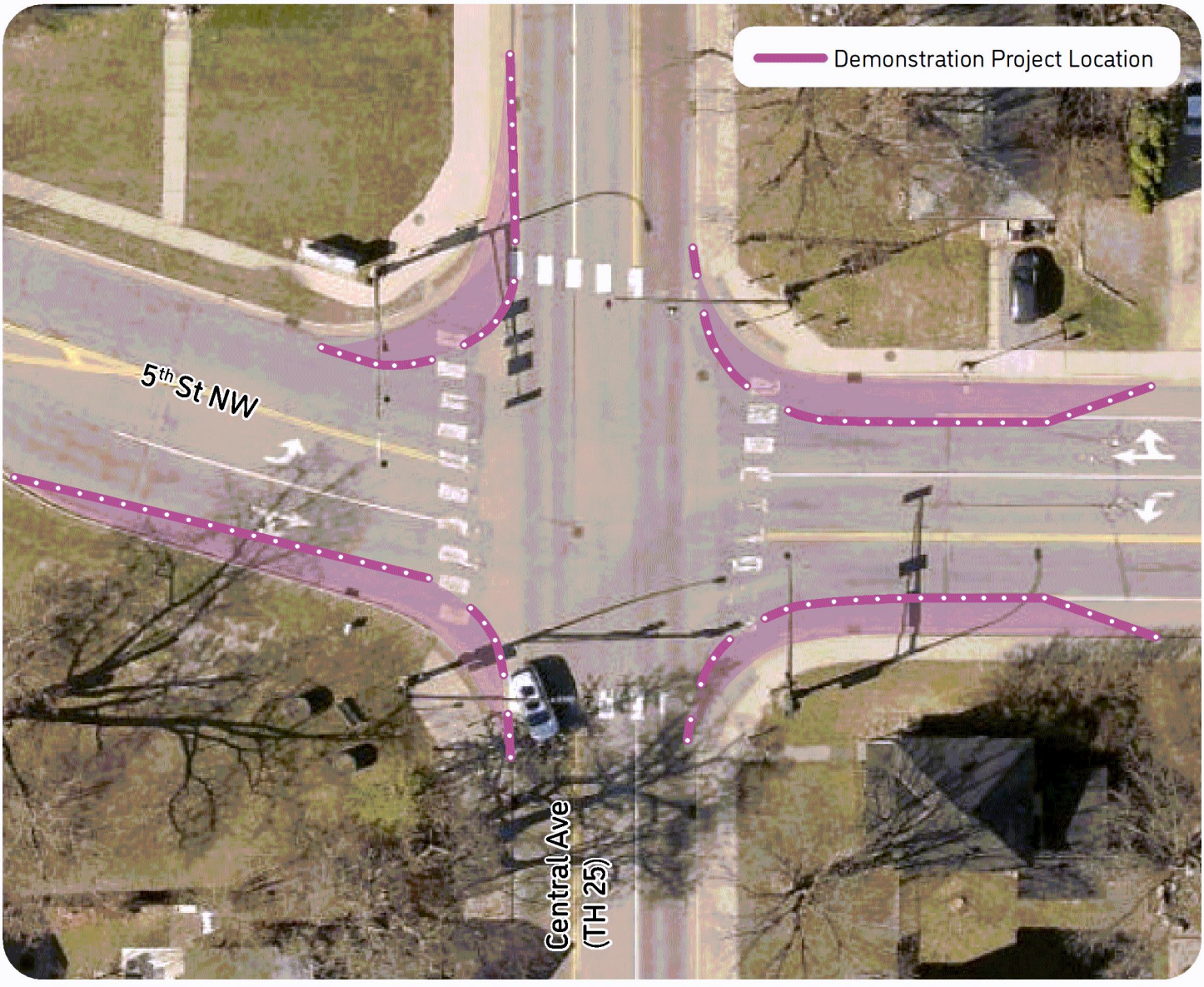
Potential Challenges

- Limited community support
- MnDOT coordination
- Turning radius impacts
- Decreased snow removal efficiency (if deployed in winter)

Data Collection & Evaluation Metrics

- Vehicle speeds and turning behavior
- Usage observations
- Safety data
- Stakeholder feedback

FIGURE 24. RECOMMENDED DEMONSTRATION PROJECT #4: CENTRAL AVE (TH 25) & 5TH ST NE - CURB EXTENSIONS



Summary of Estimated Quantities and Costs

The following tables outline key details for the six recommended demonstration projects in Buffalo, including pavement marking quantities (Table 5), delineator needs based on spacing (Table 6), and estimated material costs with project-specific and combined totals (Table 7; in 2025 dollar values). These estimates provide a planning-level view to support budgeting and resource allocation for near-term implementation.

While these projects represent priority locations, similar quick-build safety treatments could benefit other corridors and intersections across the city. By piloting these improvements, Buffalo can gather data, engage the community, and guide future investments in safer, more accessible streets.

TABLE 5. ESTIMATED PAVEMENT MARKING TAPE QUANTITIES

Project	Estimated Pavement Marking Tape (ft)
#1A: 3rd Ave NE & Arlanda Ave Curb Extension	100
#1B: 3rd Ave NE & John Ause Memorial Dr Curb Extension	100
#1C: 3rd Ave NE & Griffing Park Rd Curb Extension	300
#2: 6th Ave NE Shared-Use Path	1000
#3: Central Ave (TH 25) Pedestrian Refuge Median	200
#4: Central Ave (TH 25) & 5th St NE Curb Extensions	400

TABLE 6. ESTIMATED DELINEATOR QUANTITIES

Project	Total Length (ft)	Delineator Interval (ft)	Estimated Delineator Count	Extra Delineators	Total # of Delineators
#1A: 3rd Ave NE & Arlanda Ave Curb Extension	100	10	10	2	12
#1B: 3rd Ave NE & John Ause Memorial Dr Curb Extension	100	10	10	2	12
#1C: 3rd Ave NE & Griffing Park Rd Curb Extension	300	10	30	6	36
#2: 6th Ave NE Shared-Use Path	1000	15	67	13	80
#3: Central Ave (TH 25) Pedestrian Refuge Median	200	10	20	4	24
#4: Central Ave (TH 25) & 5th St NE Curb Extensions	400	10	40	8	48

TABLE 7. ESTIMATED TOTAL MATERIAL COSTS

Project	Delineators	Delineator Adhesive	Pavement Marking Tape	Total (rounded)
	~ $25 - $35 per unit	~ $3 - $5 (per unit)	~ $1 - $1.50 (per foot)	
#1A: 3rd Ave NE & Arlanda Ave Curb Extension	$360	$48	$125	$450 - $650
#1B: 3rd Ave NE & John Ause Memorial Dr Curb Extension	$360	$48	$125	$450 - $650
#1C: 3rd Ave NE & Griffing Park Rd Curb Extension	$1,080	$144	$375	$1,300 - $1,900
#2: 6th Ave NE Shared-Use Path	$2,400	$320	$1,250	$3,250 - $4,700
#3: Central Ave (TH 25) Pedestrian Refuge Median	$720	$96	$250	$900 - $1,300
#4: Central Ave (TH 25) & 5th St NE Curb Extensions	$1,440	$192	$500	$1,750 - 2,550

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07 Conceptual Design Options

Conceptual Design Options

Overview

For roadways on Buffalo's High Injury Network (HIN), a series of safety-focused projects were identified to reduce crash potential. Projects include intersection- and segment-level improvements. Identified locations are shown in Figure 25 on the following page. These locations were selected based on the criteria used in the prioritization process outlined in Chapter 4, including crash history, risk factors, and input from community members and stakeholders who identified them as unsafe or difficult to navigate.

Crash rates were also evaluated. Each location notes whether the observed crash rate exceeds the critical crash rate, which indicates crash frequencies higher than expected and signals potential safety issues.

Jurisdiction and Coordination Needs

Much of Buffalo's HIN lies on MnDOT corridors, mainly Trunk Highways 25 and 55, which make up over half the mileage and nearly two-thirds of severe crashes. Advancing improvements here requires close coordination with MnDOT for planning, funding, and design. Collaboration with Wright County is also critical. Interagency partnerships are essential for many top-priority safety projects.

Design Concepts and Recommendations

Each concept page includes some or all of the following elements:

- Project location map
- Roadway Jurisdiction
- Crash Rate Assessment
- Proposed Mitigation
- Rationale
- Anticipated Safety Benefit
- Other Information
- Cost Estimate (based on assumptions and expressed in 2027 dollars)

These sections explain why a location was chosen, the recommended improvements, and expected outcomes, with a map on each page. Most locations have a single treatment, though some include multiple options to reflect feasibility and design considerations on MnDOT-controlled roads. All concepts are preliminary and require further analysis.

Tables 8 and 9 list the selected intersections and segments. Concept designs for each are shown on the following pages.

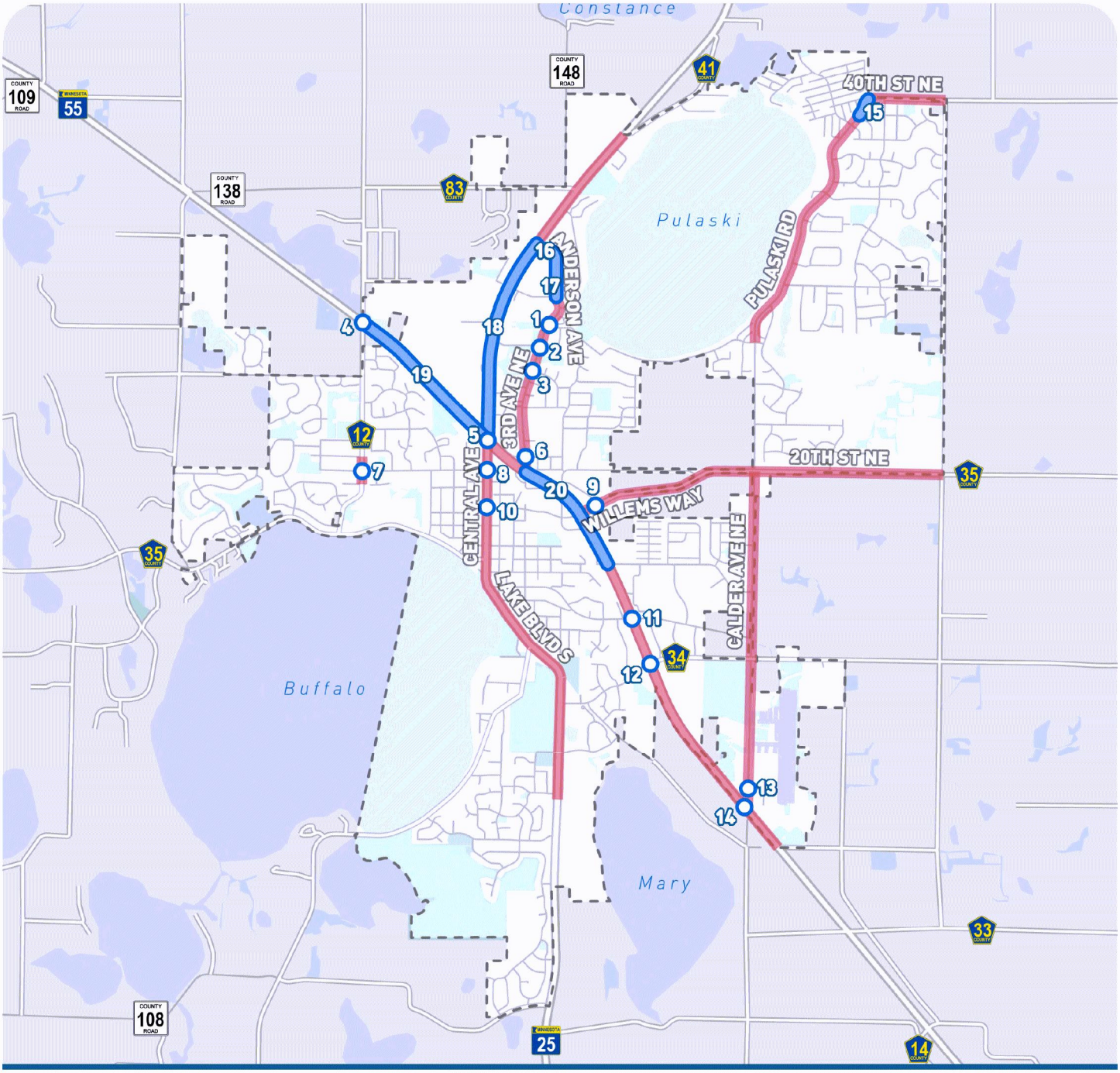
TABLE 8. INTERSECTIONS SELECTED FOR CONCEPTUAL DESIGN

ID	Intersection	Jurisdiction
1	3rd Ave & Griffing Park Rd	City of Buffalo
2	3rd Ave & John Ause Memorial Dr	City of Buffalo / BHM School District
3	3rd Ave & Arlanda Ave	City of Buffalo
4	TH 55 & County Road 12	MnDOT / Wright County
5	TH 25 & TH 55	MnDOT
6	3rd Ave & 9th St NE	City of Buffalo
7	County Road 12 & 8th Street NW	Wright County / City of Buffalo
8	TH 25 & 8th St NE	MnDOT / City of Buffalo
9	County Rd 35 & Ryan's Way / Crossroads Campus Dr	Wright County / City of Buffalo
10	TH 25 & 5th St NE	MnDOT / City of Buffalo
11	TH 55 & 2nd St S / 3rd St S	MnDOT / City of Buffalo
12	TH 55 & Settlers Pkwy / County Rd 34	MnDOT / Wright County / City of Buffalo
13	Calder Ave & Cessna St	City of Buffalo
14	TH 55 & Calder Ave	MnDOT / City of Buffalo

TABLE 9. SEGMENTS SELECTED FOR CONCEPTUAL DESIGN

ID	Segment	Extent	Jurisdiction
15	Pulaski Rd	Wren Ln to Whitetail Run	City
16	Anderson Ave	TH 25 to Center Dr	City
17	Anderson Ave	Center Dr to Catlin St	City
18	TH 25	12th St NE to Catlin St	MnDOT / City
19	TH 55	West of TH 25	MnDOT
20	TH 55	3rd Ave NE to 1st St NE	MnDOT

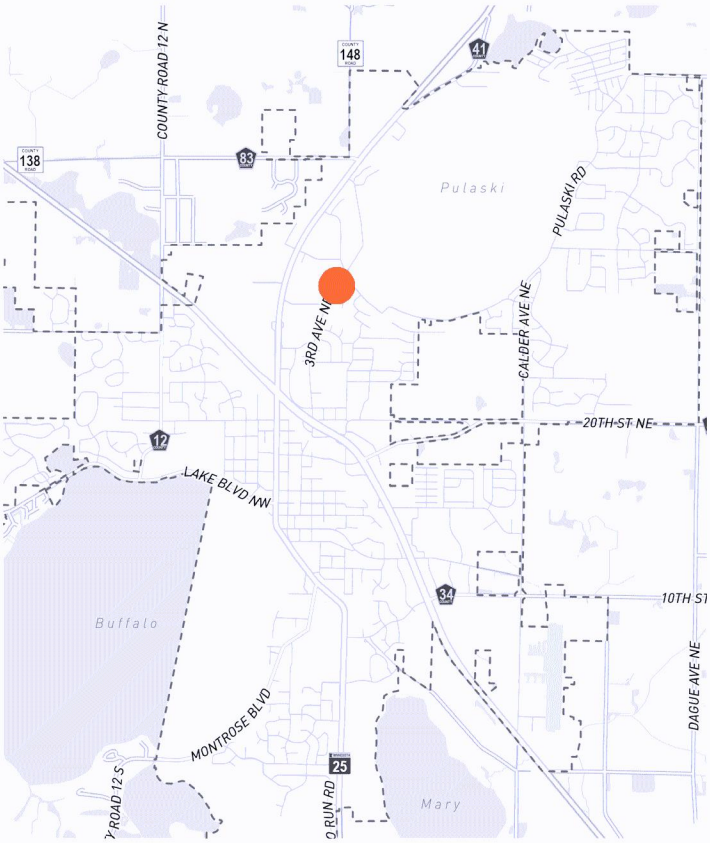
FIGURE 25. HIGH INJURY NETWORK AND PROPOSED DESIGN CONCEPT LOCATIONS



Source: City of Buffalo, Wright County, MnDOT

3rd Avenue NE & Griffing Park Road

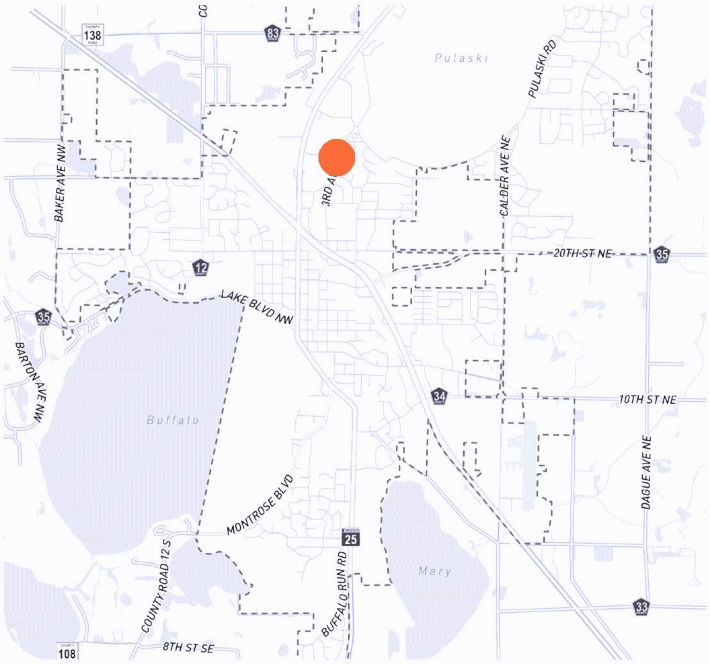
Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	Intersection fatal/serious injury crash rate is above the critical rate
Mitigation Option	• Curb extension on west side of 3rd Ave • Tighten curb radii
Rationale	• Elevated crash rate and fatal/serious injury crash rate • Close proximity to middle School • Bike crash reported
Anticipated Safety Benefit	• Curb extensions improve visibility of pedestrians and offer traffic calming benefit • Serious injury crash reported at this intersection (run off the road) - could be mitigated with reduced travel speeds
Other Information	• Potential to remove turn lanes on Griffing Park Rd if supported by traffic operations analysis. This would reduce north-south crossing distances on the east approach • Small impact to on-street parking supply • Consistent with Buffalo Community Middle School Safe Routes to School Plan (2015)
Cost Estimate (with assumptions)	$300,000 - $400,000 (curb extensions)



Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

3rd Avenue NE & John Ause Memorial Drive

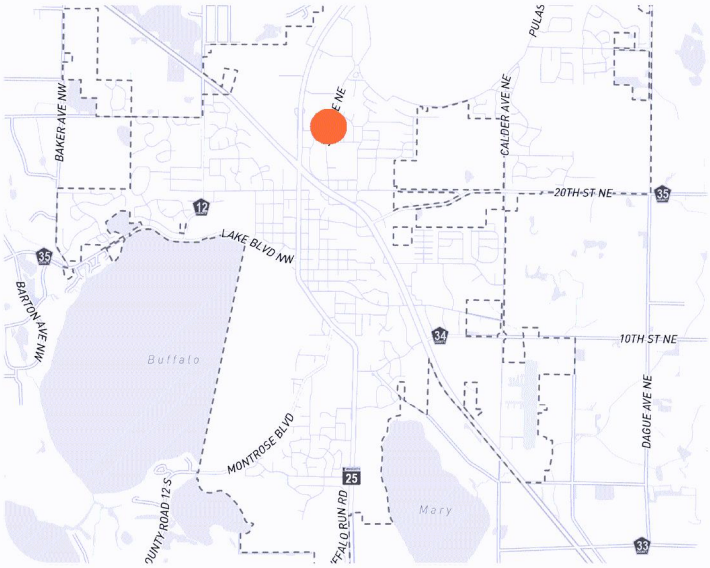
Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	John Ause Memorial Dr segment crash rate (all severities) is above the critical rate at this intersection
Mitigation Option	Curb extension on NW quadrant
Rationale	Close proximity to middle school
Anticipated Safety Benefit	Curb extensions improve visibility of pedestrians and offer traffic calming benefit
Other Information	• Small impact to on-street parking supply • Consistent with Buffalo Community Middle School Safe Routes to School Plan (2015)
Cost Estimate (with assumptions)	$80,000 - $110,000 (curb extensions)

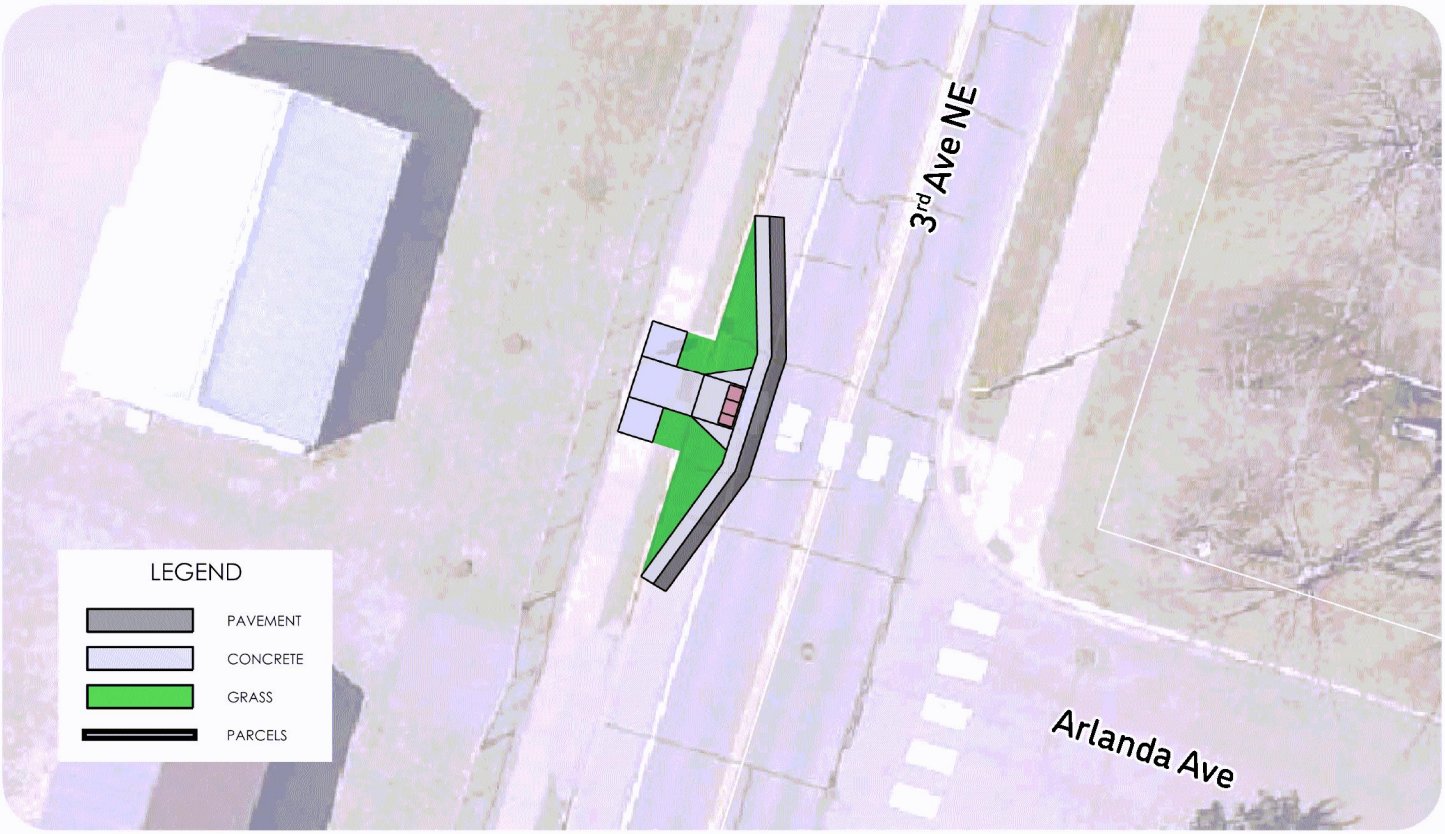


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

3rd Avenue NE & Arlanda Avenue

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	3rd Ave NE segment crash rate (all severities) is at or above the critical rate at this intersection
Mitigation Option	Curb extension on west side of 3rd Ave
Rationale	Close proximity to middle school
Anticipated Safety Benefit	Curb extensions improve visibility of pedestrians and offer traffic calming benefit
Other Information	• Small impact to on-street parking supply • Consistent with Buffalo Community Middle School Safe Routes to School Plan (2015)
Cost Estimate (with assumptions)	$80,000 - $110,000 (curb extensions)

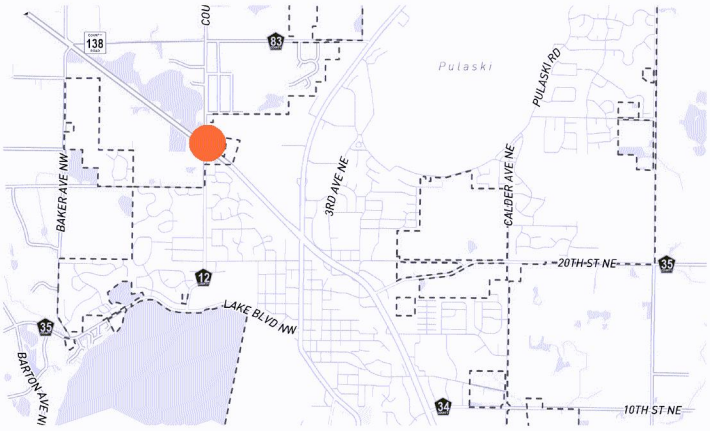




Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 55 & County Road 12

Roadway Jurisdiction	MnDOT / Wright County
Crash Rate Assessment	Intersection crash rate (all severities) crash rate is above the critical rate
Mitigation Options	Option 1: • Single lane roundabout Option 2: • Consider pre-signal
Rationale	Option 1: • Elevated crash rate and fatal/serious injury crash rate • 61% of crashes are rear end collisions • Traffic calming benefit for TH 55 as it enters Buffalo Option 2: • Pre-signals are consistent with recent MnDOT practice for at-grade railroad crossings near traffic signals
Anticipated Safety Benefit	MnDOT roundabout safety data indicates single lane roundabouts reduce rear end crash potential by 32%, reduce fatal crash potential by 89%, and reduce serious injury crash potential by 83%

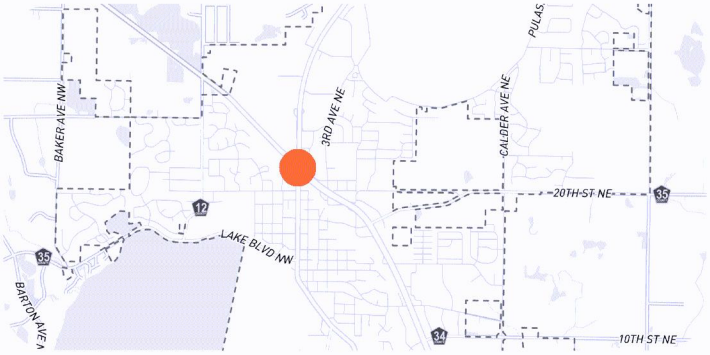


Cost Estimate (with assumptions)	$2,300,000 - $3,100,000 (single lane roundabout)
Other Information	Option 1: • Planning level review indicates acceptable operations with single lane roundabout • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities Option 2: • Pre-signals reduce the likelihood for vehicles to be stopped on the railroad tracks

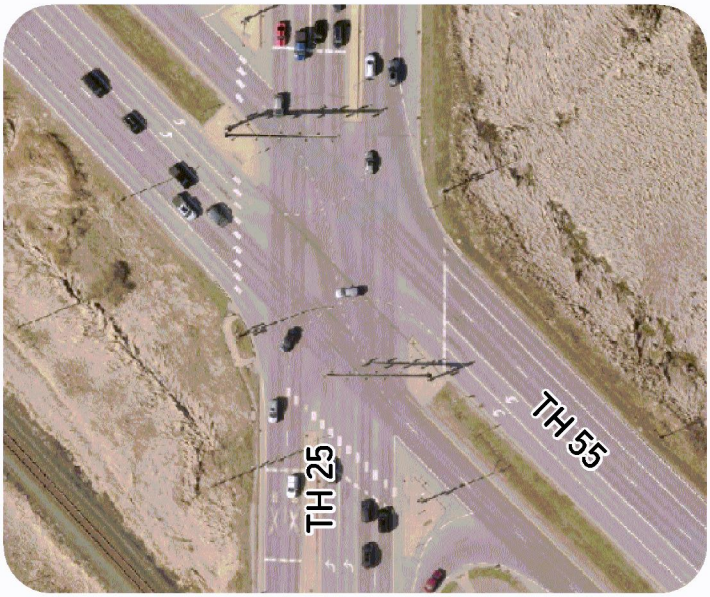
Note: Image for illustrative purposes (source: Dague Ave/CSAH 35 intersection reconstruction). Further analysis and engineering will be required prior to implementation.

Trunk Highway 25 & Trunk Highway 55

Roadway Jurisdiction	MnDOT
Crash Rate Assessment	• TH 55: Crash rate (all severities) above critical between TH 25–Settlers Pkwy • TH 55: Fatal/serious injury crash rate above critical between TH 25–3rd Ave NE • TH 25: Crash rate (all severities) above critical between 7th St NE–15th St NE
Mitigation Options	Option 1: • Revise NB/SB right-turn channelizing islands (smart/low-angle channels) • Add leading pedestrian interval; review signal timing Option 2: • Consider intersection control revisions: displaced left-turn, reduced conflict intersection, or 2x2 multi-lane roundabout • Consider pre-signal on south approach due to close proximity to railroad tracks
Rationale	• Elevated crash rate and fatal/serious injury crash rate (both options) Option 1: • Improving/removing channelizing islands is standard practice in MN • 53% of reported crashes are rear-end • Bicycle crash reported • Pre-signals are consistent with recent MnDOT practice for at-grade railroad crossings near traffic signals Option 2: • Current design uses protected-only left turns, causing long cycle lengths and queues • Alternative designs simplify phasing, reduce cycle lengths • Roundabouts mitigate skew impacts and provide traffic calming (especially for rural westbound traffic)
Other Information	• Aligns with MnDOT Central MN ATP Region 7W's long-range priorities Option 2: • Recommend detailed traffic operations analysis for TH 55 & TH 25 before major intersection changes • South approach railroad crossing may need extra safety features if signal removed; grade separation not justified by current train/traffic volumes (see Highway-Rail Crossing Handbook, p.122, warrants for grade separation; FHWA online tool for grade separation analysis: ArcGIS Viewer)



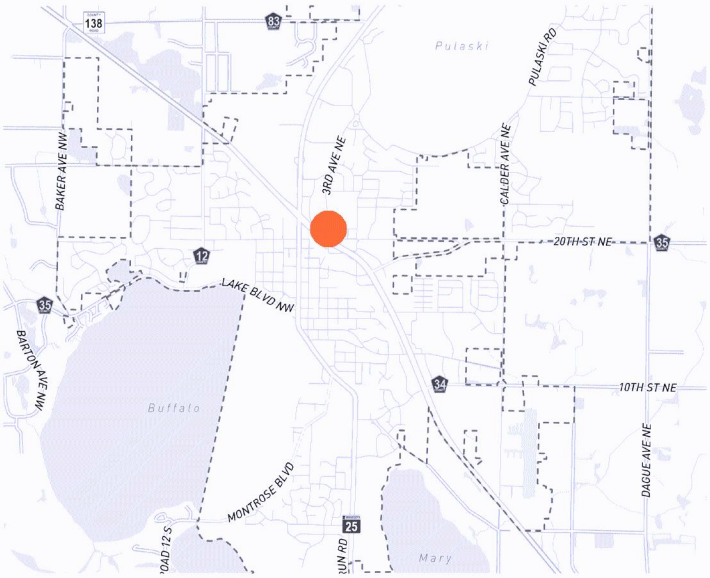
Anticipated Safety Benefit	Option 1: • MnDOT: Low-angle channels reduce rear-end crashes by 60% • Lower-angle channels improve sight lines • LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven countermeasure) • Pre-signals reduce the likelihood of vehicles being stopped on the railroad tracks Option 2: • Displaced left-turn intersections: 24% fewer crashes, 19% fewer fatal/serious injuries • Reduced conflict intersections: 22% fewer fatal/serious crashes (FHWA proven countermeasure) • Multi-lane roundabouts: 71% lower fatal/serious crash risk (national data); MN experience shows more property-damage crashes, limiting use



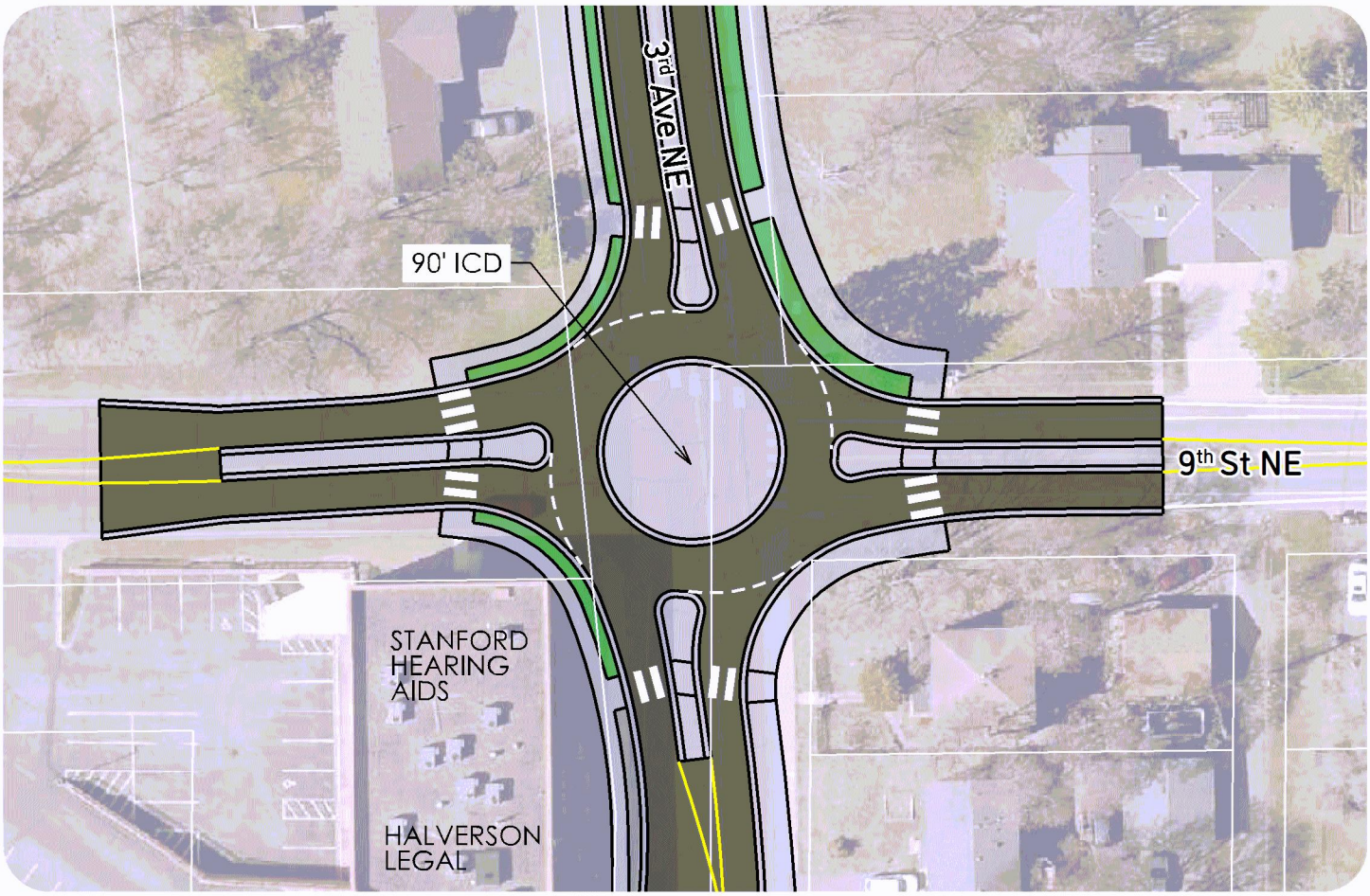
Existing Conditions at TH 25 / TH 55 Intersection

3rd Avenue NE & 9th Street NE

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	Intersection crash rate (all severities) is above the critical rate
Mitigation Option	Mini Roundabout
Rationale	• Elevated crash rate with angle crashes being the most common (41% of reported crashes) • The intersection is located approximately 430 feet from TH 55, which can make it difficult for stopped vehicles to judge approaching traffic gaps • A mini roundabout facilitates continuous traffic flow, reduces conflict points, and lowers crash severity • Planning-level review of daily traffic volumes indicates acceptable operations with a mini roundabout
Anticipated Safety Benefit	MnDOT roundabout safety data indicates single-lane roundabouts reduce angle crash potential by 69%, reduce fatal crash potential by 89%, and reduce serious injury crash potential by 83%
Cost Estimate (with assumptions)	$1,900,000 - $2,600,000 (mini-roundabout)



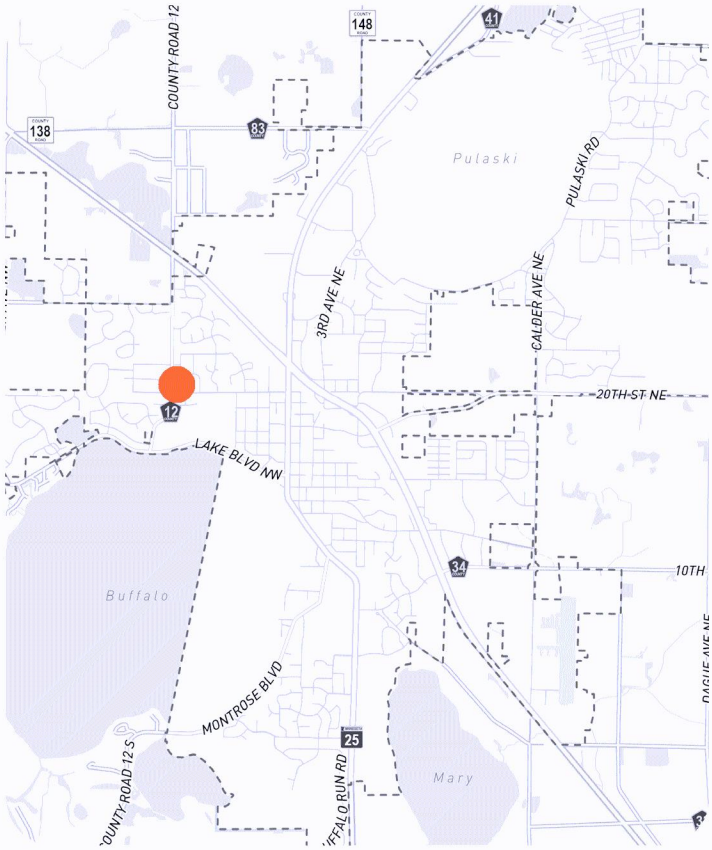
Other Information	• Queue potential on the south approach should be assessed with peak-hour traffic data due to proximity to TH 55 • Small impact to on-street parking supply • Further analysis and engineering will be required prior to implementation

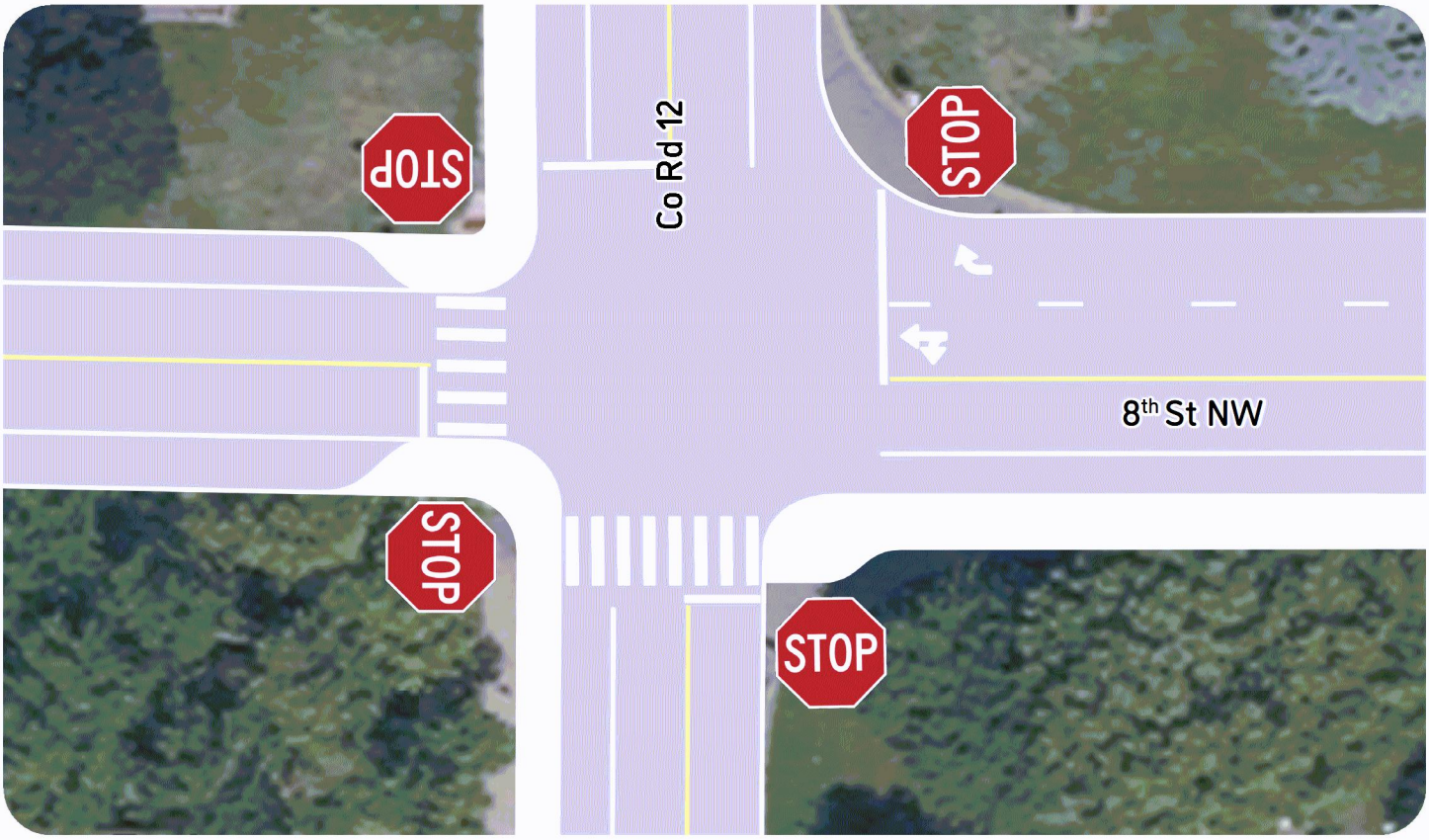


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

County Road 12 & 8th Street NW

Roadway Jurisdiction	Wright County / City of Buffalo
Crash Rate Assessment	Intersection crash rate (all severities) and fatal/serious injury crash rate are both above the critical rate
Mitigation Option	• All-way stop control • Tighten curb radii • Curb extensions on west leg
Rationale	• Elevated crash rate and fatal/serious injury crash rate • Angle crashes most common (10 of 12 crashes)
Anticipated Safety Benefit	• Research shows all-way stop control reduces angle crash potential by 83%, however there are no geometric elements to reduce speeds (i.e. drivers must obey signs) • Curb extensions improve visibility of pedestrians and offer traffic calming benefit
Other Information	• Small impact to on-street parking supply • Traffic control warrant analysis following Minnesota Manual on Uniform Traffic Control Devices guidance is recommended
Cost Estimate (with assumptions)	$300,000 (curb extensions)

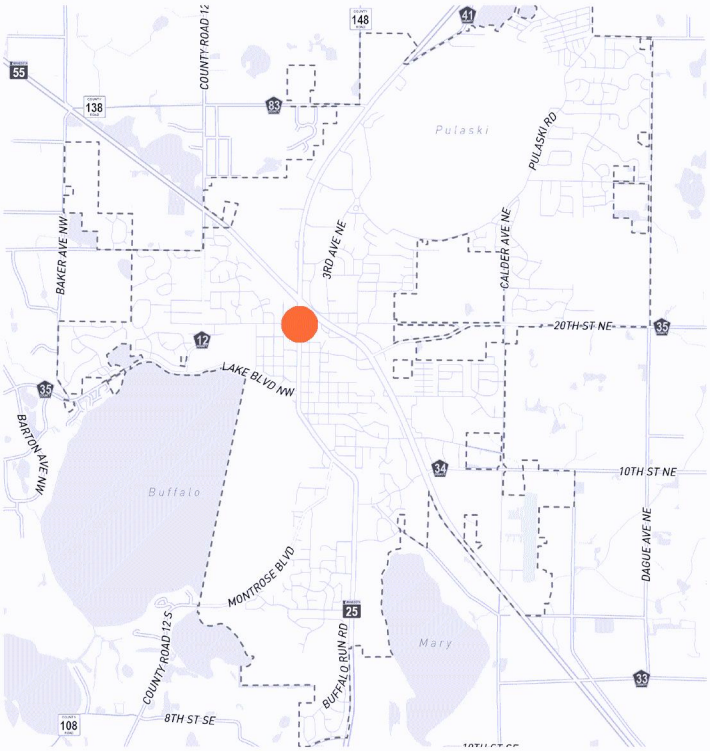


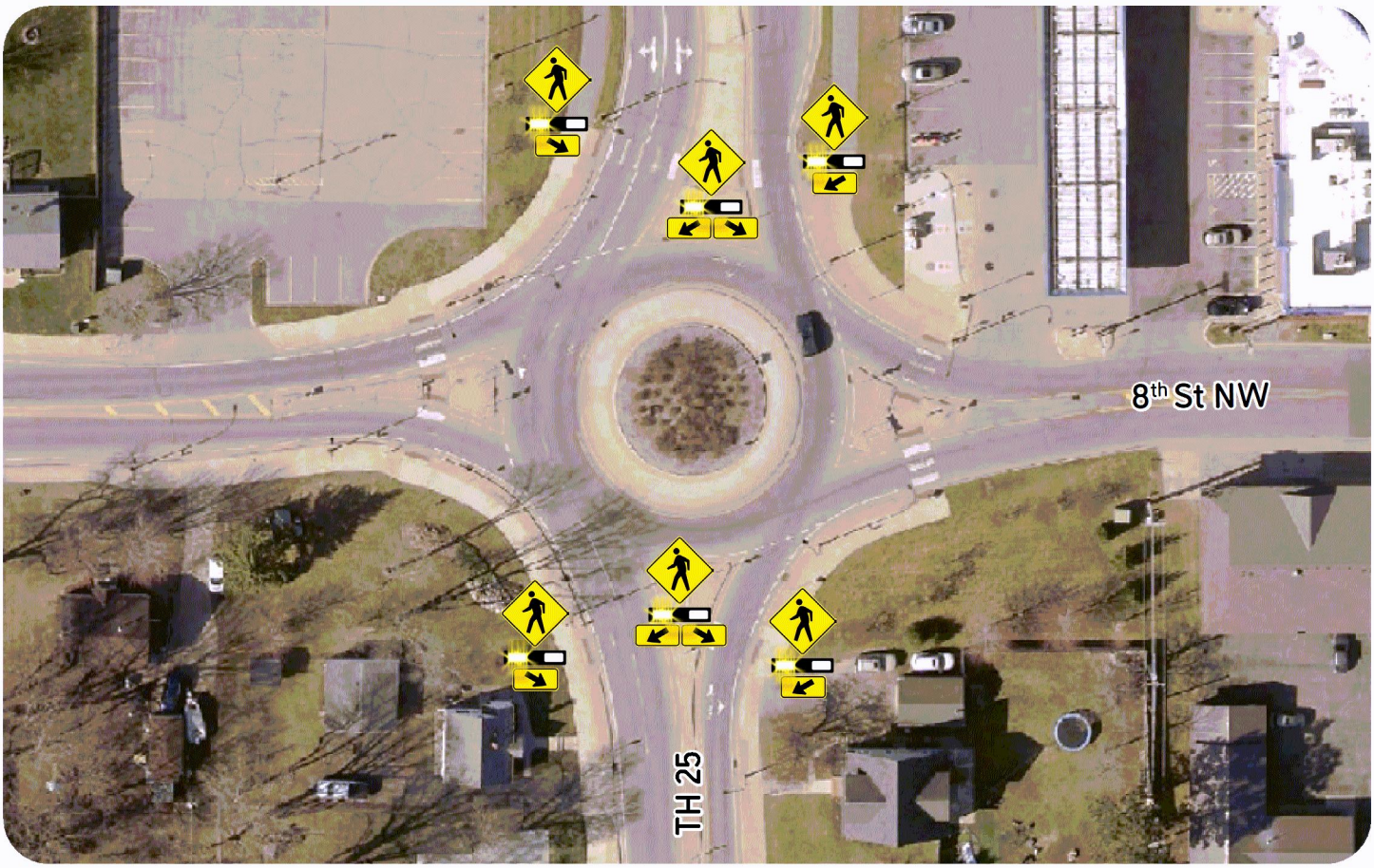


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 25 & 8th Street NE

Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	TH 25 segment crash rate (all severities) is above the critical rate between 7th St NE and 15th St NE
Mitigation Options	• Rectangular rapid flashing beacons • Raised crossings on multi-lane approaches (southbound entry and southbound exit)
Rationale	• Elevated crash rate • Public concerns related to pedestrian crossing visibility • Pedestrian crash reported • RRFBs or raised crossings now required on multi-lane roundabout approaches (entry or exit)
Anticipated Safety Benefit	• RRFBs can reduce pedestrian crashes by up to 47%, and increase yielding rates up to 98% (FHWA proven safety countermeasure) • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities
Cost Estimate (with assumptions)	$50,000 - $60,000 (2 RRFBs and 2 Raised Crossings)

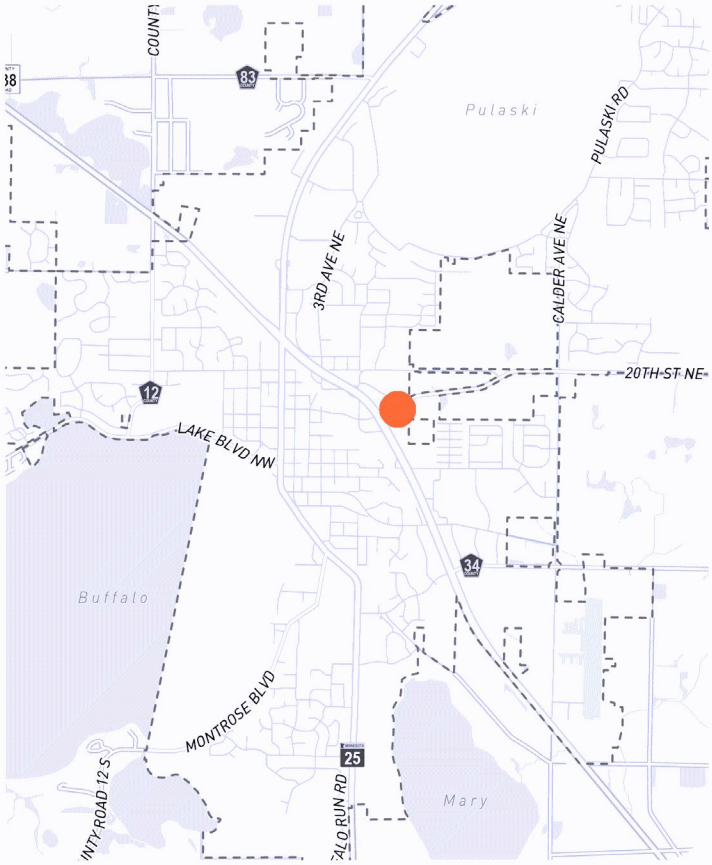


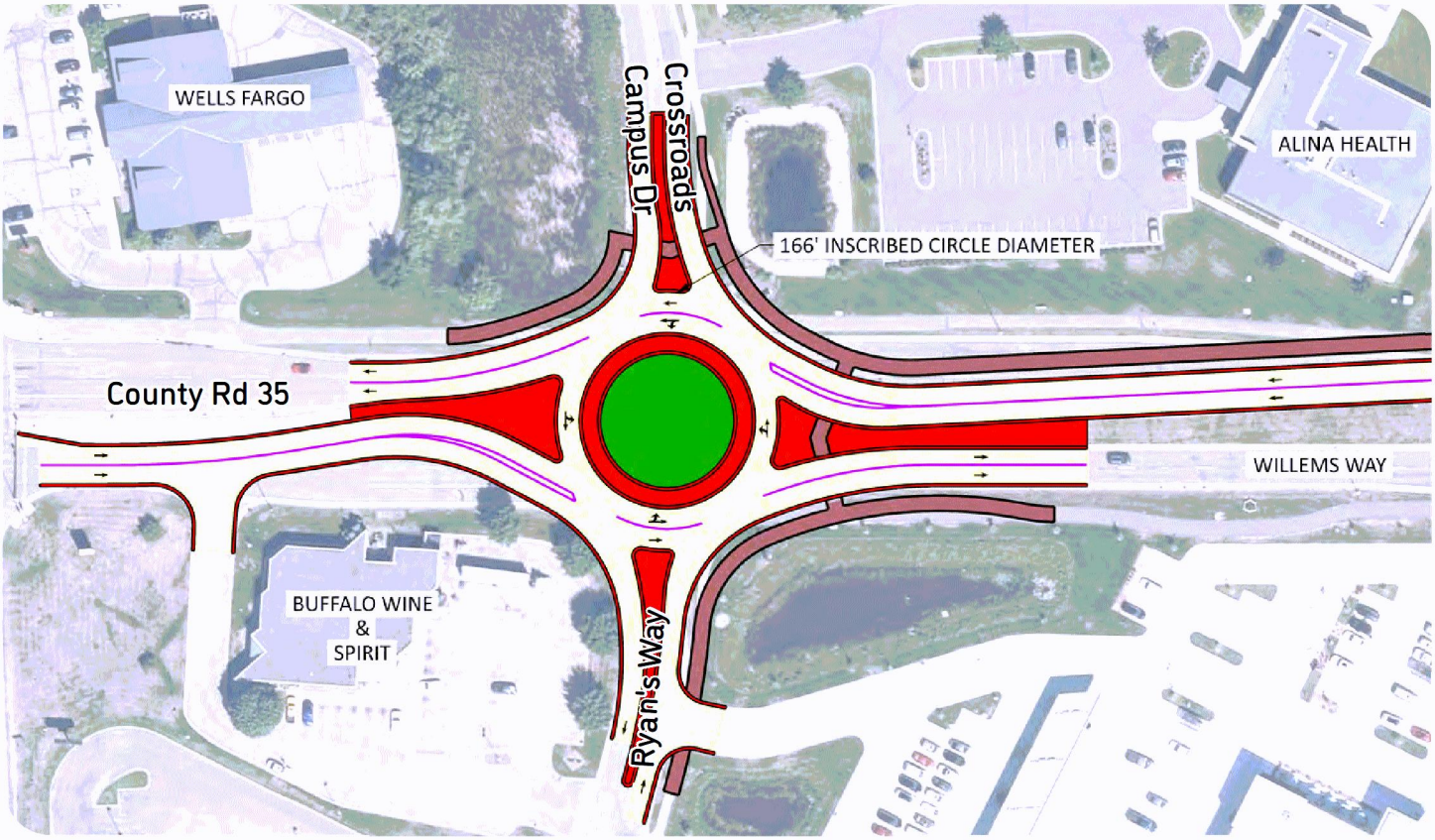


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

County Road 35 & Ryan's Way / Crossroads Campus Drive

Roadway Jurisdiction	Wright County / City of Buffalo
Crash Rate Assessment	Intersection crash rate (all severities) crash rate is above the critical rate
Mitigation Option	Roundabout
Rationale	• Elevated crash rate • History of angle and left turn crashes, currently under two-way stop control
Anticipated Safety Benefit	• MnDOT roundabout safety data indicates single lane roundabouts reduce angle crash potential by 69%, reduce fatal crash potential by 89%, and reduce serious injury crash potential by 83% • Angle crash reductions are higher at single lane roundabouts (68% reduction), however fatal/serious injury crash reduction is significant even at 2x1 roundabouts • Roundabouts also provide traffic calming benefit
Other Information	• An Intersection Control Evaluation (ICE) Report was completed in 2024 indicating acceptable operations with a single lane roundabout. A concept plan was also developed in 2024. • The 2024 evaluation estimated a total project cost of $3,250,000

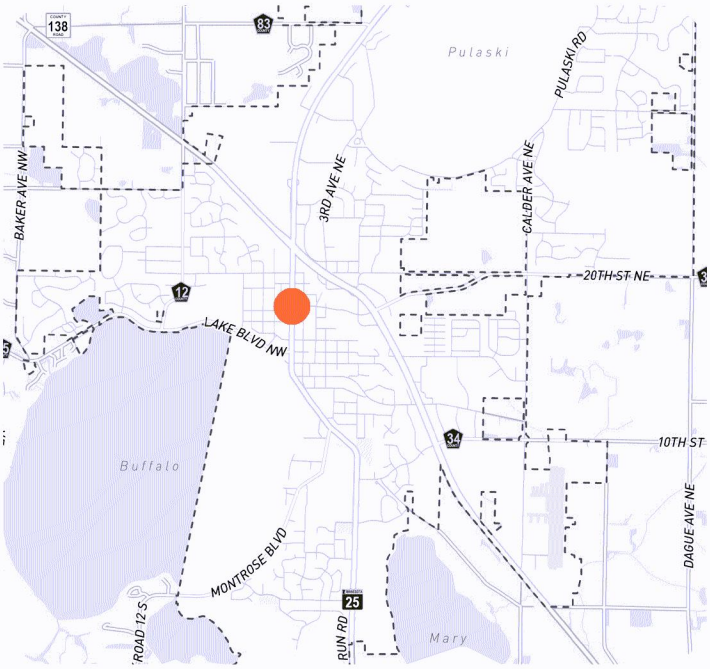




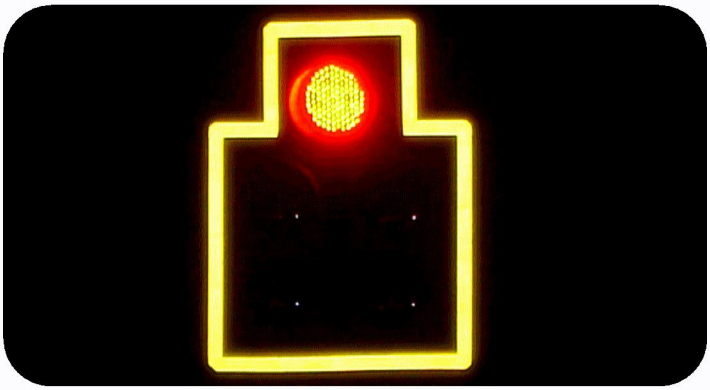
Conceptual drawing (subject to change): County Rd 35 & Ryan's Way / Crossroads Campus Dr (source: 2024 ICE Report)

Trunk Highway 25 & 5th Street NE

Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	5th St NE segment crash rate (all severities) is above the critical rate at this intersection
Mitigation Options	• Leading pedestrian interval • Retroreflective backplates for signal heads
Rationale	• Near the downtown area, which is a high-activity area for pedestrians • Bicycle crash reported • Rear-end crashes are common (64% of reported crashes), suggests inattention from some drivers
Anticipated Safety Benefit	• LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven safety countermeasure) • Retroreflective signal heads reduce overall crashes by 15% (FHWA proven safety countermeasure) • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities



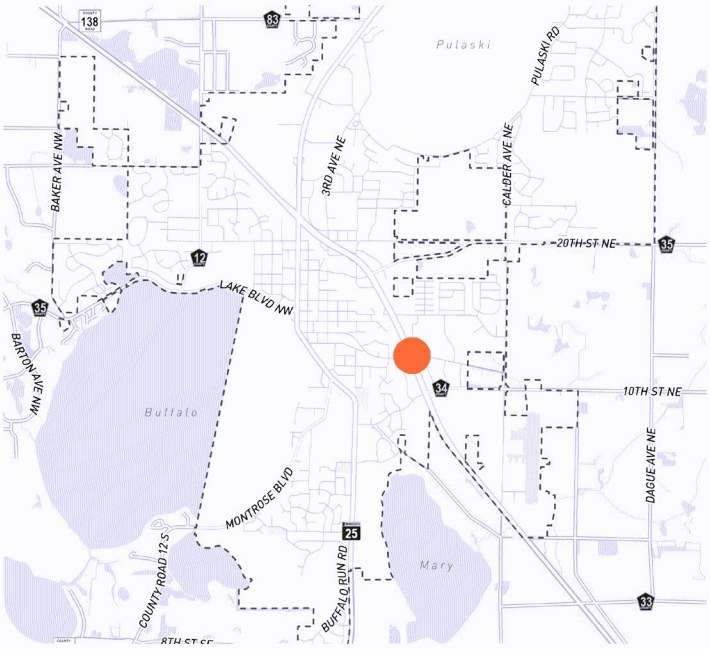
Note: Image of leading pedestrian interval for illustrative purposes. Further analysis and engineering will be required prior to implementation.



Note: Image of retroreflective backplates for illustrative purposes (source: Carolina DOT). Further analysis and engineering will be required prior to implementation.

Trunk Highway 55 & 2nd Street S / 3rd Street S

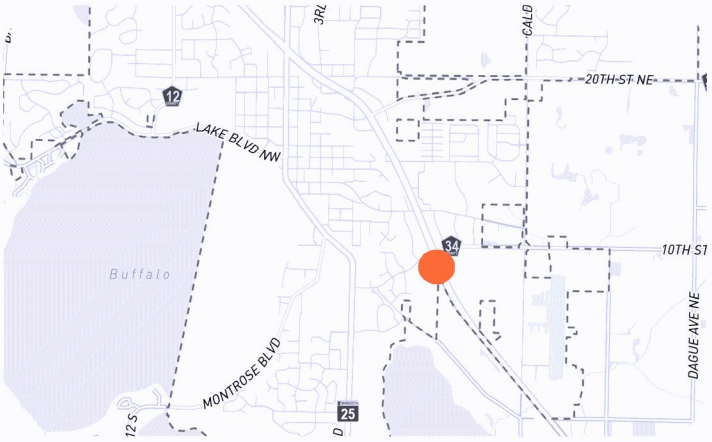
Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	TH 55 segment crash rate (all severities) is above the critical rate between TH 25 and Settlers Parkway
Mitigation Options	• Traffic signal revisions (add retroreflective backplates, flashing yellow arrow signals heads, accessible pedestrian signals, leading pedestrian interval, and signal timing review) • Provide median refuge for pedestrian crossings across TH 55 • Improve side street left turn lane alignment to neutral or positive offset • Remove or improve northbound right turn channelizing island to low angle channel/smart channel • Consider pre-signal on west approach due to close proximity to railroad tracks
Rationale	• Elevated crash rate • Traffic signal lacks modern features, inconsistent with more recent signal design • Long pedestrian crossing distances across TH 55 • Pedestrian crash reported • Removing or improving channelizing islands has become standard practice across Minnesota • Pre-signals are consistent with recent MnDOT practice for at-grade railroad crossings near traffic signals
Anticipated Safety Benefit	• Retroreflective signal heads reduce overall crashes by 15% (FHWA proven safety countermeasure) • Accessible pedestrian signals improve safety and comfort for users with vision impairments • LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven safety countermeasure) • Research shows improving left turn lane offsets reduces crashes by 34% (CMF 6095) • FHWA research has found that pedestrian refuges reduce pedestrian crashes by 56% (FHWA proven safety countermeasure) • Research published by MnDOT found that low angle channels reduce rear end crashes by 60% • Pre-signals reduce the likelihood of vehicles being stopped on the railroad tracks
Other Information	• Improvements could be made as part of signal replacement if such a project is imminent • Adding sidewalk or trail to 3rd Street is recommended east of TH 55 • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities



Note: Image of pedestrian refuge median for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 55 & Settlers Parkway / County Road 34

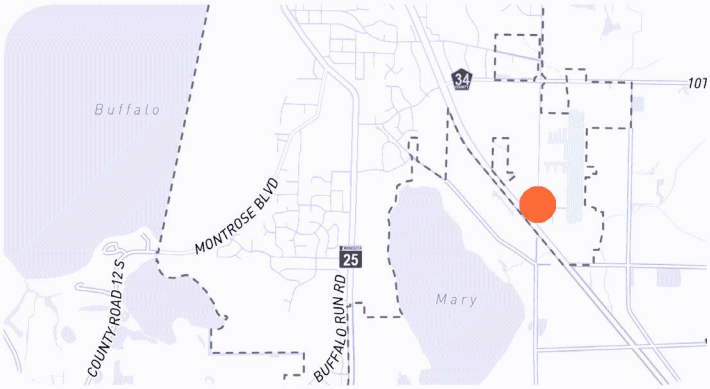
Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	TH 55 segment crash rate (all severities) is above the critical rate between TH 25 and Settlers Parkway
Mitigation Options	• Traffic signal revisions (add retroreflective backplates, flashing yellow arrow signals heads, accessible pedestrian signals, leading pedestrian interval, and signal timing review) • Provide median refuge for pedestrian crossings across TH 55
Rationale	• Elevated crash rate • Traffic signal lacks modern features, inconsistent with more recent signal design • Long pedestrian crossing distances across TH 55
Anticipated Safety Benefit	• Retroreflective signal heads reduce overall crashes by 15% (FHWA proven safety countermeasure) • Accessible pedestrian signals improve safety and comfort for users with vision impairments • LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven safety countermeasure) • FHWA research has found that pedestrian refuges reduce pedestrian crashes by 56% (FHWA proven safety countermeasure)
Other Information	• Improvements could be made as part of signal replacement if such a project is imminent • Adding sidewalk connection to Target is recommended on the south side of Settlers Parkway • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities



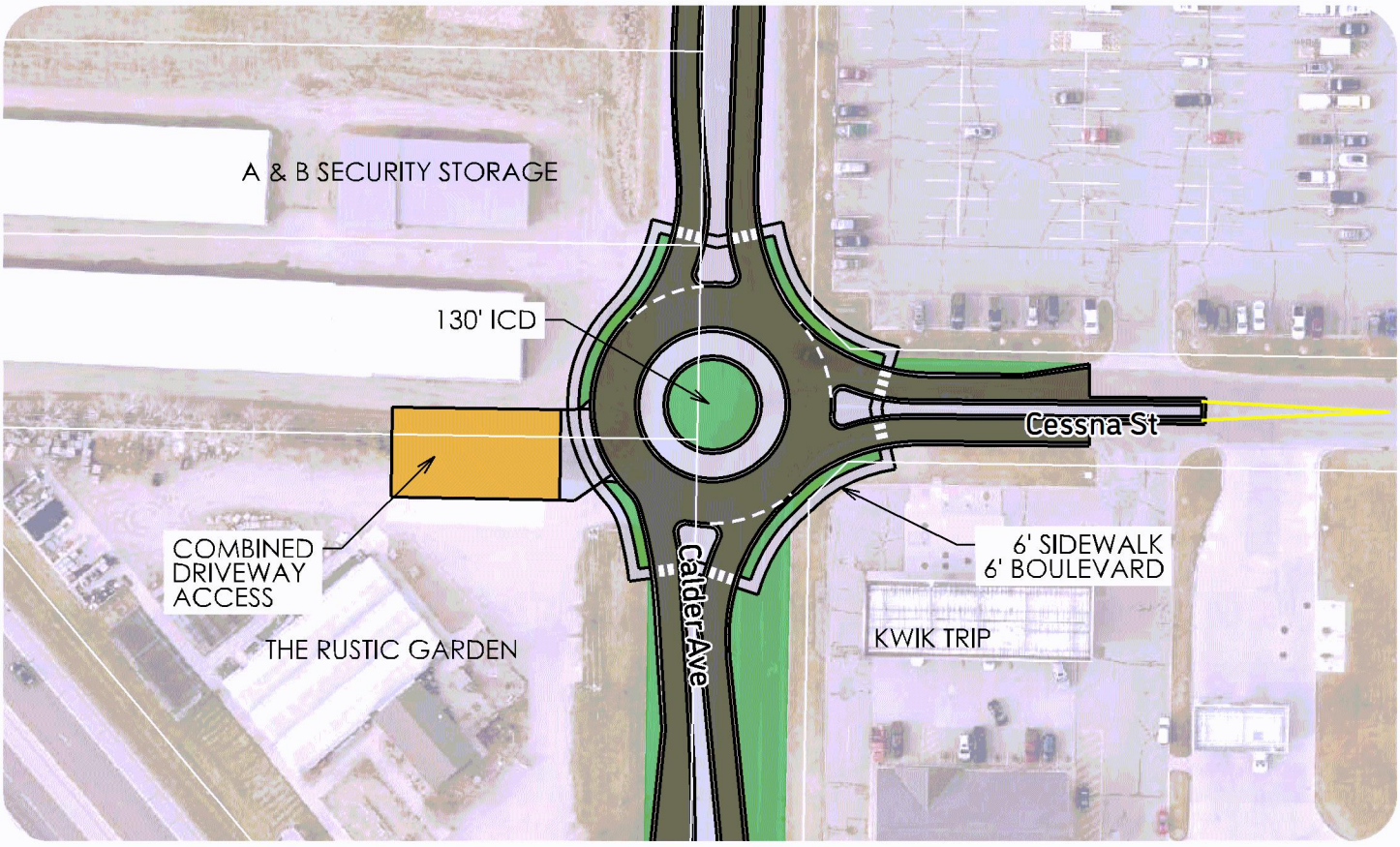
Note: Image of leading pedestrian interval for illustrative purposes (source: City of Long Beach). Further analysis and engineering will be required prior to implementation.

Calder Avenue & Cessna Street

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	Intersection crash rate (all severities) crash rate is at or above the critical rate
Mitigation Option	• Single-lane roundabout • Access management
Rationale	• Existing condition: Calder Ave has the right-of-way with posted speeds of 55 mph, creating challenges for left turns from Cessna Ave and increasing severity risk • Private accesses near the intersection are closely spaced and not aligned, increasing conflict potential • History of angle crashes at this location
Anticipated Safety Benefit	• MnDOT roundabout safety data indicates single-lane roundabouts reduce angle crash potential by 69%, reduce fatal crash potential by 89%, and reduce serious injury crash potential by 83% • Roundabouts also provide traffic calming benefits by reducing approach speeds and converting stop or high-speed through movements into yield conditions
Cost Estimate (with assumptions)	$1,900,000 - $2,600,000 (mini-roundabout)



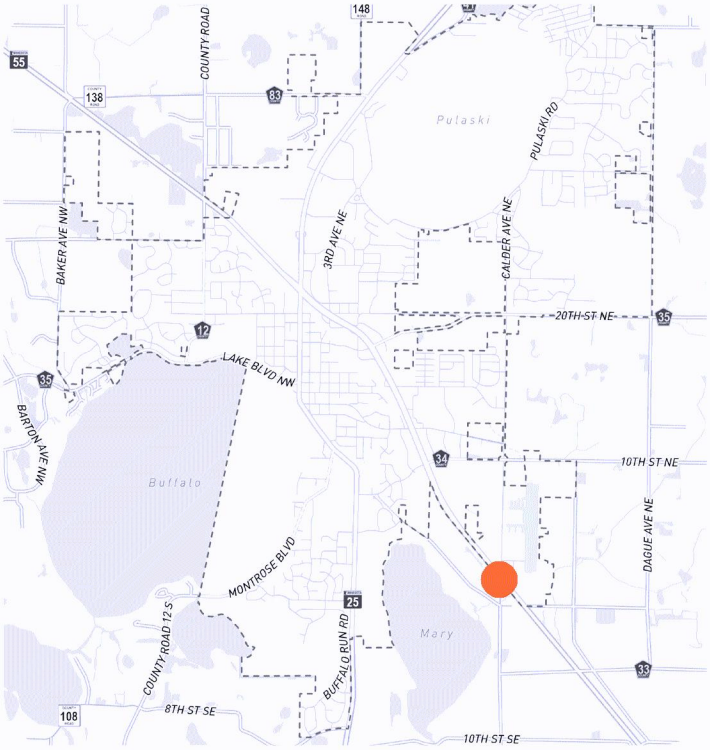
Other Information	• The proposed design consolidates two existing driveways on the west side of the intersection into a single, centered access point within the roundabout influence area, reducing conflict points and simplifying driver decision-making • The roundabout geometry gradually slows southbound traffic on Calder Ave, improving safety for all users • Consideration should be given to signing and lighting enhancements to improve nighttime visibility and driver awareness • Further analysis and engineering will be required prior to implementation



Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 55 & Calder Avenue

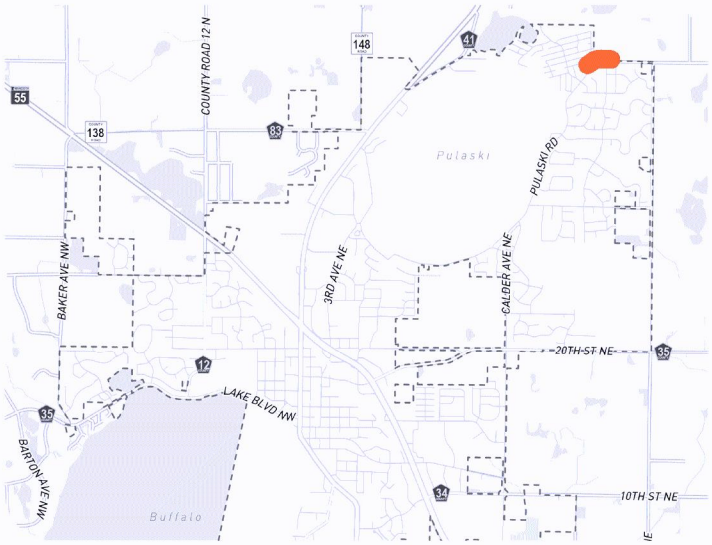
Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	TH 55 segment crash rate (all severities) is at or above the critical rate between Settlers Pkwy and Calder Ave
Mitigation Option	Roundabout
Rationale	• 61% of crashes are rear end collisions • Traffic calming benefit for TH 55 as it enters Buffalo and for Calder Ave due to nearby access at Cessna St/Menards
Anticipated Safety Benefit	MnDOT roundabout safety data indicates single lane roundabouts reduce rear-end crash potential by 32%, reduce fatal crash potential by 89%, and reduce serious injury crash potential by 83%
Other Information	• Planning level review indicates acceptable operations with single lane roundabout • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities
Cost Estimate (with assumptions)	$2,900,000 - $3,500,000 (2x1 roundabout)

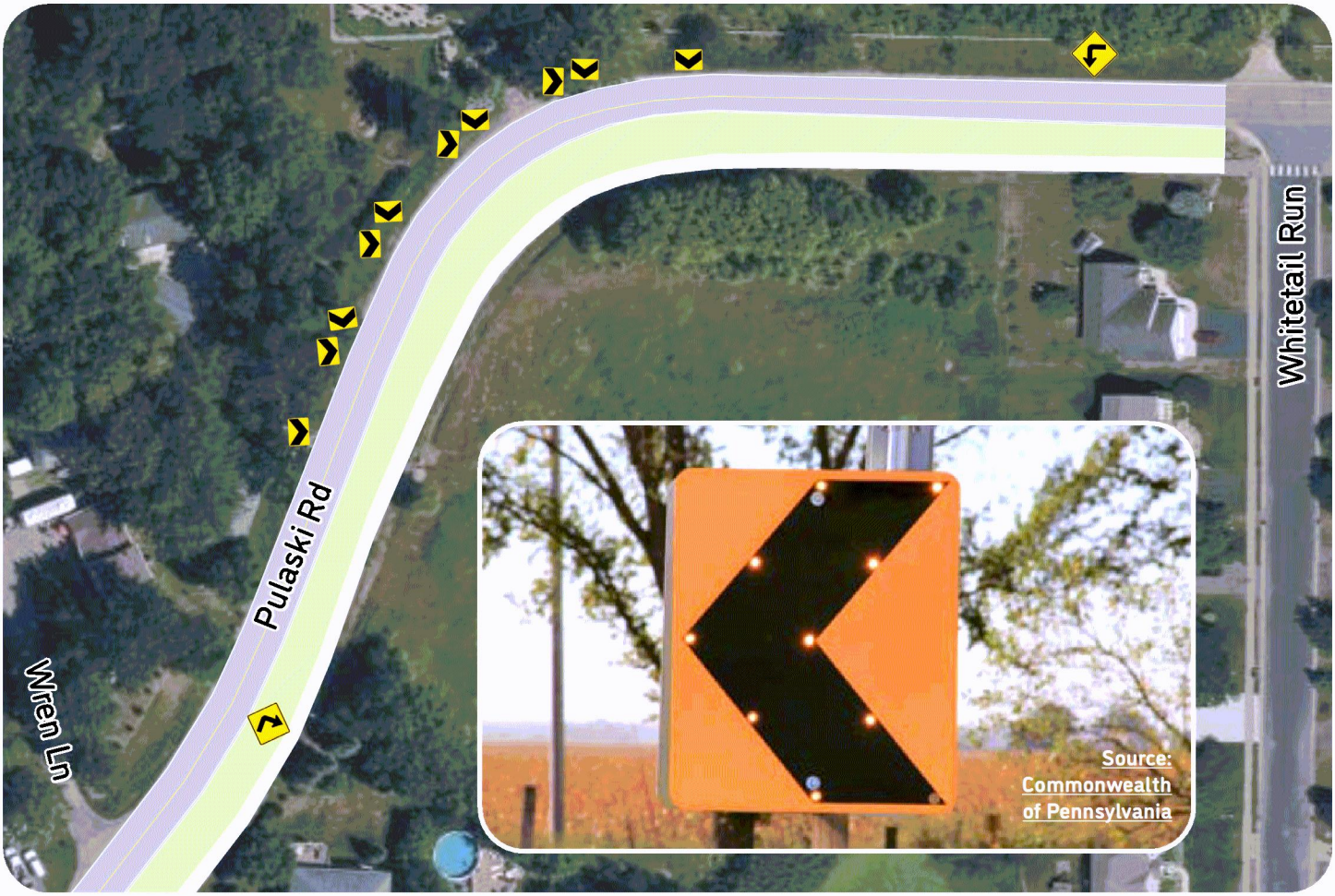


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Pulaski Road: Wren Lane to Whitetail Run

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	All severities crash rate on Pulaski Rd is at or above the critical rate between Wren Ln and Whitetail Run
Mitigation Option	Enhanced chevron signs (flashing LED and/or larger signs)
Rationale	Sharp curve without roadway lighting
Anticipated Safety Benefit	• Better visibility of signs improves driver awareness of curve • Sequential dynamic chevrons have been found to reduce fatal and injury crashes by 60% (FHWA proven safety countermeasure)
Other Information	LED signs can be solar powered

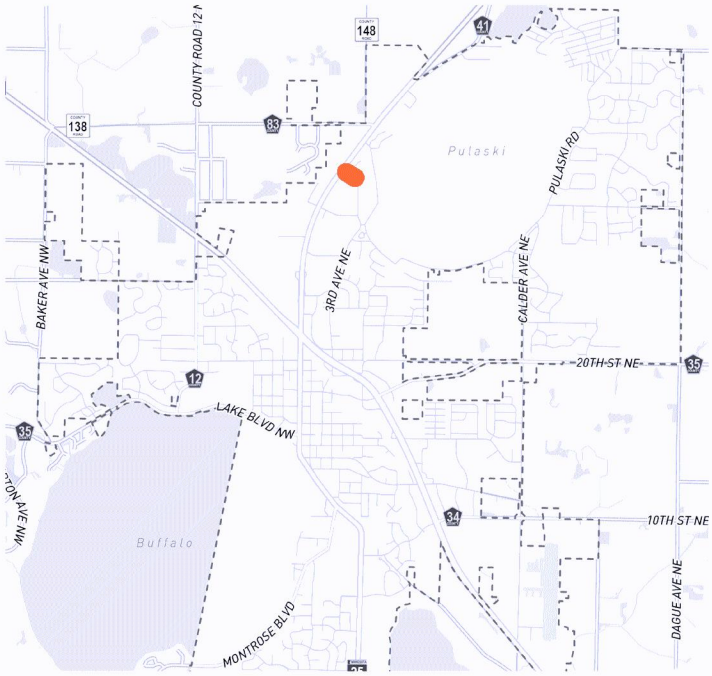


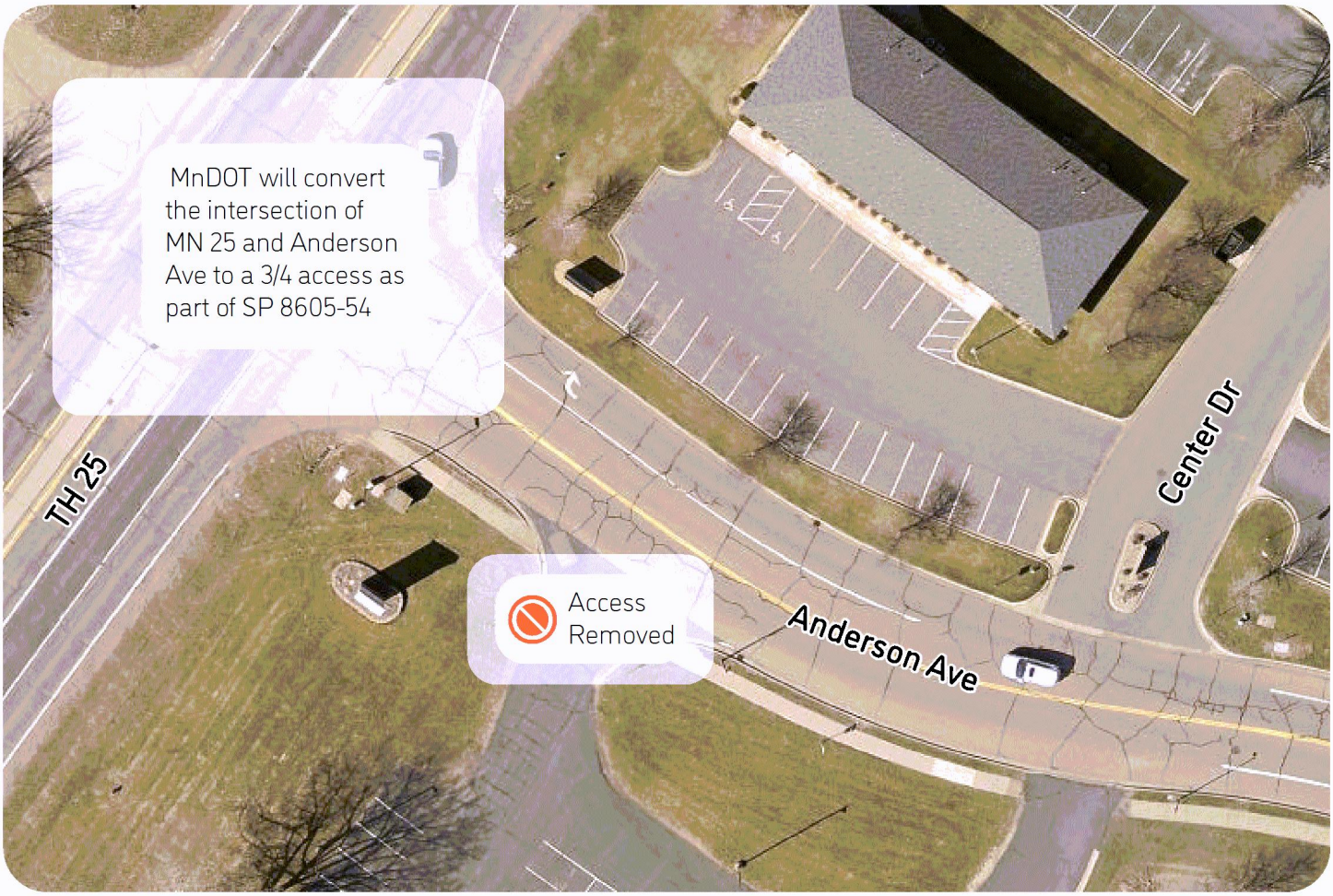


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Anderson Avenue: Trunk Highway 25 to Center Drive

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	All severities crash rate on Anderson Ave is at or above the critical rate between TH 25 and Center Dr
Mitigation Option	Close hospital driveway closest to TH 25
Rationale	• Dense access spacing close to TH 25 intersection, short corner clearance from TH 25 increase rear-end crash potential • MnDOT's preferred corner clearance on side streets at intersections with the trunk highway system is 125 feet (225 feet preferred). The existing access aligned with Center Drive meets this standard.
Anticipated Safety Benefit	Reduced number of conflict points near intersection with TH 25
Other Information	Redundant existing access layout; access still available to the east

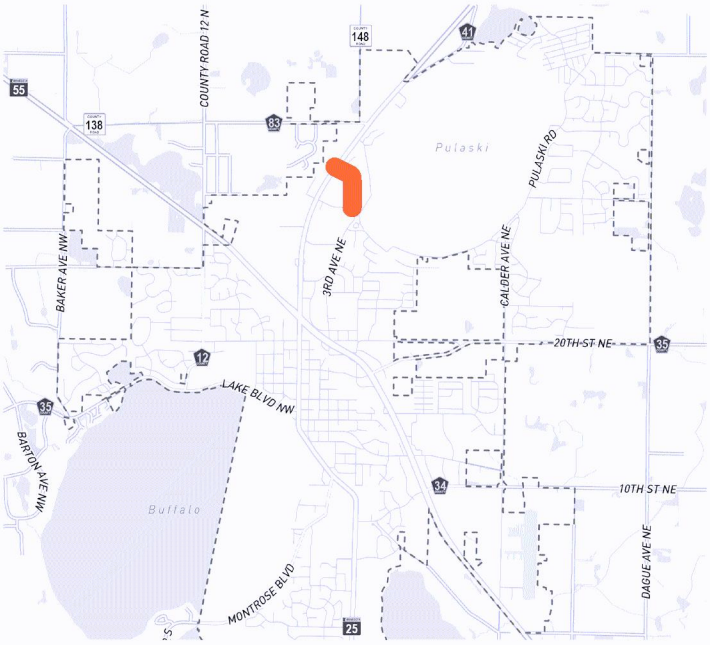


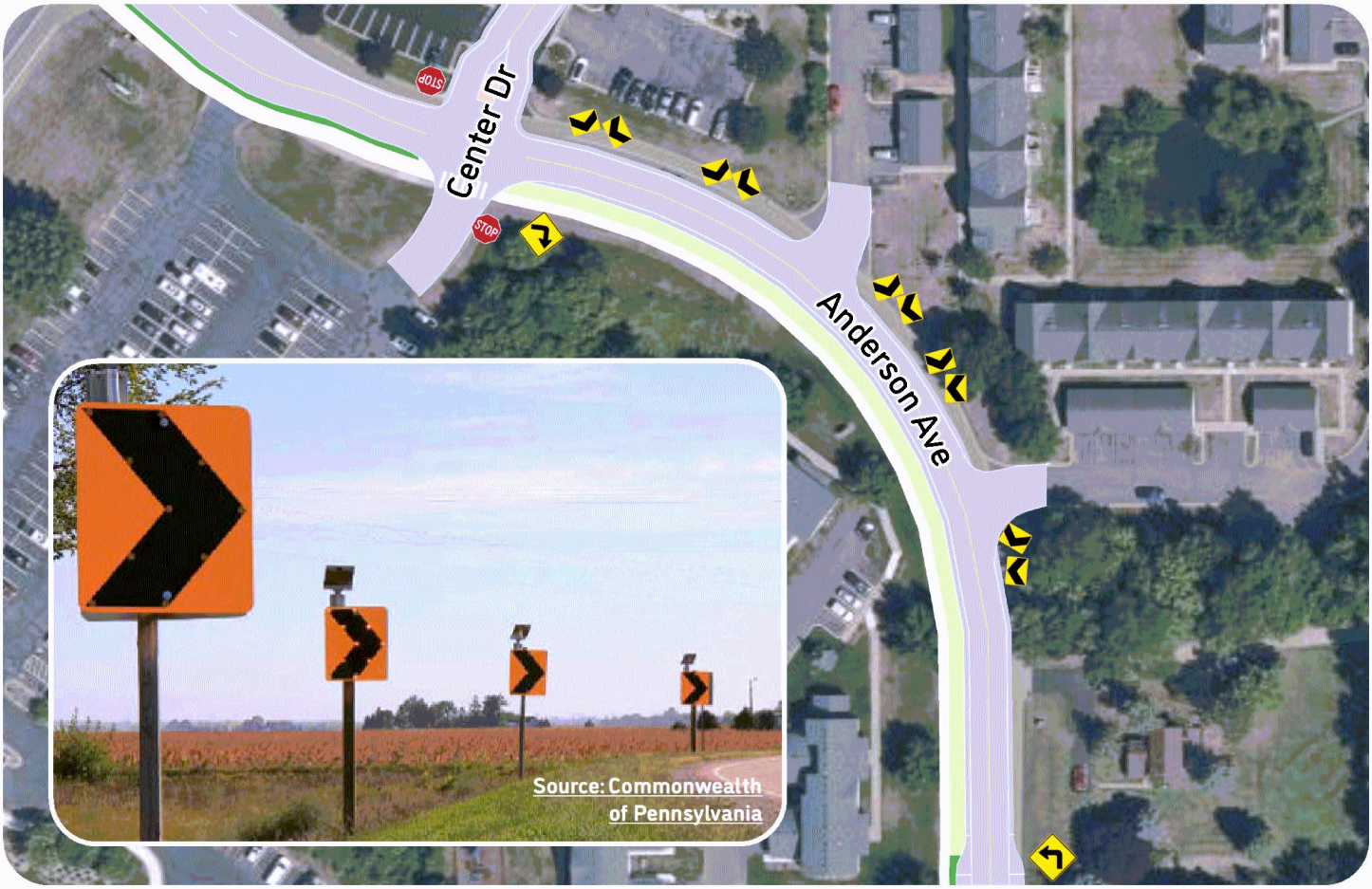


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Anderson Avenue: Center Drive to Catlin Street

Roadway Jurisdiction	City of Buffalo
Crash Rate Assessment	All severities crash rate on Anderson Ave is at or above the critical rate between Center Dr and Catlin St
Mitigation Option	Chevron signs on curve
Rationale	History of angle crashes and vehicles that fail to negotiate the curve
Anticipated Safety Benefit	Chevron signs reduce fatal/serious injury crashes by 16% and reduce night-time crashes (all severities) by 25% (FHWA proven safety countermeasure)
Other Information	• Traffic calming improvements could be added during a future reconstruct • Traffic calming options include narrowing roadway width in the vicinity of the curve. Curb extensions could also be considered near Kestrel Wood Townhomes

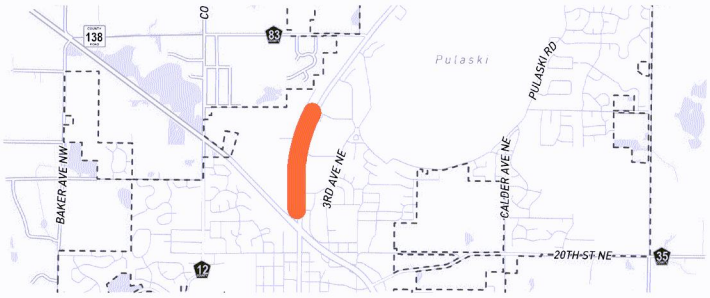




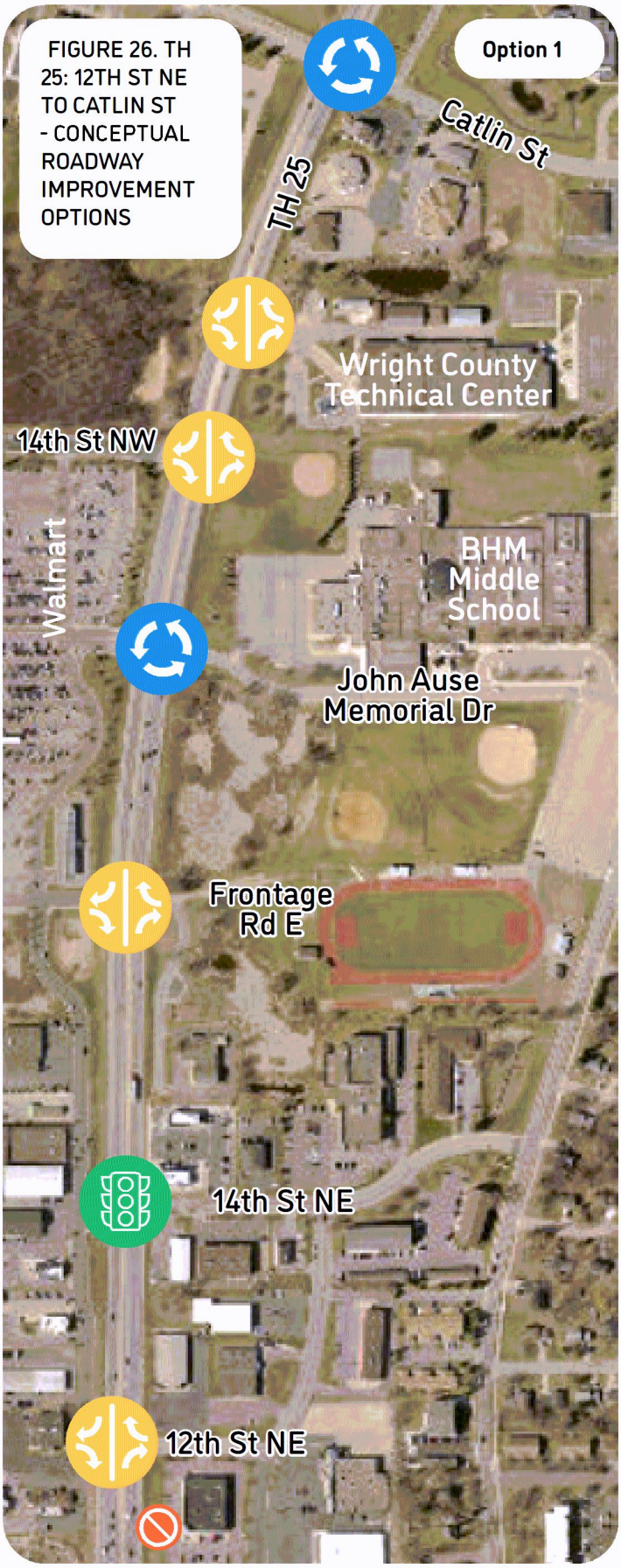
Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 25: 12th Street NE to Catlin Street

Roadway Jurisdiction	MnDOT / City of Buffalo
Crash Rate Assessment	• TH 25 segment crash rate (all severities) is above the critical rate between 7th St NE and 15th St NE • Angle crashes are the most common crash type (~47%) • Fatal crash reported near John Ause Memorial Dr/Walmart (northbound left-turn)
Mitigation Option	Option 1 (see Figure 26 on next page): • Catlin St — Roundabout (programmed) • Wright County Technical Center driveway - RI/RO (right-in/right-out) (No Change to Existing) • 14th St NW — RI/RO • John Ause Memorial Dr — Roundabout • Frontage Rd E — RI/RO • 14th St NE — Maintain signal control • 12th St NE — RI/RO (No Change to Existing) • Walgreens driveway - Remove access Option 2 (see Figure 26 on next page): • Catlin St — Roundabout (programmed) • 14th St NW — Roundabout • John Ause Memorial Dr — RI/RO • Frontage Rd E — Roundabout • 14th St NE — RI/RO • 12th St NE — RI/RO (No Change to Existing) • Walgreens driveway - Remove access
Anticipated Safety Benefit	• Roundabouts: Reduce fatal crashes ~89%, serious injury ~83%, and angle crashes ~69% (MnDOT data) • ¾ access / RI/RO: Remove high-severity crossing conflicts, reducing serious-injury risk • If channelized rights remain: Low-angle ("smart") channels reduce rear-end crashes ~60% • Overall: Option 2 expected to deliver the greatest reduction in severe crashes due to fewer conflict points and more roundabouts



Rationale	Both Options: • Elevated corridor crash rate; angle crashes predominate • Roundabouts provide traffic calming and reduce severe conflicts Option 1: • Maintains signal at 14th St NE due to frontage road proximity; roundabout would require frontage road closure or realignment (≥50 ft separation) and multiple property takes • Adds roundabout at John Ause Memorial Dr to address high crash risk near Walmart Option 2: • Highest safety benefit by adding three roundabouts and removing two high-conflict driveways • Bookends Walmart with roundabouts at Frontage Rd E and 14th St NW,, supporting future growth east/west • Requires frontage road modifications or ROW acquisition at 14th St NE; feasible only with broader network changes
Other Information	• Frontage roads add complexity; ICE and detailed corridor study required before advancing • Access restrictions may shift trips to 3rd Ave; monitor impacts • Coordinate with MnDOT; aligns with Central MN ATP Region 7W priorities • Both concepts are preliminary; ROW, drainage, and access impacts to be evaluated in future phases



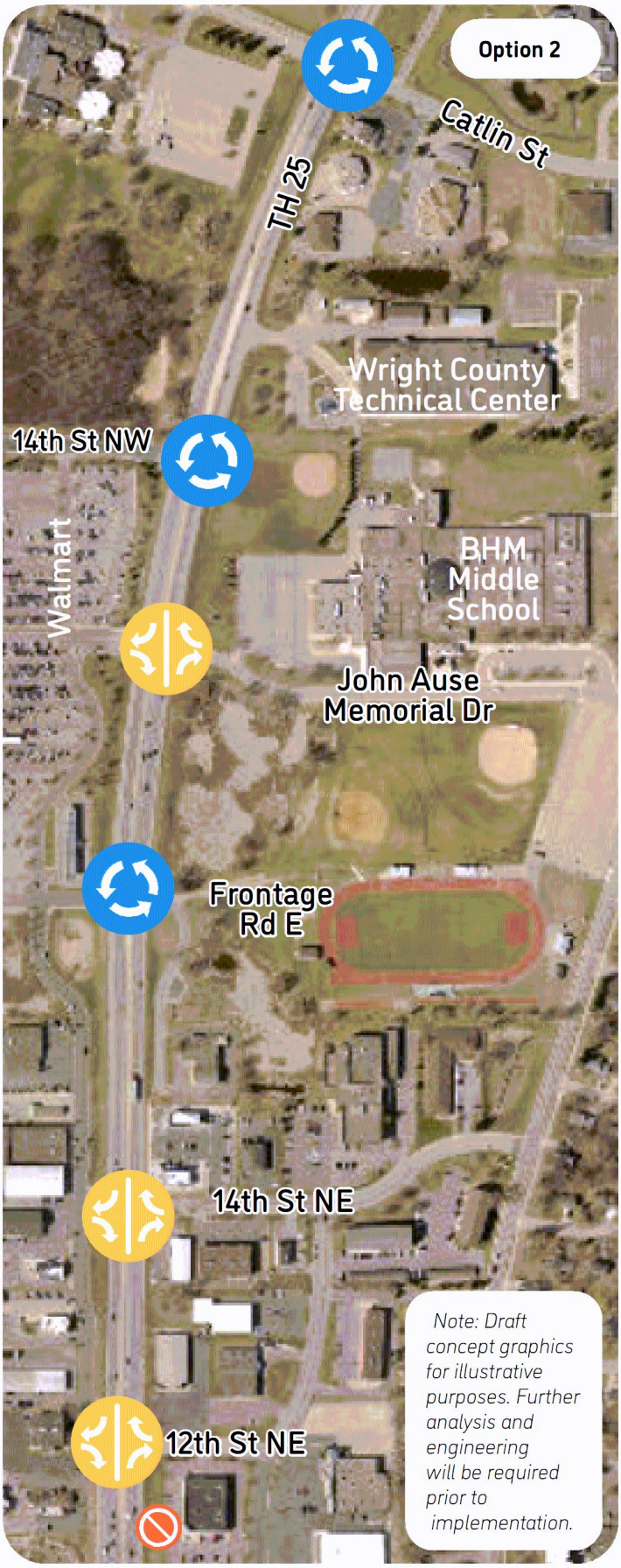


FIGURE 26. TH 25: 12TH ST NE TO CATLIN ST - CONCEPTUAL ROADWAY IMPROVEMENT OPTIONS

Legend

Roundabout

Right-In/ Right-Out

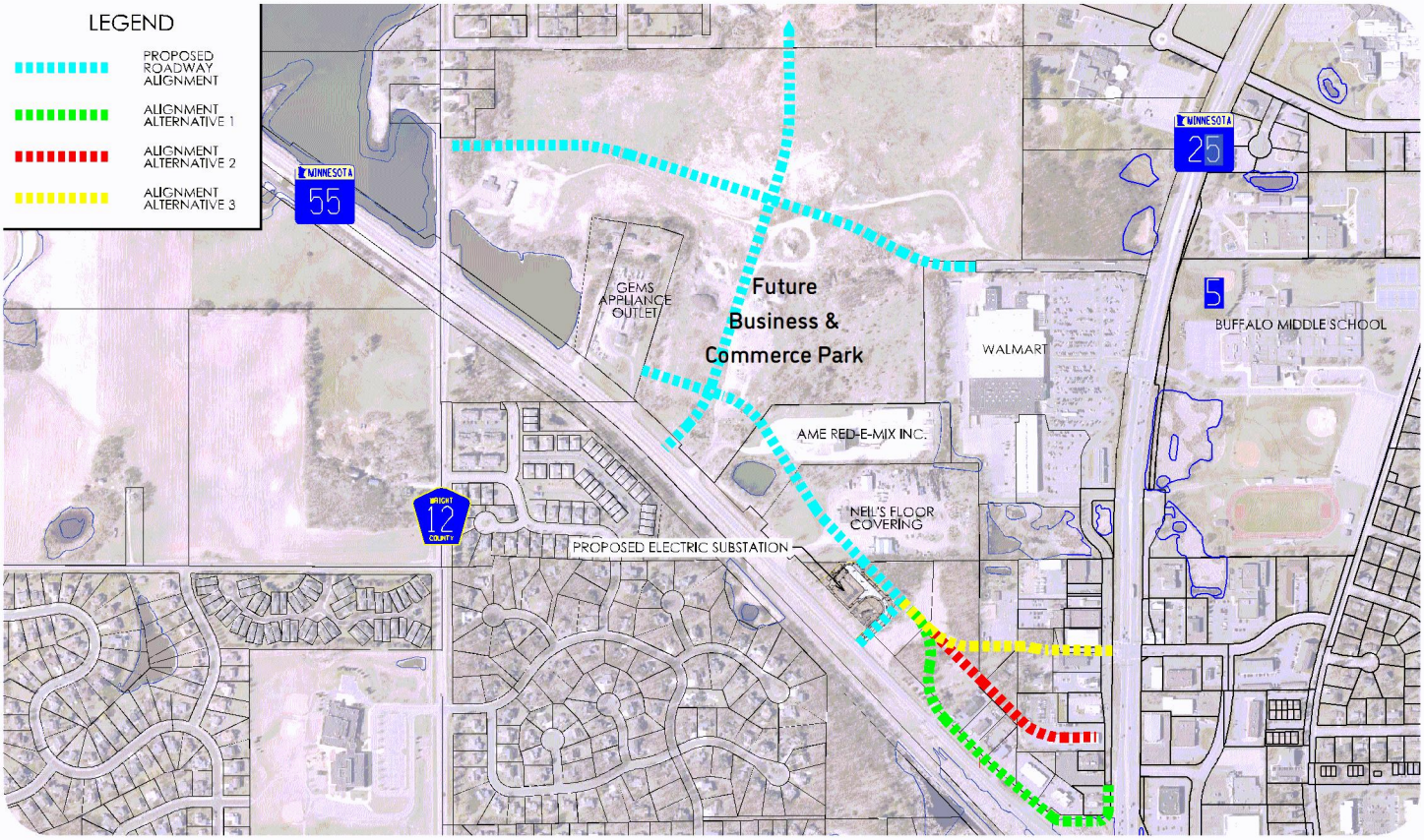
Signal

Access Removed

Trunk Highway 55: West of Trunk Highway 25

Roadway Jurisdiction	MnDOT
Crash Rate Assessment	• All-severities crash rate on TH 55 is at or above the critical rate west of TH 25 • Fatal crash reported on TH 55 just west of TH 25
Mitigation Option	• Alignment 1 (Green): Requires 60' ROW, partial acquisition of 0.62 acres from a business property, and removal of 24 parking spaces. Significant wetland impacts near TH 55/TH 25 corner. All businesses retain access via the new frontage road • Alignment 2 (Red): Requires full acquisition of Ryan's Automotive property and partial acquisition of a residential property, leaving the proposed ROW 33 feet from the existing house. Provides access via a backage road • Alignment 3 (Yellow): Requires full acquisition of two businesses; remaining property would be difficult to redevelop due to irregular shape. Does not provide new access for existing businesses, which would retain direct access from TH 55. Provides overall best traffic flow for local trips keeping local trips off TH system.

Rationale	• TH 55 is a high-speed (55 mph) corridor with a history of rear-end and sideswipe crashes • Multiple closely spaced private accesses increase conflict points and crash potential • Realigning access through a frontage or backage road system reduces conflict points, improves sight distance, and supports safer turning movements
Anticipated Safety Benefit	• FHWA research shows that reducing driveway density and improving access spacing can lower crash rates by up to 25–31% on urban/suburban arterials • Access management strategies reduce high-severity crossing conflicts and improve sight distance for turning vehicles
Other Information	• Coordination with property owners and MnDOT will be required to implement frontage road solutions • Planning-level analysis should consider future traffic growth and potential right-of-way needs for frontage road connections • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities

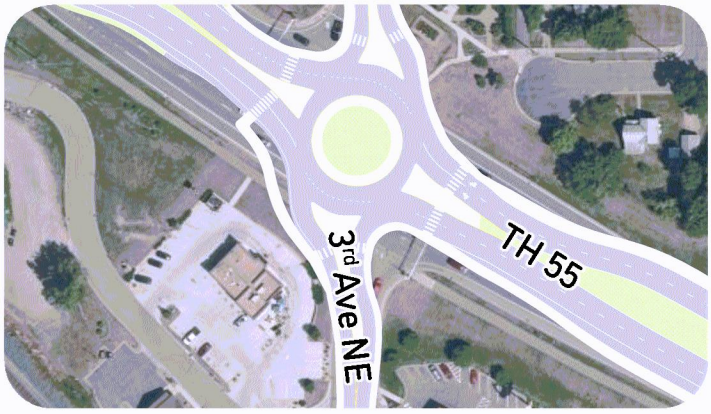


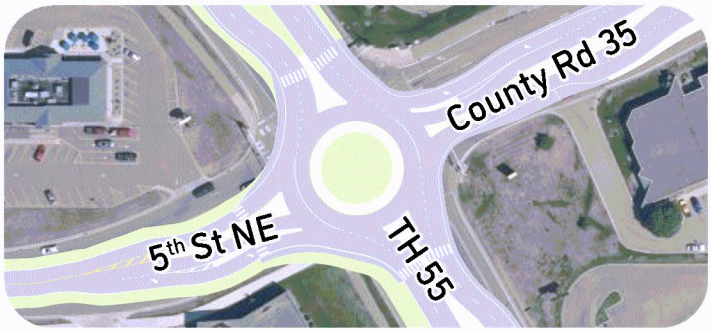
Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

Trunk Highway 55: 3rd Avenue NE to 1st Street NE

Roadway Jurisdiction	MnDOT / Wright County / City of Buffalo
Crash Rate Assessment	• TH 55 segment crash rate (all severities) is above the critical rate between TH 25 and Settlers Parkway/10th St NE • TH 55 segment fatal/serious injury crash rate is above the critical rate between TH 25 and 3rd Ave NE
Mitigation Options	Option 1: • Traffic signal revisions: add retroreflective backplates, flashing yellow arrow signal heads (for use during non-peak times), accessible pedestrian signals, leading pedestrian interval, and signal timing review • Provide median refuge for pedestrian crossings across TH 55 • Improve negative left turn lane offset on side streets where applicable Option 2: • Roundabout corridor
Rationale	• Elevated crash rate (both options) Option 1: • Traffic signals lack modern features, inconsistent with more recent signal design. Research has proven safety benefits with modern signal features • Pedestrian refuges are desirable on high volume/high speed roadways. Pedestrian crash reported at 3rd Ave NE intersection, bike crash reported at County Rd 35 intersection Option 2: • Angle crashes are the most common crash type at the intersection (55% of crashes) • Angle crashes have a high chance for being severe crashes (40% of fatal/serious injury crashes at traffic signals across Minnesota are angle crashes, no other crash type is over 20% of fatal/serious injury crashes)
Other Information	Both options align with MnDOT Central MN ATP Region 7W's long-range priorities Option 1: • Improvements could be made as part of signal replacement if such a project is imminent Option 2: • Planning-level review of daily traffic volumes suggests acceptable traffic operations with 2x1 roundabout, however right turn bypasses may be required on some approaches • A more detailed study of TH 55 is recommended prior to traffic control changes at existing signals

Anticipated Safety Benefit	Option 1: • Retroreflective signal heads reduce overall crashes by 15% (FHWA proven safety countermeasure) • Accessible pedestrian signals improve safety and comfort for users with vision impairments • LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven safety countermeasure) • Research shows improving left turn lane offsets reduces crashes by 34% • FHWA research has found that pedestrian refuges reduce pedestrian crashes by 56% (FHWA proven safety countermeasure) Option 2: • Traffic calming benefit from roundabouts • Across Minnesota, roundabouts have been found to reduce fatal crashes by 86% and serious injury crashes by 83% after implementation • In Minnesota, 2x1 roundabouts have been found to reduce right angle crashes by 25%





Note: Draft concept graphics for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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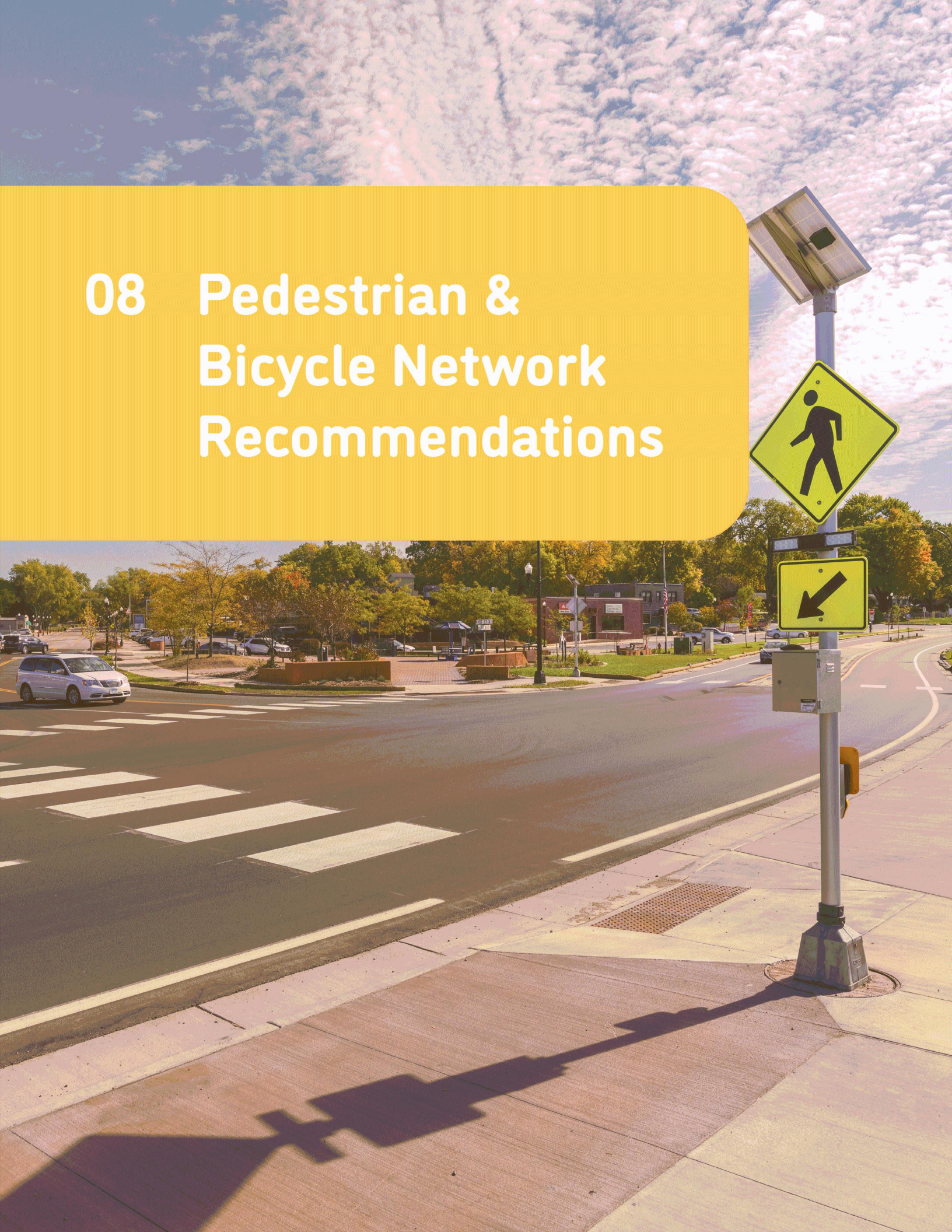
08 Pedestrian & Bicycle Network Recommendations



Pedestrian & Bicycle Network Recommendations

Overview

This chapter introduces a citywide map of proposed trail and crossing enhancements designed to improve safety, connectivity, and comfort for people walking, biking, and rolling. The map highlights priority locations for future multimodal investments that aim to reduce crash risk for vulnerable users and create a more accessible transportation network.

Together with the policy guidance for implementation and funding provided in the next chapter, these recommendations reflect a comprehensive approach informed by local plans, community input, and best practices in active transportation planning. The goal is to advance Buffalo's vision of a safer, more connected system that supports people of all ages and abilities. Figure 27 on the following page illustrates where proposed enhancements are concentrated across the city.

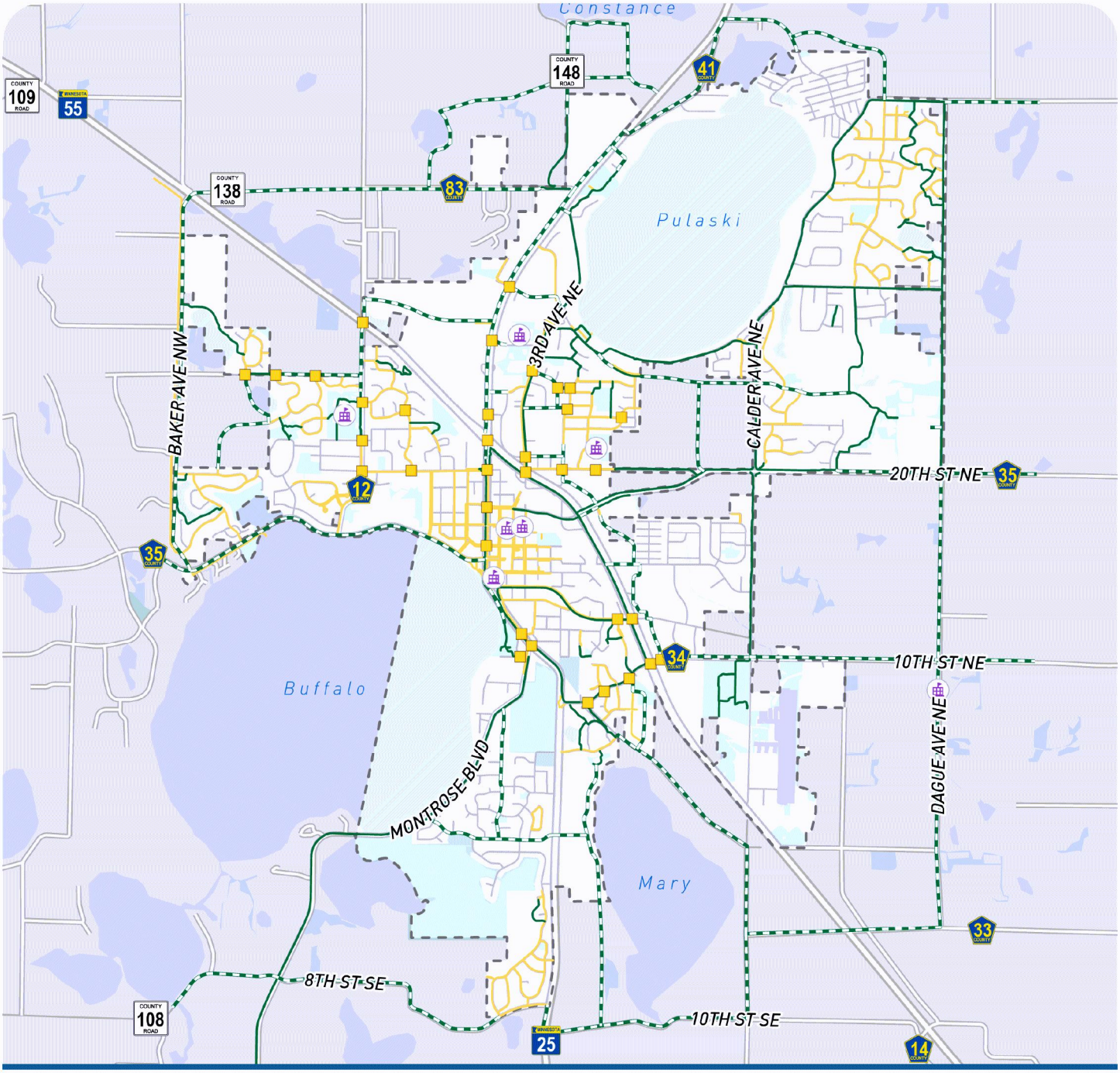
Methodology

Priority locations were identified through a multi-step process that combined:

- Review of local and regional transportation and land use plans
- Input gathered through community engagement activities
- Application of a prioritization framework focused on safety, equity, and connectivity
- Reference to design concepts and proven strategies for improving multimodal infrastructure

The resulting map serves as a tool for future planning, funding applications, and coordination with partners such as MnDOT and Wright County. It also strengthens eligibility for federal programs like Safe Streets and Roads for All (SS4A) by presenting a clear, community-informed safety vision.

FIGURE 27. PEDESTRIAN & BICYCLE NETWORK RECOMMENDATIONS



Future Pedestrian & Bicycle Network

0 1 Miles

Existing

- Sidewalks
- Trail

Proposed

- Crossing Enhancements
- Facility Improvements

- Schools
- Parks
- City of Buffalo

Source: City of Buffalo, Wright County, MnDOT

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09 Funding Opportunities

Overview of Funding Opportunities

Securing sustainable funding is critical to implementing this Safety Action Plan. Federal, state, and local programs provide resources for projects that improve roadway safety, expand active transportation, and reduce serious crashes. These programs help Buffalo advance Vision Zero goals through systemic safety improvements, infrastructure upgrades, and educational initiatives.

This chapter highlights key opportunities such as SS4A, Transportation Alternatives, Congressionally Directed Spending, and MnDOT programs (Active Transportation, LRIP, LPP, HSIP), along with freight and economic development funds, trail grants, environmental trust funds, and local CIP allocations. Table 10 on the following page summarizes these funding sources for easy reference.

TABLE 10. TRANSPORTATION SAFETY FUNDING PROGRAMS BY SOURCE LEVEL

Source Level	Program Name	Purpose	Max/Average Award	Eligible Uses	Example Uses
Federal	**Safe Streets and Roads for All (SS4A) – USDOT**	Reduce roadway fatalities	Up to $10M (20% local match)	Construction (capital safety projects only)	Capital safety improvements, systemic safety, demos
	Surface Transportation Block Grant (STBG)	Flexible roadway/bike/ped funding	Varies by allocation	Design/Engineering; Right-of-Way; Construction	Reconstruction, sidewalks, bike lanes
	Transportation Alternatives (TA) Program	Bike/ped facilities	$100k–$1M	Design/Engineering; Construction	Shared-use paths, ADA upgrades, Safe Routes to School projects
	Congestion Mitigation and Air Quality (CMAQ)	Reduce emissions, improve air quality	Varies	Design/Engineering; Construction; Non-infrastructure (e.g., TDM)	Active transportation connections, trail links, signal timing projects
	Federal Recreational Trails Program (RTP)	Trail development & safety	$2,500–$200,000 (25% match)	Planning; Design/Engineering; Construction; Maintenance	Trail construction, signage, maintenance
	Congressionally Directed Spending (CDS)/Community Designated Funding (CDF)	Flexible roadway/bike/ped funding	$5–$7M typical	All project activities (planning, design, ROW, construction)	Corridor reconstruction, pedestrian/bicycle facilities, trail links
State	**MnDOT Safe Routes to School (SRTS) – Infrastructure Grants**	Improve school walking/biking safety	Up to $1M	Design/Engineering; Construction	Sidewalk gaps, crossings
	MnDOT Active Transportation Program	Planning/design for active modes	$500K–$1M	Planning; Design/Engineering; Construction	Plans, quick-build projects, gap closures
	MnDOT Local Partnership Program (LPP)	Highway improvements outside MnDOT program	$710K typical	Design/Engineering; Construction; Utilities; ROW (outside TH ROW)	Crossings, underpasses, safety elements
	MnDOT Local Road Improvement Program (LRIP)	Local road safety upgrades	$1.5M typical	Design/Engineering; Construction; Utilities; ROW (outside TH ROW)	Reconstruction, sidewalks, traffic calming, dedicated pedestrian and bicycle facilities
	Minnesota DPS Traffic Safety Grants	Enforcement & education	Up to $300K	Non-infrastructure (enforcement, education/outreach)	Overtime, outreach campaigns
	Minnesota DNR Regional Trail Grant Program	Regional trail projects	Up to $300K (75% reimbursement)	Planning; Design/Engineering; Construction	Trail construction, safety features
	Minnesota DNR Local Trail Connections Program	Local trail links	Up to $250K (75% reimbursement)	Planning; Design/Engineering; Construction	Links to schools, parks
	Greater Minnesota Regional Parks & Trails Grants	Trail/park development & safety	Up to $300K typical	Planning; Design/Engineering; Construction	Acquisition, lighting, crossings
	Greater Minnesota Highway Safety Improvement Program (HSIP)	Reactive & proactive roadway safety improvements	Up to $500K typical	Design/Engineering; Construction	Construction of roundabouts, lane conversions, and other safety improvements

Source Level	Program Name	Purpose	Max/Average Award	Eligible Uses	Example Uses
State	**Minnesota Highway Freight Program (MNHFP)**	Improve safety & mobility on the state's freight system	$5M–$10M typical	Design/Engineering; Construction	Grade separations, capacity/safety improvements on freight corridors
	MnDOT Transportation Economic Development (TED)	Trunk Highway projects with measurable economic benefits	$5M–$10M typical	Design/Engineering; Construction; Utilities; ROW (TH eligible)	Interchange redesigns, RCIs, roundabouts, access changes
	MN DEED Transportation Economic Development Infrastructure (TEDI)	Non-TH infrastructure supporting economic development	Varies	Design/Engineering; Construction; Utilities; ROW (non-TH)	Local road/utility extensions enabling closures/changes on TH network
	LCCMR – Environment & Natural Resources Trust Fund (ENRTF)	Environmental & natural resources projects	Varies	Planning; Design/ Engineering; Construction; Acquisition	Trail/park enhancements, habitat restoration, scenic area acquisition
Other	**Capital Improvement Plan (CIP)**	City budget allocations	Varies	Design/Engineering; ROW; Construction; Equipment	Sidewalk repair, trail expansion
	SF3367 Legislative Appropriation	Rural high-risk roads & work zones	$300K–$10M	Design/Engineering; Construction	Curve safety treatments, work zone improvements
	MnDOT Livable Communities Grant (expected 2028–29)	Fund TH corridor/bridge elements not covered by MnDOT cost share policy	TBD	Elements on TH projects not eligible under standard cost share	Context-sensitive streetscape elements, pedestrian enhancements on TH bridges

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10 Policy & Progress

Safety Strategies & Policies

Buffalo's Transportation Safety Action Plan reflects the City's ongoing commitment to creating a safer, more connected, and inclusive transportation system for all residents. Recognizing the realities of limited capacity across project types and the need to prioritize resources strategically, this section outlines strategy and policy recommendations to guide future decision-making and support incremental progress. These recommendations are grounded in local priorities, informed by regional planning efforts, and shaped by best practices from peer communities.

Upon adoption of this plan, the City of Buffalo passed a resolution committing the city to a vision of **zero traffic deaths and serious injuries by the year 2050** (see Appendix E).

TABLE 11. RECOMMENDED STRATEGIES & POLICIES

Timing	Category	Strategies & Policies
Short-term (0-5 years)	Complete Streets	Design safer and more accessible streets, especially near schools, parks, and downtown.
		Integrate sidewalks, trails, and bike paths into new and reconstructed streets.
		Coordinate with Wright County and MnDOT to ensure consistency across jurisdictions.
		Scale Complete Streets implementation to Buffalo's context, focusing on key corridors and new development areas.
	Safe Routes to Schools	Prioritize key walking and biking routes to schools through updated Safe Routes to School plans.
		Pursue Safe Routes to School-specific funding from MnDOT and other sources.
	Local Road Safety	Prioritize low-cost, high-impact safety improvements such as lighting, signage, and striping.
		Align local safety strategies with the Wright County Roadway Safety Plan and the Minnesota Strategic Highway Safety Plan.
		Support eligibility for Highway Safety Improvement Program (HSIP) funding through documented safety planning.
		Document safety decisions to reduce liability and improve public confidence.
	Active Transportation	Use the Chapter 8 pedestrian and bicycle network map as the foundation for identifying gaps and setting project priorities.
		Create a citywide Trail & Active Transportation Master Plan.
	Education & Enforcement	Coordinate with Buffalo Police and Wright County Sheriff to align enforcement with state campaigns and deploy dynamic speed display signs on high-risk corridors.
		Promote Minnesota's Hands-Free law and use consistent messaging through Minnesota TZD's "Four Es" framework and OTS materials.
		Share regular safety reminders via Buffalo PD social channels and the City website.
		Incorporate seasonal safety campaigns to address visibility, speed, and crossing concerns during peak activity periods (see Appendix F for examples).
	Safe Speeds	Adopt a Safe Speeds Policy that sets context-based target speeds on High Injury Network segments.
		Commit to routine speed reviews and design changes that reinforce target speeds.
		Add "No Turn on Red" restrictions at signalized crossings near schools and downtown.
	Safe Vehicles	Establish a Municipal Fleet Safety Standard that prioritizes advanced vehicle safety features (automatic emergency braking, lane keeping, blind-spot monitoring) in procurement and maintenance.
		Partner with Buffalo Police Department to support partner agency safety programming for residents (e.g. MN DPS child passenger safety initiative, etc.).
Mid-term (5-10 years)	Context-Sensitive Design	Ensure appropriate street widths, curb radii, and sidewalk placement based on land use and neighborhood character.
		Incorporate traffic calming features in residential areas.
		Support future trail and bike path integration, especially along corridors like MN 25 to fill any key missing gaps.
	Land Use	Preserve right-of-way for future streets and trails during the development review process.
		Require new developments to connect to existing infrastructure and extend pedestrian and bicycle networks.
		Coordinate transportation investments with land use priorities, especially in downtown and near schools.

Ongoing	Equitable Transportation	Engage underrepresented communities in planning processes.
		Consider areas with vulnerable populations when prioritizing projects.
		Ensure ADA compliance in all pedestrian infrastructure projects.
	Interagency Coordination	Participate in Wright County's long-range planning and safety initiatives.
		Coordinate with MnDOT on corridor studies and funding applications.
		Engage with regional partners on trail connectivity, freight planning, and transit access.
		Partner with Region 7W Transportation Policy Board and MnDOT ATP 3 to support shared priorities and secure funding.
	Funding & Implementation	Pursue federal, state, regional, and local grants for safety, trails, and infrastructure.
		Explore local funding tools such as special assessments, improvement districts, or a local option sales tax.
		Partner with developers to share the cost of infrastructure improvements.
	Monitoring & Accountability	Track killed or seriously injured (KSI), operating speeds on priority HIN segments, motorist yielding rates at treated crossings, and delivery of plan actions. Use the Transportation Safety Progress Tracker to compile annual/biennial crash summaries.
		Publish results regularly (e.g. annually, biennially, etc.) in the "Safe Streets Update" and use findings to refine priorities and treatments.
		Create a Cross-Agency Safety Implementation Team with City, Wright County, MnDOT, Buffalo Police Department, and EMS that meets quarterly to review KSI, speed and yielding metrics, and project delivery, and to coordinate next actions.
	Post-Crash Care	Formalize EMS coordination with Wright County Emergency Management, Buffalo PD, and local providers to improve response and scene safety.
		Ensure adoption of NG911/AACN data sharing and location-accuracy improvements with 911 and EMS partners to cut response times.
		Align with Minnesota TZD's Emergency Medical & Trauma Services guidance and the State Trauma System; refresh joint training and tabletop exercises annually.
		Maintain countywide planning links and EOP updates through Wright County Emergency Management; leverage citizen alert tools for faster notification.

Progress & Transparency

To support the successful implementation of the policy recommendations outlined in this plan, Buffalo is encouraged to adopt a transparent, incremental, and community-centered approach to tracking progress. This section outlines recommended practices for monitoring outcomes, engaging the public, and maintaining accountability over time.

Tracking Progress

Buffalo may consider adopting a performance-based approach to monitor the effectiveness of its safety and mobility strategies. While the City may not have the capacity for extensive data collection, it can begin with a manageable set of indicators, such as:

- Number and severity of traffic crashes, particularly those involving pedestrians, bicyclists, or school zones.
- Miles of new or improved sidewalks, trails, and bike paths.
- Number of safety-related infrastructure projects completed (e.g., signage, lighting, crossings).
- Community feedback on pewrceived safety and accessibility, gathered through surveys or public meetings.

These indicators can be reviewed annually or biennially, in coordination with Wright County and MnDOT, to inform future priorities and funding applications.

Public Reporting & Communication

To foster transparency and build public trust, the City is encouraged to explore low-cost, accessible ways to share progress with the community. These could include:

- A brief annual or biennial "Safe Streets Update" shared via the City's website, newsletter, or social media.
- Presentations to the City Council and Planning Commission summarizing key achievements and next steps.
- A dedicated webpage or dashboard with project updates, maps, and performance metrics.
- Visual storytelling tools such as before-and-after photos, infographics, or short videos to highlight street safety improvements.

These tools can help residents understand how the plan is being implemented and how their input is shaping outcomes.

Transportation Safety Progress Tracker

The City received an Excel-based tracker with this plan. The initial build tracks Year × Roadway System × Severity, but the structure can be extended to additional variables (e.g., monthly totals, weather, bike/ped, project status).

Community Engagement

Ongoing public involvement is essential to ensure the plan remains responsive to community needs. Buffalo is encouraged to:

- Host periodic open houses or listening sessions to gather feedback and share updates.
- Use online surveys or interactive maps to collect input from residents who may not attend in-person events.
- Partner with schools, senior centers, and community organizations to reach a broad and diverse audience.
- Prioritize outreach to underrepresented and vulnerable populations to ensure equitable participation.

These efforts can help the City maintain a strong connection with the community and adapt the plan as conditions evolve.

Plan Review and Adaptation

To keep the Transportation Safety Plan relevant and effective, Buffalo may consider reviewing and updating the plan every five years, or sooner if significant changes occur. This process could include:

- Reassessing goals and strategies based on new data, crash trends, or community input.
- Evaluating the effectiveness of completed projects and identifying lessons learned.
- Adjusting priorities to reflect emerging needs, funding opportunities, or development patterns.

Establishing a small working group or advisory committee—including city staff, county partners, and community representatives—could help guide this process and ensure continuity.

Leveraging Partnerships and Resources

Given Buffalo's limited staffing and funding, collaboration will be key to sustaining progress. The City is encouraged to:

- Coordinate with Wright County and MnDOT on data collection, project design, and grant applications.
- Seek technical assistance from regional planning agencies or nonprofit partners.
- Apply for state and federal funding programs, such as HSIP, Safe Routes to School, or Active Transportation grants.
- Explore opportunities to partner with developers or local businesses on shared infrastructure goals.

These partnerships can help Buffalo stretch its resources and accelerate implementation of priority projects.

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Appendices

Appendices

Appendix A
Detailed Plan & Policy Review

Appendix A: Review of Related Plans and Policies

This appendix expands on the "Alignment with Other Plans and Policies" section in the introduction of the Buffalo Transportation Safety Action Plan. It provides a detailed review of local, regional, and state plans that informed this Action Plan, summarizing their purpose, scope, and relevance to transportation safety. Where applicable, project-level details and technical standards are included to support coordination and funding opportunities.

Buffalo 2040 Community Plan (2023)

Purpose and Scope

The Buffalo 2040 Community Plan serves as the City's comprehensive guide for land use, housing, transportation, parks, and infrastructure through the year 2040. It updates the 2007 Comprehensive Plan and incorporates the Downtown 2040 Vision Plan, reflecting Buffalo's vision as a "family-friendly small town" that is vibrant, connected, and sustainable while accommodating projected population growth of approximately 3,300 residents by 2040.

Relevance to Transportation Safety

To achieve this vision, the plan emphasizes creating a connected, multimodal transportation network that prioritizes safety and accessibility. Key strategies include:

- Developing a street network that supports walking, biking, and transit by reducing cul-de-sacs and ensuring collector streets connect through new developments.
- Integrating sidewalks and trails into neighborhoods to provide safe pedestrian and bicycle access to schools and parks.
- Applying context-sensitive designs that balance vehicle mobility with pedestrian and bicycle safety.
- Aligning transportation improvements with land use planning to ensure safe, efficient movement as the city grows.
- Expanding trails to link neighborhoods with schools, parks, and downtown, creating safe non-motorized routes.

These strategies form the foundation for Buffalo's Transportation Safety Action Plan by aligning with the Safe System Approach. The plan's focus on connectivity, multimodal design, and safe access to key destinations supports systemic safety measures such as sidewalks, shared-use paths, and intersection improvements, ensuring future development contributes to a safer, more accessible transportation system.

Buffalo Downtown 2040 Plan (2021)

Purpose and Scope

The Downtown 2040 Plan provides a long-term vision for revitalizing Buffalo's historic downtown as a vibrant, connected, and livable district. Covering approximately 100 acres, the plan updates the 2007 Downtown Vision Plan and integrates with the city's Comprehensive Plan. It emphasizes mixed-use development, enhanced lakefront access, and reinvestment in civic and commercial spaces to strengthen downtown as the community's cultural and economic heart.

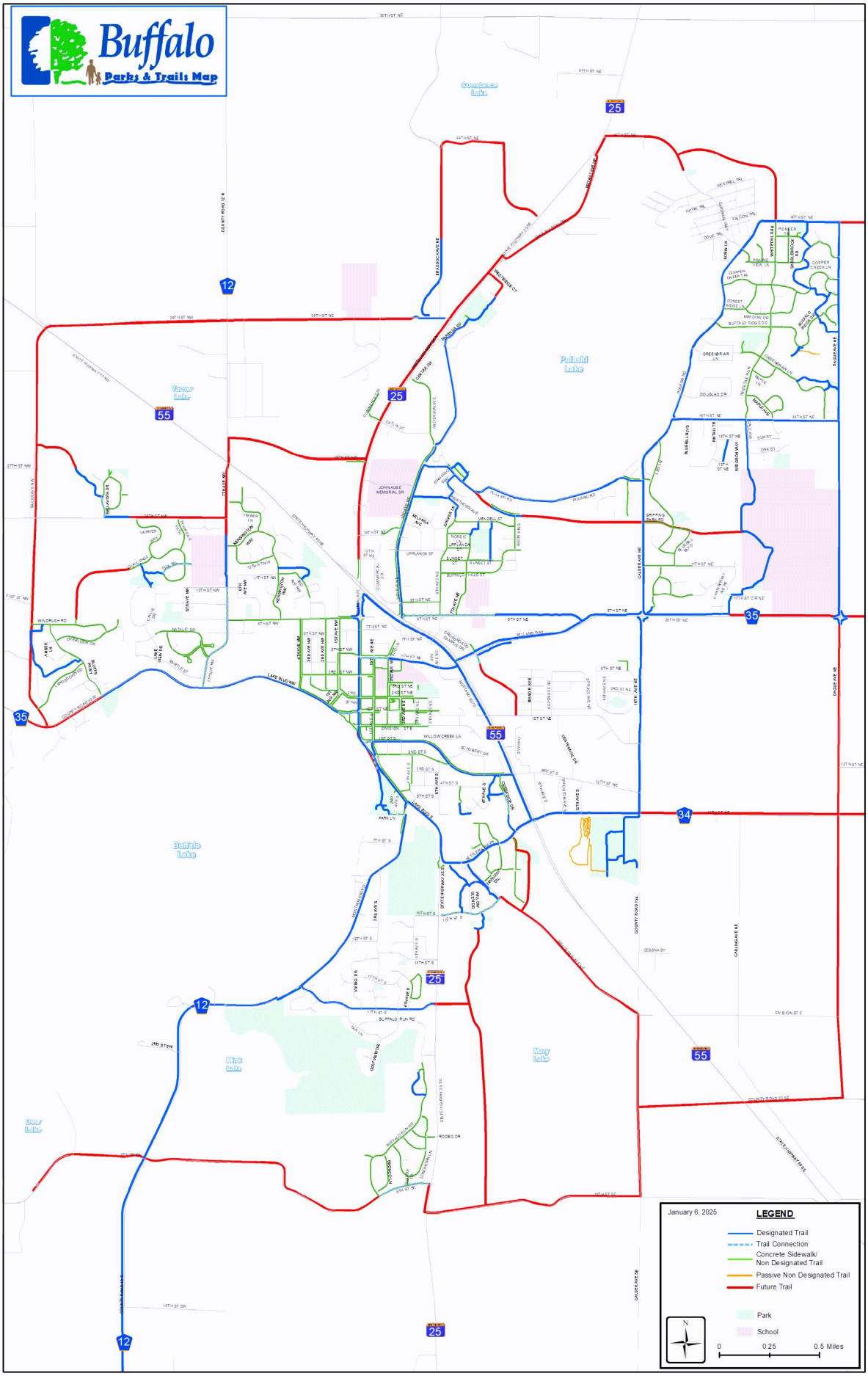
Relevance to Transportation Safety

The plan prioritizes a walkable, multimodal downtown environment that improves safety for all users. Key strategies include:

- Rebuilding Highway 25 to create safer pedestrian crossings, add a planted median, and improve lakefront connectivity.
- Expanding sidewalks, crosswalk enhancements, and streetscape improvements to support walkability and calm traffic.
- Converting 1st Street South into a "parking street" to organize vehicle access and reduce conflicts with pedestrians.
- Encouraging mixed-use redevelopment that fronts public streets, promoting active facades and pedestrian visibility.
- Improving bike and pedestrian connections to Buffalo Lake and key destinations through trail links and green infrastructure.

These strategies align with the Safe System Approach by reducing vehicle speeds, enhancing crossing safety, and integrating land use with transportation design. The plan's focus on connectivity, context-sensitive design, and multimodal access supports systemic safety improvements such as curb extensions, pedestrian refuges, and improved intersection geometry, ensuring downtown redevelopment contributes to a safer, more accessible transportation network.

City of Buffalo Future Trails Map



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2024–2028 Proposed Capital Improvement Plan (CIP)

Purpose and Scope

The 2024–2028 Capital Improvement Plan (CIP) outlines Buffalo's planned investments in infrastructure, facilities, and equipment across all city departments over a five-year period. With a total projected investment of approximately $102 million, the CIP prioritizes projects that maintain essential services,

enhance community amenities, and support long-term growth. Key areas include street reconstruction, utility upgrades, parks and trails, public safety facilities, and technology improvements. Funding sources combine local levies, state and federal grants, and debt financing to ensure fiscal sustainability.

Highlighted Projects

- Street Reconstruction – NE Phase 1: $3,000,000 (2026)
- Ryan's Way Improvements: $500,000 (2025) and $3,000,000 (2026)

These projects represent major investments in connectivity and safety, complementing systemic improvements identified in this plan.

Relevance to Transportation Safety

Several CIP projects directly support Buffalo's Transportation Safety Action Plan by improving roadway safety, multimodal access, and system reliability. Key strategies include:

- Advancing the Annual Pavement Management Program and major street reconstruction projects to maintain safe, high-quality road surfaces.
- Implementing Ryan's Way improvements and NE Street Reconstruction to enhance connectivity and reduce crash risk.
- Coordinating utility and infrastructure upgrades along corridors such as TH 25 and TH 55 to integrate safety features during reconstruction.
- Expanding trail replacement and park improvements to provide safe, accessible routes for walking and biking.
- Investing in traffic control systems, lighting, and related infrastructure as part of street and civic projects to improve visibility and reduce conflicts.

Buffalo Community Middle School Safe Routes to School Plan (2015)

Purpose and Scope

The Safe Routes to School (SRTS) Plan for Buffalo Community Middle School was developed to make walking and biking to school safer and more appealing for students and families. The plan applies the nationally recognized "Five Es" framework—Education, Encouragement, Engineering, Enforcement, and Evaluation—to address barriers to active transportation and promote a culture of safety and health.

Relevance to Transportation Safety

The SRTS Plan aligns with the Safe System Approach and Buffalo's SS4A goals by prioritizing systemic safety improvements for vulnerable users, particularly children. Key strategies include:

- Education: Pedestrian and bicycle safety training.
- Encouragement: Events like Walk & Bike to School Day, bike trains, and after-school clubs.
- Engineering: Curb extensions, high-visibility crosswalks, reduced speed zones, and a potential pedestrian bridge at Soo Lane.
- Enforcement: Speed compliance and signage near schools.
- Evaluation: Ongoing monitoring of program effectiveness.

Highlighted Recommendations

Infrastructure:

- Reduced speed limit along 3rd Ave NE during arrival and dismissal.
- Curb extensions and high-visibility crosswalks at key intersections (e.g., 3rd Ave NE & John Ause Memorial Dr, Griffing Park Rd).
- Enhanced crossings at Highway 55 with median refuge islands.
- Long-term consideration of a pedestrian bridge over the railroad at Soo Lane.

Programs:

- Walk & Bike to School Day, bicycle rodeos, and safety campaigns.
- Development of route maps for families and students.
- Integration of Walk! Bike! Fun! Curriculum for pedestrian and bicycle safety.

Implementation Timeline

The plan outlines a phased approach, prioritizing low-cost programs in the first year and planning for long-term infrastructure projects. Coordination with the City of Buffalo, Wright County, and MnDOT is essential for implementation.

City of Buffalo Development Standards Summary (2025)

Purpose and Scope

The City of Buffalo Development Standards Summary outlines technical requirements for public infrastructure design and construction, including streets, trails, utilities, stormwater systems, and erosion control. These standards guide development review and ensure consistency with city engineering expectations. The document supports safe, accessible, and resilient infrastructure across residential, commercial, and mixed-use areas, aligning with Buffalo's long-term planning goals and regulatory frameworks.

Additional Technical Specifications

- Through residential streets: 38 feet face-to-face; other local residential streets: 32 feet face-to-face; commercial areas: 38 feet face-to-face.

- Cul-de-sacs: Minimum radius of 50 feet to face of curb.
- Sidewalks: 5 feet wide, 5-inch thick concrete, with 5-foot setback from curb.
- Bike paths: 10 feet wide, minimum 6-foot setback from curb.
- Standard curb: B618; crown of streets: 2.5% minimum.
- Traffic control must satisfy MN MUTCD standards; street signage plan required for all developments.

Relevance to Transportation Safety

The standards promote systemic safety through design specifications that reduce crash risk and improve multimodal access. Key strategies include:

- Requiring sidewalks on one side of all streets and shared-use trails with minimum widths and setback distances to support safe pedestrian and bicycle travel.
- Specifying curb radii, street widths, and cul-de-sac dimensions to manage vehicle speeds and improve turning safety.
- Mandating street lighting on all local residential roadways and ensuring visibility at intersections and crossings.
- Prohibiting utility appurtenances like curb stops and hydrants within paved areas to reduce tripping hazards and vehicle conflicts.
- Establishing stormwater design criteria that prevent flooding and erosion, protecting roadway integrity and adjacent pedestrian areas.
- Requiring erosion control and vegetation buffers around wetlands and drainage features to maintain visibility and reduce environmental hazards.
- Including traffic control and signage plans that comply with MN MUTCD standards to ensure consistent and safe roadway operations.

Highway 25 Corridor Study (2022)

Purpose and Scope

The Highway 25 Corridor Study, led by MnDOT in partnership with Wright County and the cities of Buffalo and Monticello, evaluates safety, mobility, and access needs along the TH 25 corridor between Buffalo and Monticello. The study supports a planned 2026 pavement improvement project and identifies additional short- and long-term improvements to enhance safety, manage access, and accommodate future growth. It focuses on roadway design, intersection performance, property access, and multimodal connectivity, aiming to create a consistent and safer experience for all users.

Relevance to Transportation Safety

The study identifies systemic and location-specific safety issues and proposes improvements aligned with the Safe System Approach. Key strategies include:

- Adding turn lanes and improving intersection design at high-crash locations such as County Roads 37 and 113, and Catlin Street.
- Managing property access and realigning driveways to reduce conflict points and improve traffic flow.
- Constructing a multi-use trail along the east side of TH 25 to provide safe pedestrian and bicycle connectivity between Buffalo and Monticello.
- Implementing curb extensions, enhanced lighting, and pedestrian safety features at key crossings like Kjellberg Court.
- Considering traffic calming and speed management measures in redevelopment areas to reduce crash severity.

These recommendations support Buffalo's SS4A plan by addressing corridor crash risks, improving multimodal safety, and ensuring future development integrates safe access for all users.

Active Transportation Planning and Pre-Scoping Program (2024)

Purpose and Scope

This MnDOT-led study evaluates the TH 55 corridor in Buffalo to identify active transportation needs and integrate safety improvements into future reconstruction projects. The report applies the Safe System Approach and Complete Streets principles to reduce severe crashes and improve multimodal access. It includes a detailed analysis of existing conditions, stakeholder input, and equity considerations, along with recommendations for shared-use paths, intersection treatments, and traffic calming. The accompanying Environmental Planning & Design appendix provides strategies for integrating green infrastructure, tree preservation, and landscaping to enhance safety, comfort, and stormwater management.

Relevance to Transportation Safety

The plan prioritizes systemic safety improvements for people walking and biking along TH 55 and adjacent connections. Key strategies include:

- Providing a 10-ft shared-use path on the north/east side of TH 55 to improve access to destinations and reduce exposure to high-speed traffic.
- Retaining or adding shared paved shoulders south of Settlers Parkway to support bicycle travel.
- Implementing traffic calming measures such as lane narrowing, roundabouts, and medians to manage speeds and reduce crash severity.
- Enhancing crossings with marked crosswalks, refuge islands, APS signals, and leading pedestrian intervals at all signalized intersections.

- Incorporating landscaping and boulevard trees for visual friction, traffic calming, and improved pedestrian comfort.
- Coordinating with local plans to close network gaps and ensure ADA compliance.

These recommendations align with Buffalo's SS4A goals by addressing corridor risk factors, improving multimodal connectivity, and supporting equitable, safe access for all users.

Wright County 2040 Long-Range Transportation Plan (2019)

Purpose and Scope

The Wright County 2040 Long-Range Transportation Plan provides a 20+ year framework for managing growth, preserving infrastructure, and improving mobility and safety across the county. It establishes goals, objectives, and performance measures; forecasts traffic through 2040; and identifies system needs for roads, freight, and multimodal facilities. The plan emphasizes coordination with cities, townships, and MnDOT, and includes an implementation strategy with short- and long-term projects, funding options, and policies for access management, right-of-way preservation, and complete streets.

Relevance to Transportation Safety

The plan prioritizes systemic safety improvements and multimodal access consistent with the Safe System Approach. Key strategies include:

- Reducing severe crashes through data-driven countermeasures identified in the County Road Safety Plan, such as rural intersection lighting, enhanced pavement markings, and curve signing.
- Incorporating turn lanes, wider shoulders, and geometric improvements at high-risk intersections and corridors.
- Expanding paved shoulders and trail connections during roadway reconstruction to improve pedestrian and bicycle safety.
- Applying access management guidelines and context-sensitive design to reduce conflict points and improve corridor safety.
- Supporting complete streets and ADA compliance to ensure safe, equitable access for all users.

These strategies align with Buffalo's SS4A plan by addressing crash risk factors, improving multimodal connectivity, and integrating safety into future roadway and development planning.

Wright County Roadway Safety Plan (2020)

Purpose and Scope

The Wright County Roadway Safety Plan, part of Minnesota's County Road Safety Plan update (CRSP 2), aims to reduce severe crashes through a data-driven, systemic approach. It aligns with the state's Strategic Highway Safety Plan and Toward Zero Deaths program, prioritizing improvements on high-risk corridors and positioning the County for Highway Safety Improvement Program (HSIP) funding.

Buffalo-Relevant Priority Projects

Intersections:

- CSAH 34 & MNTH 55 – Confirmation lights and upgraded signs/markings ($51,500).
- CSAH 35 & MNTH 55 – Countdown timers and MUTCD signal upgrades ($107,000).
- CSAH 35 & Dague Ave NE – Roundabout ($1,000,000).
- CSAH 41 & MNTH 25 – Left and right turn lanes ($250,000).

Segments:

- CSAH 12 (3rd Ave NE to Lake Blvd NW) – Centerline and edgeline rumble strips ($73,850).
- CSAH 35 (CR 134 NE to Edmonson Ave NE) – Lane buffer ($446,590).
- CSAH 34 (MNTH 55 to Labeauxe Ave NE) – Lane buffer ($1,450,997).

Curves:

- CSAH 41 near Buffalo – Clear zone maintenance ($100,000).

Relevance to Transportation Safety

To achieve its safety goals, the plan emphasizes proactive, systemic strategies that address the most common severe crash types. Key strategies include:

- Reducing lane departure crashes on rural segments through enhanced edgelines, rumble strips, and shoulder paving.
- Improving rural curves with dynamic curve signing, clear zone maintenance, and lighting to mitigate run-off-road crashes.
- Enhancing rural intersections with roundabouts, turn lanes, and intersection conflict warning systems to reduce right-angle collisions.
- Upgrading urban intersections with pedestrian countdown timers, curb extensions, and flashing yellow arrows to improve pedestrian and vehicle safety.
- Implementing systemic risk-based prioritization to identify and treat high-risk locations before crashes occur.

Regional Active Transportation Plan (2015)

Purpose and Scope

A four-county plan (Benton, Sherburne, Stearns, Wright) developed through SHIP to grow walking and biking using the Five E's—engineering, education, encouragement, enforcement, evaluation. It documents existing facilities, completes demand and equity analyses, identifies high-level regional connection corridors, and sets implementation strategies and performance measures to guide cities and counties working together. The Regional Active Living Advisory Group (RALAG) provided direction and is intended to continue as a coordinating body.

Relevance to Transportation Safety

The plan's systemic approach complements Buffalo's SS4A Safety Action Plan and Safe System principles:

- Uses demand and equity mapping to prioritize corridors that connect schools, parks, downtowns, and commercial areas; encourages consistent wayfinding and data standards so local projects build a coherent regional network.
- Promotes proven measures—high-visibility crosswalks, lighting, refuge islands, traffic calming (lane/road diets), access management, speed management, and ADA-compliant design—applied during reconstruction and rehabilitation.
- Expands Safe Routes to School planning and programs (Walk/Bike to School, curriculum, bike fleets), establishes consistent school speed zones, and targets crossing upgrades near campuses.
- Recommends shoulder guidelines, separation tailored to speed/volume, and targeted enforcement/education to reduce run-off-road and high-severity crashes on rural roadways.
- Calls for two- and five-year benchmark reports; example measures include pedestrian/bicycle counts, miles of new facilities, adoption of local plans/policies, and trends in pedestrian/bicycle and severe-injury crashes.

These strategies align with Buffalo's Transportation Safety Action Plan focus on safer roadway design, speed management, and multimodal connectivity, positioning the City to coordinate with county and MnDOT partners and to compete for SS4A implementation funding.

Region 7W Long Range Transportation Plan (2022)

Purpose and Scope

The Region 7W Long Range Transportation Plan (LRTP) provides a 20-year framework for transportation investments across Benton, Sherburne, Stearns, and Wright Counties. It is part of MnDOT's Area Transportation Partnership (ATP 3) process, which guides federal and state funding priorities through the State Transportation Improvement Program (STIP). The plan was developed through technical analysis and stakeholder engagement to identify system needs, funding strategies, and implementation priorities.

Relevance to Transportation Safety

- Prioritizes safety as the highest system value, reinforcing the need for systemic improvements.
- Identifies high-risk corridors such as TH 55 and TH 25, which overlap with Buffalo's High Injury Network.
- Highlights multimodal gaps and equity considerations, including pedestrian, bicycle, and transit needs.
- Supports regional growth and connectivity in one of Greater Minnesota's fastest-growing areas.
- Strengthens Buffalo's eligibility for MnDOT ATP and federal SS4A funding through regional coordination and alignment with statewide priorities.

Integrating the Region 7W LRTP into Buffalo's SS4A plan ensures consistency with regional priorities, leverages funding opportunities, and addresses shared safety challenges on key corridors. This alignment positions Buffalo to implement projects that improve local safety while supporting regional mobility and economic vitality.

Minnesota Walks (2016)

Purpose and Scope

Minnesota Walks is a statewide framework developed by MnDOT and the Minnesota Department of Health to create safe, convenient, and desirable walking and rolling environments for all. It emphasizes health, equity, and accessibility, aligning with the U.S. Surgeon General's "Step It Up!" to action. The plan provides strategies for roadway design, land use, winter maintenance, and community engagement, aiming to integrate walking into transportation planning and foster a culture of walking across Minnesota.

Relevance to Transportation Safety

The framework supports Buffalo's SS4A goals by prioritizing systemic safety improvements for pedestrians and vulnerable users. Key strategies include:

- Designing intersections, sidewalks, and crossings to maximize accessibility and safety, with standards that go beyond ADA compliance.
- Reducing vehicle speeds through context-sensitive design and traffic calming to lower crash severity.
- Establishing a modal hierarchy that prioritizes walking in planning and funding decisions.
- Closing sidewalk gaps and improving connectivity to schools, parks, and transit stops, especially for priority populations.

- Implementing year-round maintenance policies for snow and ice removal to ensure safe pedestrian access.
- Promoting education and enforcement campaigns to improve driver compliance and pedestrian visibility.

These strategies align with the Safe System Approach by addressing speed management, infrastructure design, and equitable access, ensuring safer conditions for people walking in Buffalo.

Minnesota Strategic Highway Safety Plan (2020–2024)

Purpose and Scope

The Minnesota Strategic Highway Safety Plan (SHSP) provides a statewide framework to reduce traffic-related fatalities and serious injuries, supporting the Toward Zero Deaths (TZD) initiative. It aligns with federal requirements and informs programs such as the Highway Safety Improvement Program (HSIP). The SHSP identifies priority focus areas based on crash data and stakeholder input, sets a goal of reducing annual traffic deaths to 225 or fewer and serious injuries to 980 or fewer by 2025, and outlines actionable strategies across engineering, education, enforcement, and emergency response.

Relevance to Transportation Safety

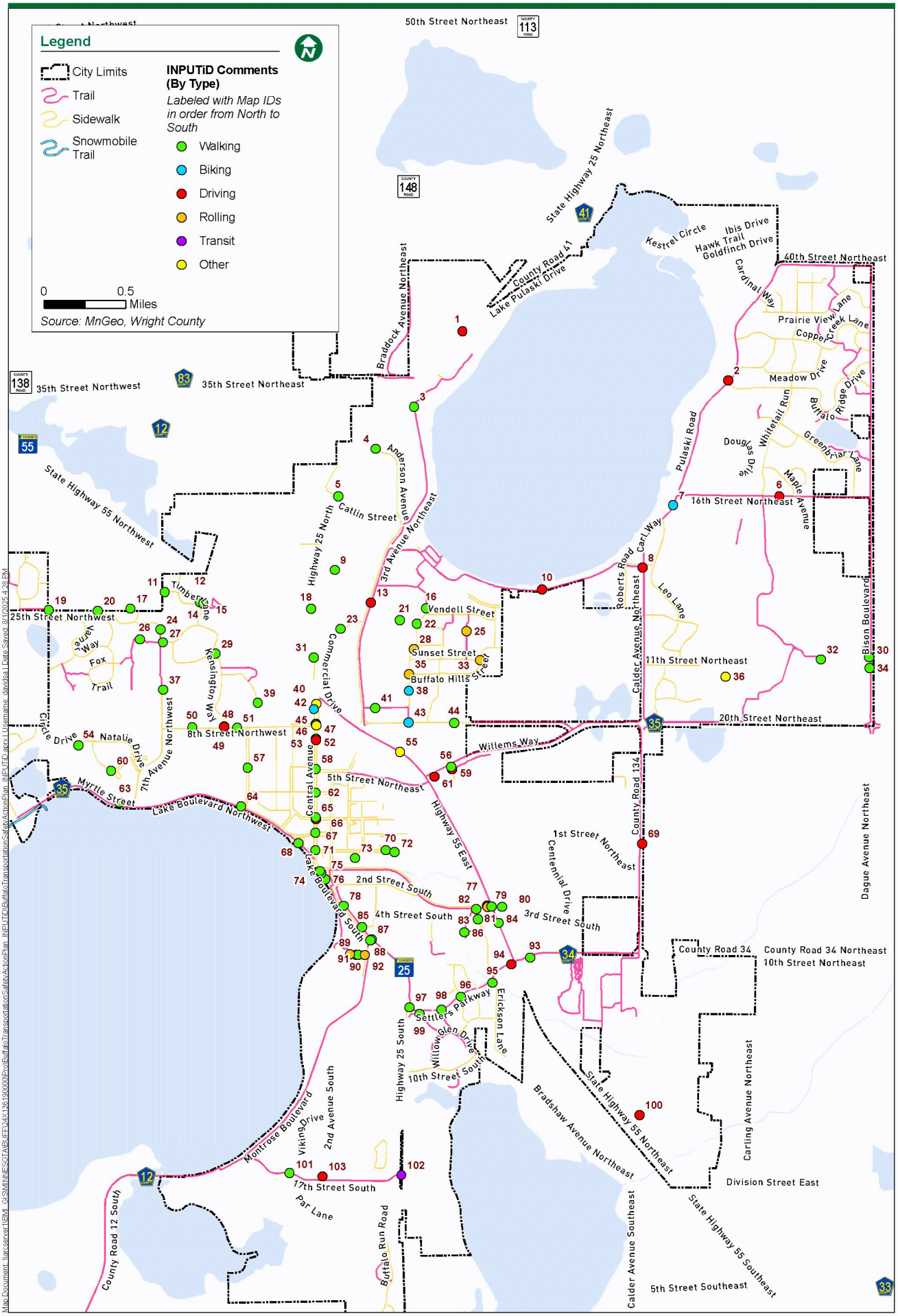
The SHSP emphasizes systemic, data-driven strategies that align with Buffalo's SS4A plan. Key strategies include:

- Implementing intersection safety improvements such as alternative designs, enhanced lighting, and leading pedestrian intervals.
- Applying traffic calming and speed management measures, including road diets, dynamic speed feedback signs, and variable speed limits.
- Expanding pedestrian safety through Complete Streets policies, improved crossings, and year-round maintenance of sidewalks and curb ramps.
- Enhancing enforcement and education to address impaired driving, distracted driving, and unbelted occupants.
- Supporting infrastructure upgrades like rumble strips, median barriers, and improved pavement markings to prevent lane departure crashes.

These strategies reinforce Buffalo's commitment to the Safe System Approach by addressing high-risk behaviors, improving roadway design, and prioritizing vulnerable users.

Appendix B

INPUTiD™ Comment Report



Map ID 1 — Driving

Ibett(Automobile User) - Gomezibett@gmail.com

1 | 0

All this road is filled with potholes that are refilled constantly but causes worse damage than before.

3/5/2025

Map ID 2 — Driving

Jared Sands(Nearby Resident) - jaredsands717@gmail.com

1 | 0

Social Media (Facebook,

Difficult to see when turning left onto Pulaski Rd from Buffalo Ridge Drive

3/4/2025

Map ID 3 — Walking

() -

1 | 0

The crossing here does not go to anywhere. It should be connected with the roundabout trail at Highway 25 / 35th Street NE.

3/10/2025

Map ID 4 — Walking

() -

0 | 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 5 — Walking

() -

1 | 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 6 — Driving

() -

0 | 0

There are four different colored street lights along 16th. It would be nice to see the city use the same colored lights on city streets - for safety and aesthetics.

4/9/2025

Map ID 7 — Biking

() -

4 | 0

Trail gets a lot of washout dirt making it dangerous to bikers

3/18/2025

Map ID 8 — Driving

() -

1 | 0

Sightline is impaired

3/18/2025

Map ID 9 — Walking

() -

3 0

There is NO trail for students to access the crossing at Highway 25 and Walmart. This should be added, especially with the community center being purchased down the road. There needs to be a safe way for students to access the west side of highway 25.

3/10/2025

Map ID 10 — Driving

Roger Tiernan, 1447 Pulaski rd.() -

0 0

Traffic along pulaski rd on the south side of the lake from Griffing park to Calder ave is very unsafe. There are sidewalks without a curb and is very dangerous to walk on them. The cars get so close to people walking and are driving usually over 30 mph. There used to be white bollards along the sidewalk one year but never put back up the next year. If we could put down those plastic speed bumps for the summer, that would slow down traffic. Both crosswalks at griffing park are supposed to have flashing lights added but never have. Please, we beg for safety improvements along this road, it is so dangerous, everytime I leave my driveway, i get honked at, given the finger, have been passed on pulaski rd many times. Any safety improvements would be greatly apprreciated

7/30/2025

Map ID 11 — Walking

() -

0 0

This sidewalk ends without a crossing, connection to another trail, or connection to a sidewalk.

3/10/2025

Map ID 12 — Walking

() -

0 0

The trail here has markings in the area stating it cannot be used by the public. These should be removed as this is a public trail.

3/10/2025

Map ID 13 — Driving

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

1 0

Mailing

sightlines are awful here with all of the shrubs and such

3/3/2025

Map ID 14 — Walking

() -

0 0

The trail here has markings in the area stating it cannot be used by the public. These should be removed as this is a public trail.

3/10/2025

Map ID 15 — Walking

() -

0 0

The trail here has markings in the area stating it cannot be used by the public. These should be removed as this is a public trail.

3/10/2025

Map ID 16 — Walking

() -

1 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 17 Walking

Erin Walsh() -

0 0

There is a bit of trail west of here, but then to connect to the trail in front of Northwinds, it is scary walking due to tiny shoulder that slopes and is loose gravel, with cars traveling quickly right next to peds.

4/22/2025

Map ID 18 Walking

() -

0 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 19 Walking

() -

4 0

There is not an official crossing between the sidewalk on Varner Way and the existing trail on 25th Street NW heading to Bellavista. Due to this, many individuals cross this road to reach the trail, but there is no marking or warning for drivers, or safe path for pedestians. The hill, when going east on 25th Street NW makes this especially dangerous for pedestrians.

3/10/2025

Map ID 20 Walking

John Mastley(Nearby Resident) - john.mastley@gmail.com

5 0

Website

Lots of pedestrians (kids and adults) walk/bike/ride along this 45 mph road. The road doesn't have a walking/bike path, or even a shoulder beyond the lane line, so the pedestrians typically use the vehicle traffic lanes. This results in vehicles driving into oncoming traffic to avoid hitting a pedestrian. Due to the small and large hills on this road it's also very difficult or impossible to see oncoming vehicles or pedestrians at points along the road. Vehicle traffic often must drive in the opposing traffic lane to avoid pedestrians - sometimes without being able to know whether there's a vehicle coming in the opposite direction.

3/5/2025

Map ID 21 Walking

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

1 0

Mailing

Is there any way to add a sidewalk in this neighborhood? People drive fast around this curve and it would be great to have a sidewalk for middle school students to use on Arlanda and turning onto Vendell

3/3/2025

Map ID 22 Walking

Laura Boillat() - laura.boillat@gmail.com

0 0

Need a crosswalk or signs here. Middle school students cross here to get to the sidewalk

3/3/2025

Map ID 23 Walking

() -

2 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk. It could connect with Highway 25 to allow access to Chipotle / Starbucks.

3/10/2025

Map ID 24 Walking

() -

0 0

The trail ends, and does not connect anywhere, with the road, or another trail.

3/10/2025

Map ID 25 Rolling

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

0 0

Mailing

Deep potholes frequently develop because the ground underneath erodes. This is an issue for all pedestrians and bicyclists.

3/3/2025

Map ID 26 Walking

() -

0 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk, it connects to the parking lot. A connection could be made to the trail in the front of the school.

3/10/2025

Map ID 27 Walking

Carmen Tubbs(Nearby Business) - ctubbs@bhmschools.org

0 0

Word of Mouth

We are very appreciative of the work that has been done already to put in flashing lights, etc... to keep this crosswalk safe for the community. I am not sure I have a great solution other than an elevated walking space separate from the road.
This is still a very dangerous spot in the cross walk as we have students crossing here to go to and from school (often in the dark in the morning). We have placed a crossing guard here but it is difficult for cars to see and they are traveling fast on this road. We receive multiple reports on safety in this area each year from staff, community members and parents. Thank you for this project and for asking for feedback to keep the community safe!

7/10/2025

Map ID 28 Rolling

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

0 0

Mailing

Need a quicker way for people on wheels, including those with strollers, to access the sidewalk at this point when crossing from west Upplanda St

3/3/2025

0 0 curb ramp

3/3/2025

Map ID 29 Walking

() -

0 0

There is no safe designated crossing between the sidewalks at this intersection.

3/10/2025

Map ID 30 Walking

() -

0 0

The trail does not actually connect with the High School or the football fields. It just runs alongside the road.

3/10/2025

Map ID 31 — Walking

() -

1 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 32 — Walking

() -

0 0

The pedestrian trails is NOT ADA complaint, and does not actually connect with the High School or the football fields. It just connects with the parking lot.

3/10/2025

Map ID 33 — Rolling

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

0 0

Mailing

Need a curb ramp here to connect sidewalks for people on wheels of all kinds - wheelchairs, scooters, and strollers.

3/3/2025

Map ID 34 — Walking

() -

0 0

The trail does not actually connect with the High School or the football fields. It just runs alongside the road.

3/10/2025

Map ID 35 — Rolling

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

0 0

Mailing

The sidewalk abruptly ends here and there is no curb ramp here for wheelchair, bicycle, scooter, or stroller accessibility.

3/3/2025

Map ID 36 — Other

Caitlyn(Nearby Resident) - Cwilliams5500@icloud.com

0 0

Social Media (Facebook,

Add sidewalks to this development

3/4/2025

Map ID 37 — Walking

Carmen Tubbs(Nearby Business) - ctubbs@bhmschools.org

0 0

Word of Mouth

We are very appreciative of the work that has been done already to put in flashing lights, etc... to keep this crosswalk safe for the community. We are open to suggestions about how to improve this areas safety.
This is still a very dangerous spot in the cross walk as we have students crossing here to go to and from school (often in the dark in the morning). We have placed a crossing guard here but it is difficult for cars to see and they are traveling fast on this road. We receive multiple reports on safety in this area each year from staff, community members and parents. Thank you for this project and for asking for feedback to keep the community safe!

7/10/2025

Map ID 38 Biking

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

2 0

This has to do with walking and rolling as well: it would be great that if a sidewalk cannot be added to this stretch of road that there be a designated bike/walk path on the east side of the road.

3/3/2025

Map ID 39 Walking

() -

0 0

This sidewalk just ends. It does not even connect with the road.

3/10/2025

Map ID 40 Other

Ibett(Automobile User) - gomezibett@gmail.com

1 0

Railroads are not smooth when driving past them

3/5/2025

Map ID 41 Walking

() -

1 0

The trail here is especially dangerous. It is just the shoulder of the road.

3/10/2025

Map ID 42 Biking

() -

4 0

The trail here just ends. It does not connect across Highway 25, or connect to the crossing at Highway 25 / Highway 55.

3/10/2025

Map ID 43 Biking

Laura Boillat(Nearby Resident) - laura.boillat@gmail.com

3 0

Mailing

Need signs posted here about watching for pedestrians!

3/3/2025

Map ID 44 Walking

Tim(Other) -

0 0

Mailing

Crosswalk improvements are needed between Pride and Tatanka Elementary. Pride students have breakfast and lunch at Tatanka each day and the existing crosswalk is not well indicated. Flashing lights and updated striping would be a vast improvement.

7/10/2025

Map ID 45 Walking

() -

0 0

Close calls with pedestrians crossing the roundabout, may need additional enhancements

7/9/2025

Map ID 46 Walking

() -

0 0

Multi-threat crash involving ped at roundabout. Currently has no RRFB and could be implemented to address crash concerns -MnDOT

7/16/2025

Map ID 47 Other

() -

0 0

MnDOT data request on crash data at this intersection & info on signage guidelines

7/16/2025

Map ID 48 Walking

() -

0 0

Due to the brick wall, the crossing here can be hard to see. Additionally, it does not have a truncated dome, and is not ADA compliant.

3/10/2025

Map ID 49 Driving

() -

0 0

Sight lines looking east from Kennsington are limited due to the hill and brick retaining wall

5/12/2025

Map ID 50 Walking

Erin Walsh() -

1 0

The sidewalk on 8th St is on the south side of the street, but the Methodist Playground is on the north side. It is dangerous for kids and parents with strollers to jaywalk across 8th street to access the playground. And if you are coming from the east, the only option is to overshoot the playground and go to a busy intersection past the playground. How about one of those crosswalks with lights that are activated by pushing a button?

4/22/2025

Map ID 51 Walking

() -

1 0

The sidewalk along this road is very small, especially considering the amount of individuals using it daily. Additionally, the driveway cuts cause an uneven drop in the sidewalk, which makes it difficult for bikers and wheelchairs.

3/10/2025

Map ID 52 Walking

Fred Patch() - fpatch@tds.net

0 0

For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic.

4/11/2025

Map ID 53 Driving

Sam(Automobile User) -

0 0

Website

Driver's FLY through this stoplight. It's 30mph and the yellow light is short. Not sure if driver's are confused after coming from faster highways. The large trucks will run this light constantly at high speeds.

4/21/2025

Map ID 54 Walking

() -

0 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 55 — Other

Alex Decker(Automobile User) - alex.decker@gmail.com

1 | 0

Website

It would be great if this connection to the highway were eliminated. It would make the trail safer and there would be no more conflicts between vehicles when entering or exiting the highway.

3/25/2025

Map ID 56 — Walking

() -

3 | 0

There is NO safe way to cross from the north side trail on 20th Street to access Coborns, or the trail on the south side of the road. There is NO crossing between the sides, and NO trail to the north of Buffalo Wine & Spirits allowing access to the trail.

Safe walking/biking access to grocery stores is essential for those in our community without access to a vehicle.

3/10/2025

Map ID 57 — Walking

Laura(Nearby Resident) -

0 | 0

Other

I like having the trees that shade the sidewalks the entire length of the street. On the really hot days, I can walk my dog without worrying about his pads or overheating.

7/22/2025

Map ID 58 — Walking

Fred Patch() - fpatch@tds.net

0 | 0

For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic.

4/11/2025

Map ID 59 — Driving

Edith G(Nearby Resident) - edithgom8084@gmail.com

5 | 0

Difficulty crossing intersection with vehicles crossing for different directions.

3/4/2025

Map ID 60 — Walking

() -

0 | 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk.

3/10/2025

Map ID 61 — Driving

Justin Kannas(Other) - justin.kannas@bolton-menk.com

0 | 0

Open House or Project

Concerns about people crossing TH 55 and then stopping to turn into Liquor Store here - sudden and unexpected stop with driveway being so close to TH 55 intersection. (Verbal comment from State of City event).

5/12/2025

Map ID 62 — Walking

Fred Patch() - fpatch@tds.net

0 | 0

For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic.

4/11/2025

Map ID 63 Walking

Randi(Nearby Resident) - randsvar@live.com

11 0

Website

Requesting a trail that goes along Lake Blvd to the Gary Mattson Dog Park (similiar to the Montrose Blvd trail). 2/13/2025

5 0 YES!!! 3/3/2025

1 0 Actually, could it go out to Mill Creek? 4/22/2025

Map ID 64 Walking

() -

7 0

The "official" trail alongside the lake is nothing more than a road shoulder. A separated trail would be safer, especially with the amount of individuals using this section of road for walking and biking. 3/10/2025

Map ID 65 Walking

Fred Patch() - fpatch@tds.net

0 0

For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 66 Driving

TG() -

5 0

Difficult sight lines when trying to cross 25 on 2nd St NE from the east, going west. 1/24/2025

Map ID 67 Walking

Fred Patch() - fpatch@tds.net

0 0

For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 68 Walking

() -

5 0

This trail just ends in the library parking lot. There is no safe connection the trail on the north side of Lake Blvd NW. 3/10/2025

0 0 Trail should continue on the lakeside. Remove north side sidewalk to accommodate this. 6/22/2025

Map ID 69 Driving

Jared Sands(Nearby Resident) - jaredsands717@gmail.com

3 0

Social Media (Facebook,

Add traffic lights for apparatus leaving the centennial fire station for emergencies. 3/4/2025

Map ID 70 Walking

() -

0 0

The sidewalk here just ends. It does not connect to a trail or another sidewalk. 3/10/2025

Map ID 71 Walking

Fred Patch() - fpatch@tds.net

1 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 72 Walking

() -

0 0 The sidewalk here just ends. It does not connect to a trail or another sidewalk. 3/10/2025

Map ID 73 Walking

() -

0 0 The sidewalk here just ends. There is no ADA curb ramp to the street, or connection to other sidewalks. 3/15/2025

Map ID 74 Walking

Lydia Lytle() - Lytle.lydial@gmail.com

0 0 When the crosswalk button is pressed at this intersection, the signs on both sides of the road should flash towards the traffic in both directions. When heading southbound, the north side of the crosswalk has low visibility from cars and several families have had to stop in the middle of the road as southbound cars drive through the intersection without slowing. 6/23/2025

Map ID 75 Walking

Fred Patch() - fpatch@tds.net

1 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 76 Walking

Fred Patch() - fpatch@tds.net

1 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 77 Driving

Vincent(Nearby Resident) - vmgomez16@gmail.com

0 0 Fix railway crossing 3/6/2025

1 0 The railway pedestrian crossing has a section where there is pavement missing. It is just a gravel outsection. It is on the west side of the crossing before the crosswalk at Creekside Cir. 3/10/2025

Map ID 78 Walking

Fred Patch() - fpatch@tds.net

1 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 79 Walking

Alex Decker(Nearby Resident) - alex.decker@gmail.com

1 0

There are zebra stripes on both the north and south side of the intersection, but there is only a button to request a crossing on the south side.

Website

3/25/2025

Map ID 80 Walking

() -

5 0

There is NO safe way to access Cub Foods when crossing Highway 55 from 2nd Street South. Many individuals of our community walk in the ditch and then cross 3rd Street S, where there is NO trail or sidewalk, to reach Cub Foods.

3/10/2025

5 0

Safe walking/biking access to grocery stores is essential for those in our community without access to a vehicle.

3/10/2025

Map ID 81 Rolling

() -

1 0

This side of the railway crossing is MISSING an ADA compliant truncated dome. The north side railway crossing has a truncated dome.

3/10/2025

Map ID 82 Walking

() -

1 0

The trail here does NOT connect with the sidewalk alongside 2nd Street South. It just connects with the road.

3/10/2025

Map ID 83 Walking

() -

0 0

The sidewalk on the west side of Creekside Drive just ends, it does not connect across the road, or with the trail at 2nd Street South.

3/10/2025

Map ID 84 Walking

Alex Decker(Nearby Resident) - alex.decker@gmail.com

0 0

The entire stretch of path from 2nd St S to Settlers is lower than the road. There is also no curb here. A vehicle could very easily come onto the path from the highway.

Website

3/25/2025

Map ID 85 Walking

Edith G(Nearby Resident) - edithgom8084@gmail.com

4 0

Missing crosswalk signs on both sides of street

3/4/2025

Map ID 86 Walking

() -

1 0

The bridge here is damaged. It has a large drop on it, which is a tripping hazard.

3/10/2025

Map ID 87 Walking

Edith G(Nearby Resident) - edithgom8084@gmail.com

4 0 Missing crosswalk signs on both sides of street — 3/4/2025

Map ID 88 Walking

Fred Patch() - fpatch@tds.net

0 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. — 4/11/2025

Map ID 89 Rolling

Fred Patch() - fpatch@tds.net

0 0 The asphalt path leading down from Park Lane to Sturgis Park should be redesigned and rebuilt to be accessible. — 4/11/2025

Map ID 90 Walking

() -

0 0 The sidewalk here is too small, and should be expanded, as well as signage should be added so pedestrians use the trail and not 6th Street South to access the park. — 3/15/2025

Map ID 91 Walking

() -

0 0 There is not a proper crosswalk with markings. — 3/15/2025

Map ID 92 Rolling

Lydia Lytle() - Lytle.lydial@gmail.com

0 0 There is an unfinished or uncapped 6" diameter hole in the center of the sidewalk that makes it difficult to navigate the sidewalk with a wheelchair, stroller, or bicycle trailer without having to veer off the sidewalk. It is about 4 inches deep. — 6/23/2025

Map ID 93 Walking

() -

5 0 There is NO safe way to access Target from the trail on Highway 34 E. The trail is on the north side of the road, and target is on the South side of the road, which has NO crossing connecting the two. — 3/10/2025

5 0 Safe walking/biking access to grocery stores is essential for those in our community without access to a vehicle. — 3/10/2025

Map ID 94 Driving

Vincent(Nearby Resident) - vmgomez16@gmail.com

0 0 Fix railroad crossing — 3/6/2025

Map ID 95 — Walking

() -

0 0 There is NO way to access this new neighborhood via the trail on the north side of the road. 3/10/2025

Map ID 96 — Walking

Angela Hirdler(Nearby Resident) - angelahirdler@charter.net

2 0 Website

A cross walk light here for walkers trying to cross over would be very helpful. This street is very busy, and many children live in these developments. 3/18/2025

> 0 0 This road sees so much traffic. Each intersection is dangerous. I worry crossing as an adult. Maybe we could have one main crosswalk with lights? 4/5/2025

Map ID 97 — Walking

Fred Patch() - fpatch@tds.net

1 0 For all crosswalks across Hwy 25, there should be no parking within 25 to 35 feet of the crosswalk so pedestrians approaching or in the crosswalk may be visible to approaching traffic. 4/11/2025

Map ID 98 — Walking

Angela Hirdler(Nearby Resident) - angelahirdler@charter.net

1 0 Website

A cross walk light here for walkers trying to cross over would be very helpful. They are hard to see during sunrise/sunset times of day. This street is very busy, and many children live in these developments. 3/18/2025

Map ID 99 — Walking

() -

1 0 The trail here just ends, there is no connection point or turnaround, it is just a dead end. 3/10/2025

Map ID 100 — Driving

Heidi Culshaw-Floer(Automobile User) - mfloer@msn.com

0 0 Word of Mouth

Can be a difficult little intersection with cars coming off of Cessna. Can be hard to see oncoming traffic and accidents have happened. 5/3/2025

Map ID 101 — Walking

() -

4 0 The trail along 17th Street South is connected directly with a road, and is virtually just a shoulder. It does not feel safe to use as a pedestrian. 3/15/2025

> 4 1 I live in this area, it can be dangerous to walk on this shoulder. 3/18/2025

Map ID 102 — Transit

() -

1 0 Transit needed to access town. A bike/walking trail that connects at settlers parkway would help with foot and bike traffic 4/5/2025

Map ID 103 Driving

Wally(Automobile User) - Whpeterson4166@gmail.com

0 0

Other

Road is very uneven, manhole covers drop. Cars zigzag to avoid hazard areas.

6/22/2025

Appendix C
Full Street & Intersection Prioritization Results

TABLE 12. FULL PRIORITIZATION RESULTS FOR ROADWAY SEGMENTS ON BUFFALO'S HIGH INJURY NETWORK

Roadway	Extents	Priority Score
TH 25	15TH ST NW to CATLIN ST	51
TH 25	TH 25 to 1ST ST S	50
TH 25	3RD ST to 5TH ST	50
TH 55	TH 25 to 3RD AVE NE	44
TH 55	1ST ST NE to 2ND ST S	43
TH 55	COUNTY RD 35 to 1ST ST NE	43
TH 25	2ND ST to 3RD ST	43
TH 55	3RD AVE NE to COUNTY RD 35	42
TH 25	TH 25 to 1ST ST NE	41
TH 25	1ST ST NE to 2ND ST	41
TH 55	TH 25 to COUNTY RD 12 N	38
TH 25	8TH ST to TH 55	38
COUNTY RD 35	RYAN'S WAY to 8TH ST NE	37
TH 25	7TH ST to 8TH ST	36
CALDER AVE NE	10TH ST NE to CESSNA ST	33
TH 25	ANDERSON AVE to 3RD AVE NE	33
TH 55	2ND ST S to 10TH ST NE	31
3RD AVE NE	GRIFFING PARK RD to ANDERSON AVE	30
3RD AVE NE	JOHN AUSE MEMORIAL DR to GRIFFING PARK RD	29
TH 25	5TH ST S to MONTROSE BLVD	29
TH 25	1ST ST S to 2ND ST S	29
TH 25	5TH ST to 7TH ST	29
TH 25	TH 55 to 12TH ST NE	29
TH 25	12TH ST NE to 14TH ST NE	29
TH 25	14TH ST NE to FRONTAGE RD W	29
TH 25	JOHN AUSE MEMORIAL DR to 15TH ST NW	28
ANDERSON AVE	CENTER DR to TH 25	27
CALDER AVE NE	PULASKI RD to PULASKI RD	25
TH 25	CATLIN ST to ANDERSON AVE	25
TH 25	35TH ST NE to WESTRIDGE CT	25
7TH AVE NW	7TH ST to 8TH ST NW	24
7TH AVE NW	8TH ST NW to 9TH ST NW	24
CALDER AVE NE	CESSNA ST to TH 55	23
TH 25	SETTLERS PKWY to 10TH ST S	23
TH 55	10TH ST NE to CALDER AVE NE	23
TH 25	2ND AVE S to 5TH ST S	23
TH 25	1ST AVE S to 2ND AVE S	23
TH 25	2ND ST S to 1ST AVE S	23
COUNTY RD 35	TH 55 to RYAN'S WAY	23
TH 55 NE	CALDER AVE NE to DIVISION ST E	22
TH 25	13TH ST S to TH 25E	22
ANDERSON AVE	3RD AVE NE to CATLIN ST	22
TH 25	FRONTAGE RD W to JOHN AUSE MEMORIAL DR	20

Roadway	Extents	Priority Score
40TH ST NE	WHITETAIL RUN to DAGUE AVE NE	19
TH 25	TH 25 to SETTLERS PKWY	19
TH 25	MONTROSE BLVD to TH 25	19
20TH ST NE	CANTERBURY AVE NE to DAGUE AVE NE	18
3RD AVE NE	TH 55 to 9TH ST NE	18
TH 25	WESTRIDGE CT to COUNTY RD 41	18
20TH ST NE	CALDER AVE NE to CANTERBURY AVE NE	17
CALDER AVE NE	3RD ST NE to 1ST ST NE	17
3RD AVE NE	LEKSAND LN to ARLANDA AVE	17
3RD AVE NE	ARLANDA AVE to JOHN AUSE MEMORIAL DR	17
TH 25	3RD AVE NE to 35TH ST NE	16
3RD AVE NE	14TH ST NE to LEKSAND LN	15
TH 25	10TH ST S to 13TH ST S	14
8TH ST NE	COUNTY RD 35 to CALDER AVE NE	14
PULASKI RD	LEO LN to 16TH ST NE	13
PULASKI RD	GREENBRIAR LN to BUFFALO RIDGE DR	13
PULASKI RD	BUFFALO RIDGE DR to FOREST RIDGE LN	13
PULASKI RD	COPPER CREEK TRL to BLUEBIRD LN	12
40TH ST NE	PULASKI RD to WHITETAIL RUN	12
ANDERSON AVE	CATLIN ST to CENTER DR	10
CALDER AVE NE	8TH ST NE to 3RD ST NE	8
3RD AVE NE	9TH ST NE to ARCADIAN PL	8
3RD AVE NE	ARCADIAN PL to UPPLANDA ST	8
3RD AVE NE	RIDGESTONE PL to GAGNEF PL	8
3RD AVE NE	GAGNEF PL to 14TH ST NE	8
PULASKI RD	CALDER AVE NE to LEO LN	8
PULASKI RD	16TH ST NE to DOUGLAS DR	4
PULASKI RD	DOUGLAS DR to GREENBRIAR LN	4
PULASKI RD	FOREST RIDGE LN to COPPER CREEK TRL	4
PULASKI RD	BLUEBIRD LN to CARDINAL WAY	4
PULASKI RD	CARDINAL WAY to WREN LN	4
PULASKI RD	WREN LN to 40TH ST NE	4

Note: Grey-shaded rows indicate locations where safety projects were completed between 2016 and 2024. As described in Chapter 2, these prior improvements such as roundabouts, RRFBs, and corridor redesigns help explain recent crash trends and provide context for prioritization scores.

TABLE 13. FULL PRIORITIZATION RESULTS FOR INTERSECTIONS ON BUFFALO'S HIGH INJURY NETWORK

Intersection	Priority Score
2ND ST S & TH 55	58
2ND ST & TH 25	52
5TH ST NE & TH 55	46
TH 25 & DIVISION ST E	45
TH 25 & LAKE BLVD NW	45
CATLIN ST & TH 25	43
ANDERSON AVE & TH 25	43
3RD ST & TH 25	43
CESSNA ST & CALDER AVE	41
3RD AVE NE & TH 55	41
3RD AVE NE & GRIFFING PARK RD	41
8TH ST & TH 25	40
20TH ST NE & DAGUE AVE NE	38
5TH ST NE & TH 25	38
1ST ST NE & TH 55	36
1ST ST S & TH 25	36
JOHN AUSE MEMORIAL DR & TH 25	32
12TH ST NE & TH 25	31
TH 25 & TH 55	29
7TH ST & TH 25	29
7TH AVE NW & 7TH ST NW	28
COUNTY RD 12 N & TH 55	28
24TH ST NE & WHITETAIL RUN	27
10TH ST NE & TH 55	27
RYAN'S WAY & COUNTY RD 35	27
1ST ST NE & CALDER AVE	26
CALDER AVE & TH 55 NE	26
FRONTAGE RD W & TH 25	26
3RD AVE NE & ANDERSON AVE	26
3RD AVE NE & TH 25	26
35TH ST NE & TH 25	26
8TH ST NE & COUNTY RD 35	25
13TH ST S & TH 25	24
7TH AVE NW & 8TH ST NW	24
14TH ST NE & TH 25	24
TH 25 & WESTRIDGE CT	24
20TH ST NE & CALDER AVE	23
SETTLERS PKWY & TH 25	23
TH 25 & MONTROSE BLVD	23
2ND AVE S & TH 25	23
15TH ST NW & TH 25	22
5TH ST S & TH 25	21
1ST AVE S & TH 25	21
2ND ST S & TH 25	20
20TH ST NE & CANTERBURY AVE NE	20

Intersection	Priority Score
COUNTY RD 41 & TH 25	20
14TH ST NE & 3RD AVE NE	19
3RD AVE NE & ARLANDA AVE	19
CALDER AVE NE & PULASKI RD	19
7TH AVE NW & 9TH ST NW	18
10TH ST S & TH 25	16
3RD AVE NE & 9TH ST NE	12
ANDERSON AVE & CATLIN ST	12
BUFFALO RIDGE DR & PULASKI RD	11
3RD AVE NE & GAGNEF PL	10
3RD AVE NE & LEKSAND LN	10
3RD AVE NE & JOHN AUSE MEMORIAL DR	10
LEO LN & PULASKI RD	10
ANDERSON AVE & CENTER DR	10
40TH ST NE & DAGUE AVE NE	10
10TH ST NE & CALDER AVE	8
12TH ST NE & CALDER AVE	8
3RD ST NE & CALDER AVE	8
3RD AVE NE & ARCADIAN PL	8
3RD AVE NE & UPPLANDA ST	8
3RD AVE NE & RIDGESTONE PL	8
DOUGLAS DR & PULASKI RD	6
GREENBRIAR LN & PULASKI RD	6
BLUEBIRD LN & PULASKI RD	6
FOREST RIDGE LN & PULASKI RD	4
COPPER CREEK TRL & PULASKI RD	4
CARDINAL WAY & PULASKI RD	4
PULASKI RD & WREN LN	4
16TH ST NE & PULASKI RD	2

Note: Grey-shaded rows indicate locations where safety projects were completed between 2016 and 2024. As described in Chapter 2, these prior improvements such as roundabouts, RRFBs, and corridor redesigns help explain recent crash trends and provide context for prioritization scores.

Appendix D
Full Concept Design Preliminary Cost Estimates

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A 3rd Ave & 9th St Mini Roundabout - No Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	2,720	$ 35.00	$ 95,200
	REMOVE CONCRETE SIDEWALK	SF	3,520	$ 9.00	$ 31,700
	REMOVE CURB AND GUTTER	LF	660	$ 14.00	$ 9,300
	EXCAVATION - COMMON	CY	3,460	$ 67.00	$ 231,900
	AGGREGATE BASE (CV) CLASS 5	CY	720	$ 147.00	$ 105,900
	SELECT GRANULAR EMBANKMENT (CV)	CY	1,810	$ 54.00	$ 97,800
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	910	$ 175.00	$ 159,300
	CURB AND GUTTER B624	LF	2,160	$ 47.00	$ 101,600
	4" CONCRETE WALK	SF	10,820	$ 11.00	$ 119,100
	Subtotal				$ 952,000
	All Roadway Construction Subtotal				**$ 952,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	LIGHTING	LS	1	$ 100,000.00	$ 100,000
(5)	URBAN DRAINAGE	LS	1	$ 190,000.00	$ 190,000
	Subtotal				$ 290,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 62,100
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 24,900
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 37,300
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 62,100
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 31,100
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 62,100
	CONTINGENCY FOR MISSING ITEMS			of all roadway	$ -
	Subtotal				$ 280,000
				Construction Cost (2027 Dollars)	$ 1,500,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 100,000
				Engineering Cost (2027 Dollars)	$ 300,000
				Total Cost (2027 Dollars)	**$ 1,900,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Sidewalk pavement section assumed is 4 inch concrete pavement and 4 inch aggregate base
4. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
5. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A 3rd Ave & 9th St Mini Roundabout - 20% Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	3,260	$ 35.00	$ 114,100
	REMOVE CONCRETE SIDEWALK	SF	4,230	$ 9.00	$ 38,100
	REMOVE CURB AND GUTTER	LF	800	$ 14.00	$ 11,200
	EXCAVATION - COMMON	CY	4,150	$ 67.00	$ 278,100
	AGGREGATE BASE (CV) CLASS 5	CY	860	$ 147.00	$ 126,500
	SELECT GRANULAR EMBANKMENT (CV)	CY	2,170	$ 54.00	$ 117,200
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	1,090	$ 175.00	$ 190,800
	CURB AND GUTTER B624	LF	2,590	$ 47.00	$ 121,800
	4" CONCRETE WALK	SF	12,980	$ 11.00	$ 142,800
	Subtotal				$ 1,141,000
	All Roadway Construction Subtotal				**$ 1,141,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	LIGHTING	LS	1	$ 100,000.00	$ 100,000
(5)	URBAN DRAINAGE	LS	1	$ 230,000.00	$ 230,000
	Subtotal				$ 330,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 73,600
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 29,500
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 44,200
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 73,600
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 36,800
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 73,600
	CONTINGENCY FOR MISSING ITEMS		20%	of all roadway	$ 294,200
	Subtotal				$ 626,000
				Construction Cost (2027 Dollars)	$ 2,100,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 100,000
				Engineering Cost (2027 Dollars)	$ 400,000
				Total Cost (2027 Dollars)	**$ 2,600,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Sidewalk pavement section assumed is 4 inch concrete pavement and 4 inch aggregate base
4. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
5. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A 2X1 Roundabout - 0% Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	10,550	$ 10.00	$ 105,500
	REMOVE CONCRETE MEDIAN	SF	4,250	$ 12.00	$ 51,000
	REMOVE CONCRETE WALK	SY	1,250	$ 6.00	$ 7,500
	REMOVE CURB AND GUTTER	LF	3,900	$ 9.00	$ 35,100
	EXCAVATION - COMMON	CY	280	$ 60.00	$ 16,800
	AGGREGATE BASE (CV) CLASS 5	CY	310	$ 60.00	$ 18,600
	SELECT GRANULAR EMBANKMENT (CV)	CY	390	$ 35.00	$ 13,700
	TYPE SP 9.5 WEARING COURSE MIX (2,B) (TRAIL)	TONS	270	$ 140.00	$ 37,800
	TYPE SP 12.5 WEARING COURSE MIX (4,F) (ROAD)	TONS	2,430	$ 125.00	$ 303,800
	CURB AND GUTTER B624	LF	7,130	$ 55.00	$ 392,200
	7" CONCRETE TRUCK APRON	SY	490	$ 140.00	$ 68,600
	CONCRETE MEDIAN	SY	1,590	$ 120.00	$ 190,800
	Subtotal				$ 1,241,000
STRUCTURAL ITEMS					
	MODULAR BLOCK RETAINING WALL	SF	3,190	$ 98.00	$ 312,700
	Subtotal				$ 313,000
	All Roadway Construction Subtotal				**$ 1,554,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS	1	$ 30,000.00	$ 30,000
(3)	LIGHTING	LS	1	$ 175,000.00	$ 175,000
(4)	URBAN DRAINAGE	LS	1	$ 310,000.00	$ 310,000
	Subtotal				$ 515,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 103,500
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 41,400
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 62,100
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 103,500
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 51,800
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 103,500
	CONTINGENCY FOR MISSING ITEMS			of all roadway	$ -
	Subtotal				$ 466,000
				Construction Cost (2026 Dollars)	$ 2,500,000
				Anticipated Right-of-Way Cost (2026 Dollars)	$ -
				Engineering Cost (2026 Dollars)	$ 500,000
				Total Cost (2026 Dollars)	**$ 3,000,000**

Notes:

1. Highway pavement section assumed is 6 inch bituminous pavement,10.5 inch aggregate base, and 24 inch sand used in locations outside existing pavement. Ryans Way/ Williems Way Roundabouts Concept assumed for quantities.
2. Trail pavement section assumed is 3 inch bituminous pavement and 6 inch aggregate base
3. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A 2X1 Roundabout - 20% Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	10,550	$ 10.00	$ 105,500
	REMOVE CONCRETE MEDIAN	SF	4,250	$ 12.00	$ 51,000
	REMOVE CONCRETE WALK	SY	1,250	$ 6.00	$ 7,500
	REMOVE CURB AND GUTTER	LF	3,900	$ 9.00	$ 35,100
	EXCAVATION - COMMON	CY	280	$ 60.00	$ 16,800
	AGGREGATE BASE (CV) CLASS 5	CY	310	$ 60.00	$ 18,600
	SELECT GRANULAR EMBANKMENT (CV)	CY	390	$ 35.00	$ 13,700
	TYPE SP 9.5 WEARING COURSE MIX (2,B) (TRAIL)	TONS	270	$ 140.00	$ 37,800
	TYPE SP 12.5 WEARING COURSE MIX (4,F) (ROAD)	TONS	2,430	$ 125.00	$ 303,800
	CURB AND GUTTER B624	LF	7,130	$ 55.00	$ 392,200
	7" CONCRETE TRUCK APRON	SY	490	$ 140.00	$ 68,600
	CONCRETE MEDIAN	SY	1,590	$ 120.00	$ 190,800
	Subtotal				$ 1,241,000
STRUCTURAL ITEMS					
	MODULAR BLOCK RETAINING WALL	SF	3,190	$ 98.00	$ 312,700
	Subtotal				$ 313,000
	All Roadway Construction Subtotal				**$ 1,554,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS		$ 10,000.00	$ -
	TRAFFIC SIGNAL SYSTEM	LS		$ 500,000.00	$ -
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS	1	$ 30,000.00	$ 30,000
(3)	LIGHTING	LS	1	$ 175,000.00	$ 175,000
(4)	URBAN DRAINAGE	LS	1	$ 310,000.00	$ 310,000
	DRAINAGE STRUCTURE	LS			$ -
	PONDS	LS			$ -
	Subtotal				$ 515,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 103,500
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 41,400
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 62,100
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 103,500
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 51,800
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 103,500
	CONTINGENCY FOR MISSING ITEMS		20%	of all roadway	$ 413,800
	Subtotal				$ 880,000
				Construction Cost (2026 Dollars)	$ 2,900,000
				Anticipated Right-of-Way Cost (2026 Dollars)	$ -
				Engineering Cost (2026 Dollars)	$ 600,000
				Total Cost (2026 Dollars)	**$ 3,500,000**

Notes:

1. Highway pavement section assumed is 6 inch bituminous pavement,10.5 inch aggregate base, and 24 inch sand used in locations outside existing pavement. Ryans Way/ Williems Way Roundabout Concept assumed for quantities.
2. Trail pavement section assumed is 3 inch bituminous pavement and 6 inch aggregate base
3. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A Curb Extension - No Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	130	$ 35.00	$ 4,600
	REMOVE CONCRETE SIDEWALK	SF	1,300	$ 9.00	$ 11,700
	REMOVE CURB AND GUTTER	LF	90	$ 14.00	$ 1,300
	EXCAVATION - COMMON	CY	50	$ 67.00	$ 3,400
	AGGREGATE BASE (CV) CLASS 5	CY	20	$ 147.00	$ 3,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	20	$ 54.00	$ 1,100
	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TONS	10	$ 175.00	$ 1,800
	CURB AND GUTTER B624	LF	110	$ 47.00	$ 5,200
	4" CONCRETE WALK	SF	1,220	$ 11.00	$ 13,500
	Subtotal				$ 46,000
	All Roadway Construction Subtotal				**$ 46,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 10,000.00	$ 10,000
	Subtotal				$ 10,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 2,800
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 1,200
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 1,700
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 2,800
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 1,400
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 2,800
	CONTINGENCY FOR MISSING ITEMS			of all roadway	$ -
	Subtotal				$ 13,000
				Construction Cost (2027 Dollars)	$ 70,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 14,000
				Total Cost (2027 Dollars)	**$ 84,000**

Notes:

1. Assumes one intersecion quadrant reconstructed.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A Curb Extension - 20% Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	150	$ 35.00	$ 5,300
	REMOVE CONCRETE SIDEWALK	SF	1,570	$ 9.00	$ 14,200
	REMOVE CURB AND GUTTER	LF	110	$ 14.00	$ 1,600
	EXCAVATION - COMMON	CY	60	$ 67.00	$ 4,100
	AGGREGATE BASE (CV) CLASS 5	CY	20	$ 147.00	$ 3,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	20	$ 54.00	$ 1,100
	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TONS	10	$ 175.00	$ 1,800
	CURB AND GUTTER B624	LF	130	$ 47.00	$ 6,200
	4" CONCRETE WALK	SF	1,460	$ 11.00	$ 16,100
	Subtotal				$ 53,000
	All Roadway Construction Subtotal				**$ 53,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 10,000.00	$ 10,000
	Subtotal				$ 10,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 3,200
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 1,300
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 1,900
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 3,200
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 1,600
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 3,200
	CONTINGENCY FOR MISSING ITEMS		20%	of all roadway	$ 12,600
	Subtotal				$ 27,000
				Construction Cost (2027 Dollars)	$ 90,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 18,000
				Total Cost (2027 Dollars)	**$ 108,000**

Notes:

1. Assumes one intersecion quadrant reconstructed.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A Single Lane Roundabout - No Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	5,740	$ 35.00	$ 200,900
	REMOVE CONCRETE SIDEWALK	SF	4,620	$ 9.00	$ 41,600
	REMOVE CURB AND GUTTER	LF	1,830	$ 14.00	$ 25,700
	EXCAVATION - COMMON	CY	5,030	$ 67.00	$ 337,100
	AGGREGATE BASE (CV) CLASS 5	CY	790	$ 147.00	$ 116,200
	SELECT GRANULAR EMBANKMENT (CV)	CY	2,790	$ 54.00	$ 150,700
	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TONS	870	$ 175.00	$ 152,300
	CURB AND GUTTER B624	LF	3,560	$ 47.00	$ 167,400
	4" CONCRETE WALK	SF	6,360	$ 11.00	$ 70,000
	Subtotal				$ 1,262,000
	All Roadway Construction Subtotal				**$ 1,262,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 250,000.00	$ 250,000
	Subtotal				$ 250,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 75,600
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 30,300
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 45,400
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 75,600
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 37,800
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 75,600
	CONTINGENCY FOR MISSING ITEMS			of all roadway	$ -
	Subtotal				$ 340,000
				Construction Cost (2027 Dollars)	$ 1,900,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 380,000
				Total Cost (2027 Dollars)	**$ 2,280,000**

Notes:

1. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
2. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
3. Storm sewer cost is 20% of roadway construction cost

   Quantities from Grand Forks SS4A Roundabout

Opinion of Probable Cost - Preliminary Cost Estimate

Buffalo SS4A Single Lane Roundabout - 20% Contingency

Buffalo, MN

12/17/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	6,890	$ 35.00	$ 241,200
	REMOVE CONCRETE SIDEWALK	SF	5,540	$ 9.00	$ 49,900
	REMOVE CURB AND GUTTER	LF	2,200	$ 14.00	$ 30,800
	EXCAVATION - COMMON	CY	6,040	$ 67.00	$ 404,700
	AGGREGATE BASE (CV) CLASS 5	CY	950	$ 147.00	$ 139,700
	SELECT GRANULAR EMBANKMENT (CV)	CY	3,350	$ 54.00	$ 180,900
	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TONS	1,040	$ 175.00	$ 182,000
	CURB AND GUTTER B624	LF	4,270	$ 47.00	$ 200,700
	4" CONCRETE WALK	SF	7,630	$ 11.00	$ 84,000
	Subtotal				$ 1,514,000
	All Roadway Construction Subtotal				**$ 1,514,000**
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 300,000.00	$ 300,000
	Subtotal				$ 300,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	$ 90,700
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	$ 36,300
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	$ 54,500
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	$ 90,700
	LANDSCAPING/STREETSCAPE		3%	of all roadway	$ 45,400
	TRAFFIC CONTROL/STAGING		5%	of all roadway	$ 90,700
	CONTINGENCY FOR MISSING ITEMS		20%	of all roadway	$ 362,800
	Subtotal				$ 771,000
				Construction Cost (2027 Dollars)	$ 2,600,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 520,000
				Total Cost (2027 Dollars)	**$ 3,120,000**

Notes:

1. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
2. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
3. Storm sewer cost is 20% of roadway construction cost

   Quantities from Grand Forks SS4A Roundabout

Appendix E
Leadership Commitment

Buffalo

CITY OF BUFFALO, MINNESOTA

RESOLUTION 2026-XX
A RESOLUTION ADOPTING THE BUFFALO TRANSPORTATION SAFETY ACTION PLAN AND COMMITTING TO A VISION OF ZERO DEATHS AND SERIOUS INJURIES

WHEREAS, the City of Buffalo is committed to creating a safe, connected, and equitable transportation system that supports all modes of travel and enhances the quality of life for all residents and visitors; and

WHEREAS, traffic crashes resulting in death or serious injury are preventable and unacceptable, and even one life lost on Buffalo's streets is one too many; and

WHEREAS, from 2015 through 2024, there were 1,194 recorded crashes on surface streets in Buffalo, including six fatalities and 24 serious injury crashes; and

WHEREAS, the City of Buffalo has developed a Safe Streets for All (SS4A) Safety Action Plan that outlines a data-driven, community-informed, and equity-centered approach to eliminating traffic-related fatalities and serious injuries; and

WHEREAS, the SS4A Safety Action Plan incorporates Safe System principles and recommends a range of strategies including Complete Streets, Safe Routes to School, context-sensitive design, and proactive safety improvements; and

WHEREAS, the City recognizes that achieving meaningful reductions in traffic deaths and serious injuries will require sustained leadership, interagency coordination, community engagement, and strategic investment over time;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BUFFALO, MINNESOTA as follows:

1. The City of Buffalo hereby adopts the Buffalo Safe Streets for All Safety Action Plan as a guiding framework for improving transportation safety and equity across the city.
2. The City of Buffalo commits to the goal of reducing traffic-related fatalities and serious injuries by 50% by the year 2035, and achieving zero traffic deaths and serious injuries by the year 2050.
3. The City will pursue funding opportunities, partnerships, and policy changes to support implementation of the Safety Action Plan and its recommendations.
4. The City will monitor progress toward these goals and periodically report on implementation efforts and safety outcomes.

Passed and adopted by the Buffalo City Council this XX day of January 2026.

PLACEHOLDER

_____ ATTEST:_____

Steve Downer, Mayor Susan Johnson, City Clerk

Appendix F
Seasonal Safety Campaigns

Appendix F: Seasonal Safety Campaigns

This appendix introduces four example seasonal safety campaigns for Buffalo, that the City of Buffalo could consider in future safety planning efforts. Each briefly outlines the aim, key actions, optional quick-build elements, partners, and simple measures to track results. The campaigns are adaptable to school zones, downtown, lakefront areas, parks, and High Injury Network segments, and rely on City, County, and MnDOT coordination to deliver low-cost, repeatable efforts that build awareness and inform future improvements.

"See and Be Seen" (Winter)

Objective

Improve nighttime visibility and yielding for people walking, rolling, and biking during low-light winter months.

Core tactics

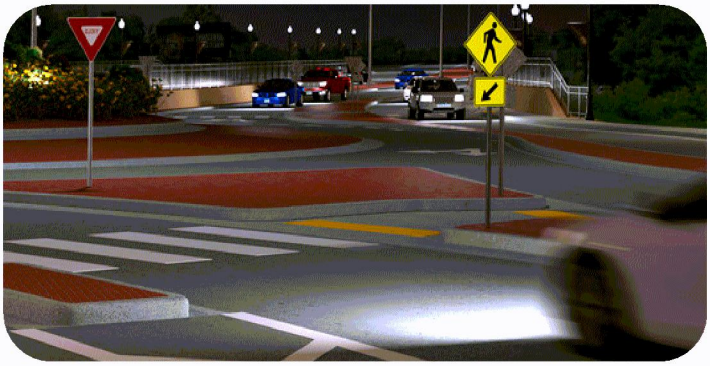
- Social + email campaign on headlights, speed, and pedestrian visibility; push quick videos featuring local crossings.
- Lighting pop-up at one high-use crossing (positive-contrast lighting, high-visibility markings); add "Yield Here to Pedestrians" signs and advance stop bars.
- Encourage reflective gear through school and senior-center partners; offer limited reflective slap bands at City Hall/library.

Potential Demonstration Project Applications

Use toolbox elements (lighting, crosswalk visibility upgrades). If feasible, pair with signal tweaks (e.g., Leading Pedestrian Interval at a downtown signal) to test driver yielding.

Partners

Buffalo PD, City Communications, schools, downtown businesses.

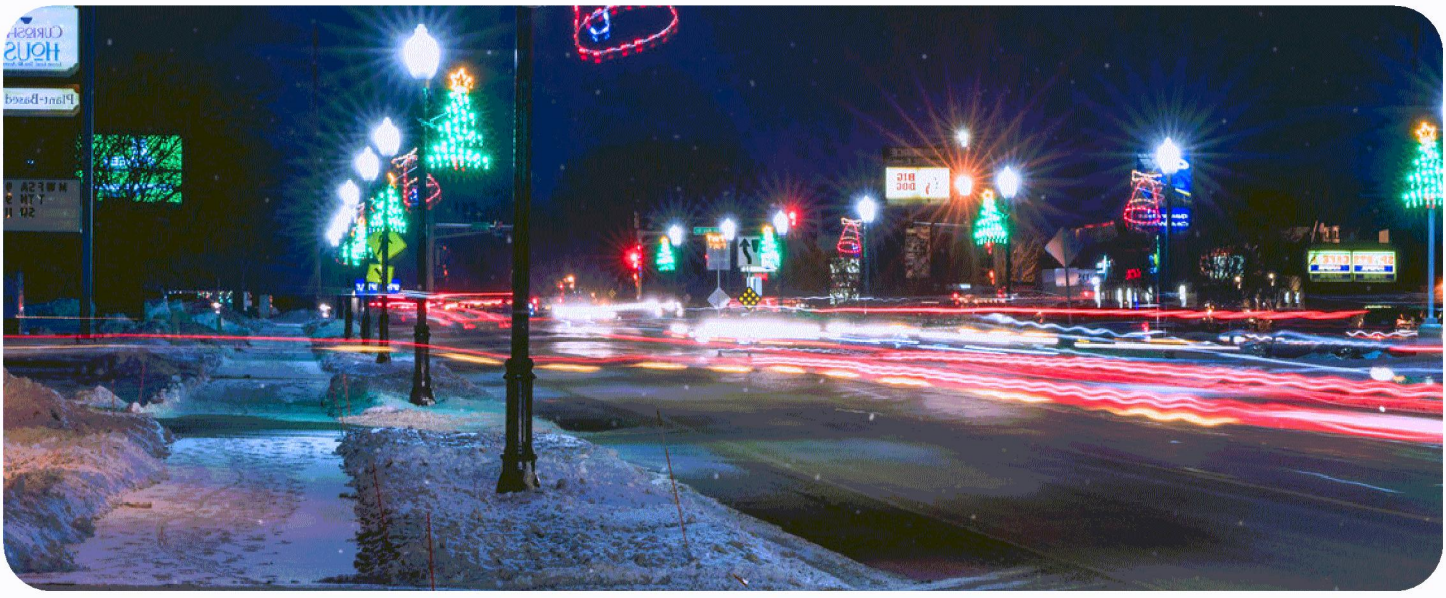


Metrics

- Nighttime motorist yielding rate before/after (% of drivers yielding to pedestrians)
- Observed approach speeds at the treated crossing (85th percentile)
- Community survey: % of respondents who feel crossings are "visible" at night
- Maintenance follow-through: # of lighting fixtures checked/repaired

Why Buffalo

Responds to plan themes around crossing safety and nighttime visibility on HIN corridors and near civic destinations, and builds winter data for subsequent seasons.



"Safer Crossings: Lakefront & Downtown" (Summer)

Objective

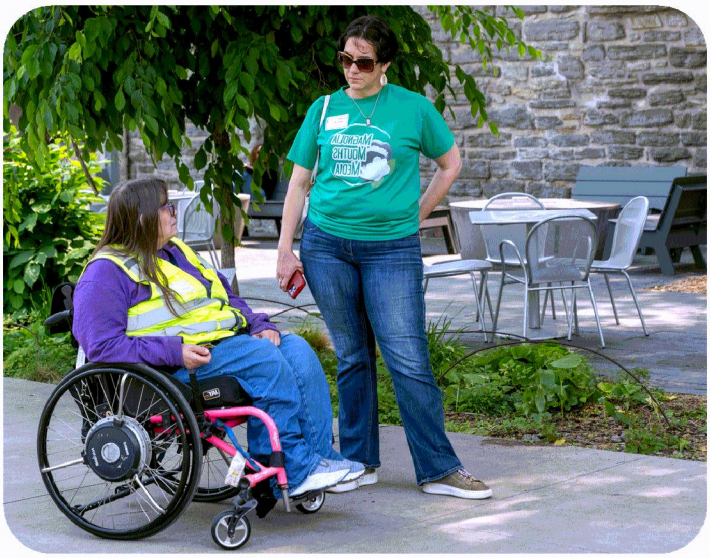
Make busy crossings safer during seasons with peak pedestrian activity, with a focus on downtown crossings and those near lakes or other recreation destinations.

Core tactics

- Seasonal campaign on midblock crossing etiquette and speed calming entering downtown.
- Median refuge or curb-extension pop-up at one high-volume crossing near parks/civic sites (cones/ planters, taped markings).
- Farmers Market booth: quick yielding demos; stroller/ wheelchair route handouts; mini-surveys on perceived safety.

Potential Demonstration Project Applications

Temporary pedestrian refuge island or curb extensions at a chosen midblock/downtown location; mark advance stop bars; enforce near-crosswalk parking setbacks to improve sight lines.



Partners

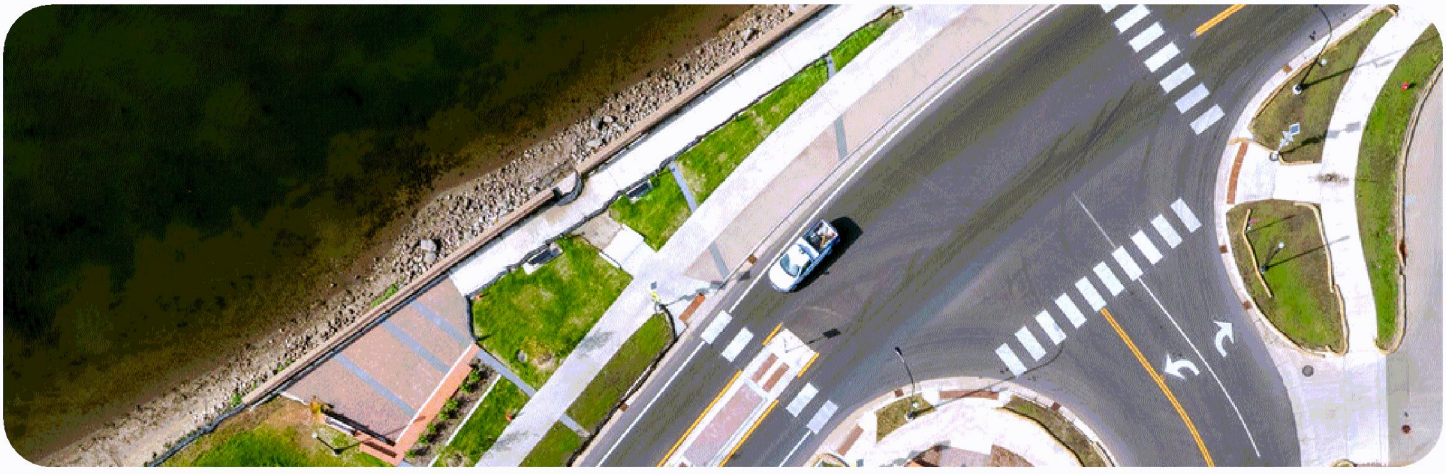
Downtown businesses, Farmers Market organizers, City Engineer, MnDOT (if on state highways).

Metrics

- Yielding rate and crossing wait time (seconds) before/ after demo
- Approach speeds entering the treated zone (85th percentile)
- Pop-up engagement: # of surveys collected; % reporting improved comfort
- Operational notes: any driveway/turning impacts logged during demo hours

Why Buffalo

Aligns with peak seasonal pedestrian demand and the plan's focus on downtown and park access; builds evidence for permanent pedestrian refuge islands and curb extensions.



"School Zone Slowdown" (Fall)

Objective

Promote safe speeds, yielding, and predictable turns near schools during arrival/dismissal.

Core tactics

- Short campaign on school-zone speeds, No Turn on Red, and crossing etiquette.
- Pop-up curb extension or crosswalk refresh at one priority crossing location.
- PTO table: brief yielding demos, stroller/wheelchair route handouts, mini-surveys.

Potential Demonstration Project Applications

- Temporary curb extensions or median refuge; advance stop bars; enforce parking setbacks.
- Consider LPI or No Turn on Red at the nearest signal (where warranted).

Partners

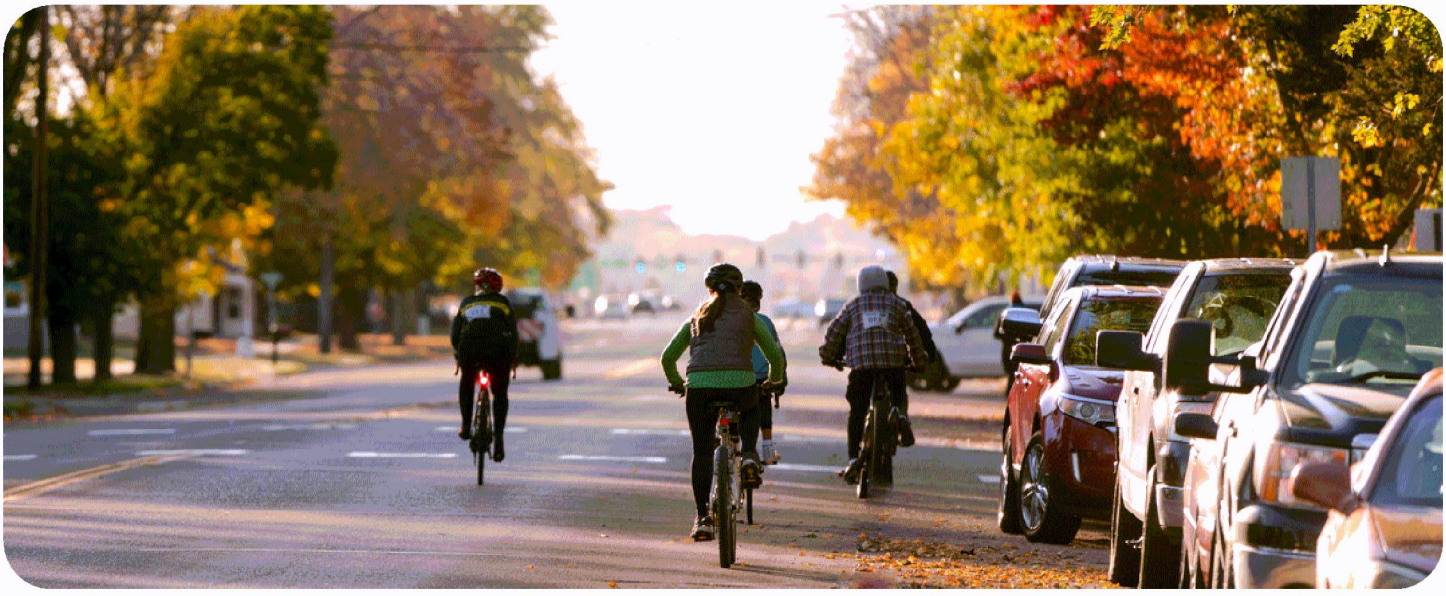
Buffalo Community Schools/PTOs, Buffalo PD, City Engineer, Wright County, MnDOT (if on state highways).

Metrics

- Yielding rate and crossing wait time (before/after)
- Pop-up engagement: surveys collected; % reporting improved comfort
- Operational notes: driveway/turning impacts; compliance with LPI/No Turn on Red

Why Buffalo

Addresses priority school-area safety and speed management; builds low-cost evidence for permanent curb extensions/refuges and signal policy updates.



Buffalo

CITY OF BUFFALO, MINNESOTA

RESOLUTION 2026-3
A RESOLUTION ADOPTING THE BUFFALO TRANSPORTATION SAFETY ACTION PLAN AND COMMITTING TO A VISION OF ZERO DEATHS AND SERIOUS INJURIES

WHEREAS, the City of Buffalo is committed to creating a safe, connected, and equitable transportation system that supports all modes of travel and enhances the quality of life for all residents and visitors; and

WHEREAS, traffic crashes resulting in death or serious injury are preventable and unacceptable, and even one life lost on Buffalo's streets is one too many; and

WHEREAS, from 2015 through 2024, there were 1,194 recorded crashes on surface streets in Buffalo, including six fatalities and 24 serious injury crashes; and

WHEREAS, the City of Buffalo has developed a Safe Streets for All (SS4A) Safety Action Plan that outlines a data-driven, community-informed, and equity-centered approach to eliminating traffic-related fatalities and serious injuries; and

WHEREAS, the SS4A Safety Action Plan incorporates Safe System principles and recommends a range of strategies including Complete Streets, Safe Routes to School, context-sensitive design, and proactive safety improvements; and

WHEREAS, the City recognizes that achieving meaningful reductions in traffic deaths and serious injuries will require sustained leadership, interagency coordination, community engagement, and strategic investment over time;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BUFFALO, MINNESOTA as follows:

1. The City of Buffalo hereby adopts the Buffalo Safe Streets for All Safety Action Plan as a guiding framework for improving transportation safety and equity across the city.
2. The City of Buffalo commits to the goal of reducing traffic-related fatalities and serious injuries by 50% by the year 2035, and achieving zero traffic deaths and serious injuries by the year 2050.
3. The City will pursue funding opportunities, partnerships, and policy changes to support implementation of the Safety Action Plan and its recommendations.
4. The City will monitor progress toward these goals and periodically report on implementation efforts and safety outcomes.

Passed and adopted by the Buffalo City Council this 20th day of January 2026.

_____ ATTEST:_____

Steve Downer, Mayor Susan Johnson, City Clerk

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Community Development Director David Kelly**
PRESENTED BY: **Community Development Director David Kelly**
AGENDA ITEM: **HPAB Century Homes Program Recognition**

BACKGROUND SUMMARY:

The Heritage Preservation Advisory Board has accepted several homes into their Century Homes Program, which recognizes the effort these homeowners have put into preserving their 100-year old home. This batch of applications include:

- 300 Division Street E (1916)
- 308 Division Street E (1912)
- 209 3rd Street NW (1909)
- 305 3rd Street NW (1889)
- 502 4th Avenue NW (1910)
- 506 4th Avenue NW (1904)
- 507 4th Avenue NW (1907)
- 508 4th Avenue NW (1920)

A certificate will be presented to each homeowner at a Council meeting in May during Heritage Preservation Month.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

This agenda item aligns with Core Strategy #2: Balanced Growth as it pertains to the preservation of Buffalo's character.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:

N/A

Back to Agenda

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **Community Development Director David Kelly**
PRESENTED BY: **HPAB Member Shala Holm**
AGENDA ITEM: **HPAB Annual Report**

BACKGROUND SUMMARY:
The Heritage Preservation Advisory Board (HPAB) will be presenting on their work completed in 2025 as shown in the attached annual report.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:
This item aligns with Core Strategy #3: Safe, Welcoming, and Connected Community as it fosters civic engagement.

FISCAL CONSIDERATIONS:
a. Estimated Cost: $0.00
b. Funding Source(s): N/A
c. Budgeted: N/A

RECOMMENDED ACTION:
N/A

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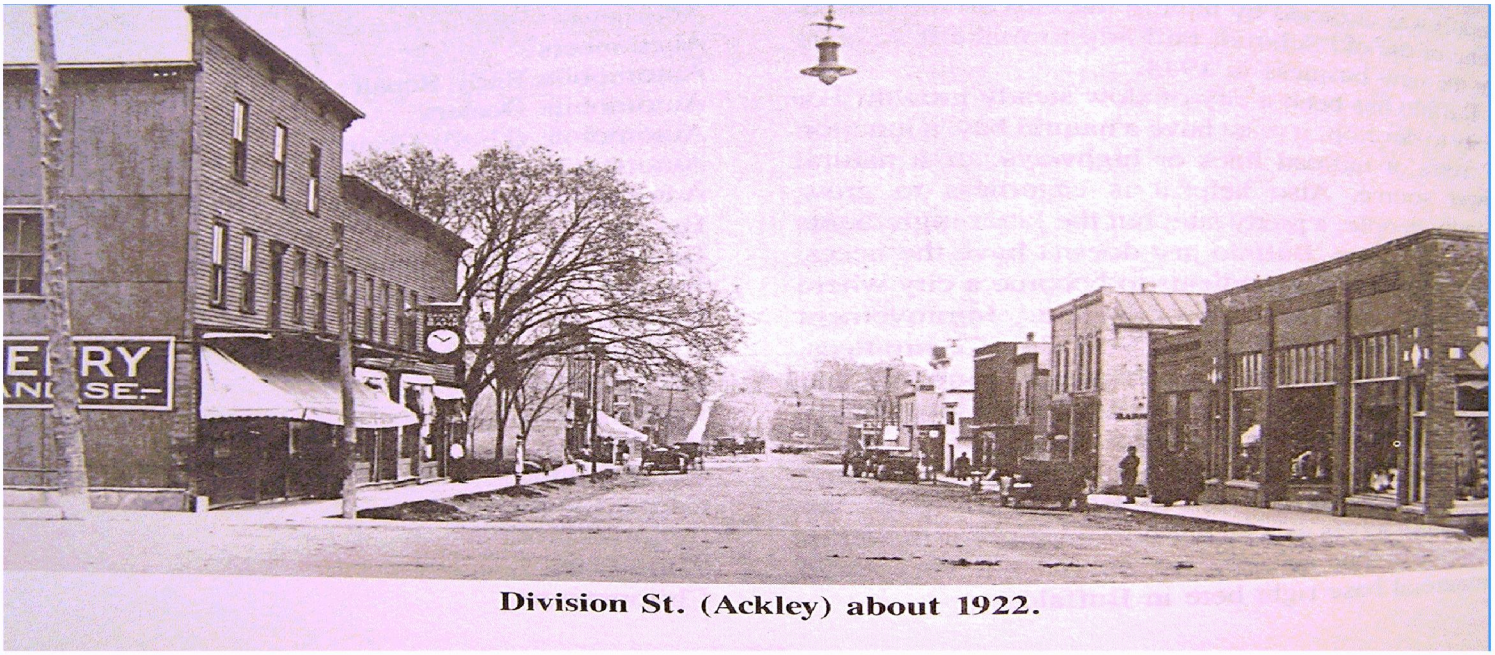
Preserving Buffalo...



Division St. (Ackley) about 1922.

DOWNTOWN DESIGN GUIDELINES APPROVED

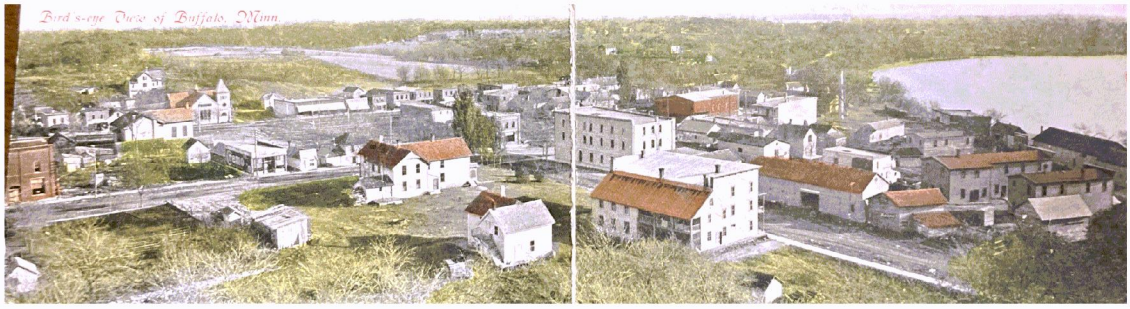
The National Parks Service's Illustrated Guidelines for Rehabilitating Historic Buildings are widely used and effective, but since they are broad to suit various contexts, communities should thoughtfully adapt them to fit local needs. (Reference: page 95, National Heritage Preservation Guidelines)

MAYOR PROCLAIMS MAY HERITAGE PRESERVATION MONTH

Established by the National Park Service and the National Trust for Historic Preservation in 1973, this month-long observance highlights the cultural, social, and economic benefits of preserving history.

CENTURY HOMES RECOGNTION

In 2025, ten remarkable homes–each over a century old–were honored by being admitted into the Century Homes Recognition Program



Chair Sue Mattson

Vice Chair Shala Holm

Secretary Laura Chapin

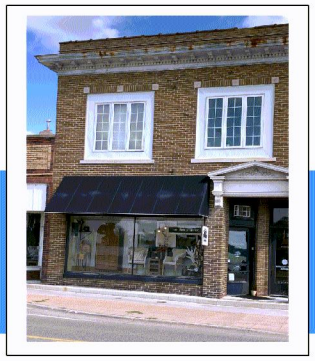
Member Kit Breshears

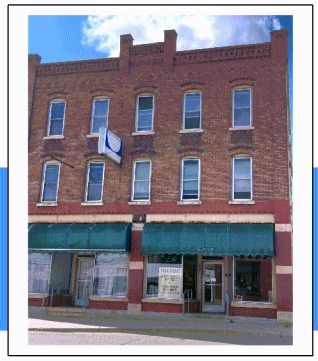
Planning Commission & Council Liaison
Erin Walsh

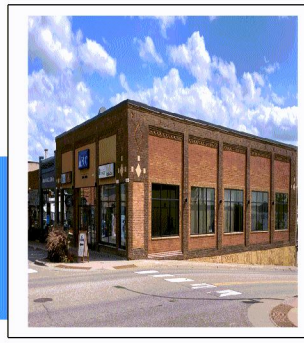
Downtown Design Guidelines

These guidelines aim to preserve the authentic character of our historic buildings while using them as inspiring examples for the design of future commercial and residential development in the downtown and surrounding areas.

What gives these buildings their timeless appeal?



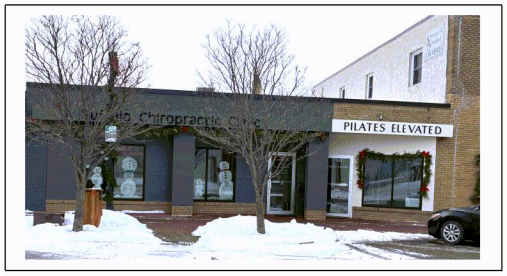




True to their era, they are constructed of brick, with upper facades that range from simple designs to more ornate cornices. Their evenly spaced, medium to large window openings are often accented with decorative window hoods. Traditional storefronts feature large display windows, transom windows, and recessed entries, all contributing to the inviting and historic character of downtown. These architectural details should serve as inspiration for new residential and commercial buildings, ensuring they complement and preserve the character of our community.

By thoughtfully integrating preservation with modern needs, these guidelines will ensure that future development respects our architectural heritage while fostering a vibrant and sustainable downtown for generations to come.

HPAB PROVIDES RECOMMENDATIONS FOR TWO DOWNTOWN FAÇADE IMPROVEMENT PROJECTS: BUFFALO CHIROPRACTIC CLINIC AND FORGET ME NOT CAFÉ



Buffalo Chiropractic Clinic: Recommend increasing the amount of transparent glass on storefronts to enhance visibility and openness (work in progress)

Forget Me Not Café ; Recommend maintaining the recess entry. Maintain the amount of transparent glass on the store front to include the appearance of a transom window.

Work in progress.

Heritage Preservation Month Highlights

The Buffalo Heritage Preservation Advisory Board hosted a series of events throughout May to engage residents in celebrating our 1st Heritage Preservation Month

Century Homes Recognition

Three Buffalo homeowners with century-old homes were honored at the City Council meeting, recognizing their commitment to preserving the original character of their homes, contributing to the unique charm and character of their neighborhood. Award Certificates created by HPAB member Laura Chapin.

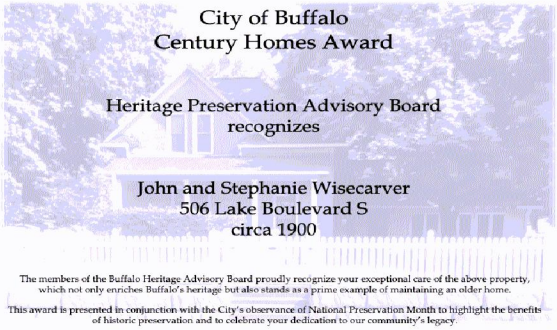
Buffalo Lake Scenic Overlook Clean-up

Partnership between HPAB, the Buffalo Historical Society, Girl Scout Troop 17649 and Wright County Soil and Water – Helping to preserve the natural and historical beauty of the WPA Wall and surrounding area.

Walking Tour of Historic Downtown

In partnership with the Buffalo Historical Society, this guided tour show cased the city's unique charm and character while highlighting historic buildings that still stand today along with a few captivating stories, providing insight into the city's past.

Residents and visitors were encouraged to participate in all of these events and celebrate Buffalo's heritage.


City of Buffalo
Century Homes Award

Heritage Preservation Advisory Board
recognizes

John and Stephanie Wisecarver
506 Lake Boulevard S
circa 1900

The members of the Buffalo Heritage Advisory Board proudly recognize your exceptional care of the above property, which not only enriches Buffalo's heritage but also stands as a prime example of maintaining an older home.

This award is presented in conjunction with the City's observance of National Preservation Month to highlight the benefits of historic preservation and to celebrate your dedication to our community's legacy.

Founded February 2, 1887 September 25, 2025 - No. 5

Historic downtown walking tour exceeds expectations

Will Roth, Buffalo Historical Society board member, explains the rich and diverse history of this impressive brick building, originally constructed in 1923 by Henry R. Schmidt. (Submitted photo)

By Shala Holm

pectators, gathered for a historic downtown walking tour given by the Buffalo Historical

The walk covered 17 buildings and sites, starting at the O. L. Dudley Parking Plaza adjacent to the Adara Home

learning about the people and stores behind each building. The tour featured brick and wood storefronts, former sa

Each building holds a piece of the city's history, shaped by the individuals who lived, worked and took risks, such as opening a saloon in a prohibi-

Other News:

Buffalo Historical Society Receives Grant from HPAB

The Buffalo Historical Society (BHS) received a proposal from Flying Orange to develop a website that will be used in conjunction with the HPAB to promote Buffalo's heritage and serve as a central location for Buffalo's history. This Website Development is supported with a grant from the Buffalo Heritage Advisory Board. Website launch is planned for early March.

Century Homes Bronze Plaques

Preservation Advisory Board is pleased to offer a timeless bronze plaque, featuring the year your home was built, to be proudly displayed at the outside entrance of your home.

Veterans Park Relocation

Discussion has begun on the relocation of Veterans Park and HPAB expressed an interest in taking over the old site due to its historical significance. HPAB's initial draft proposal headed by Sue Mattson, includes renaming the site as a garden, retaining the pavers to preserve them, retaining the fountain, replacing the native grasses with flowers known to attract pollinators, and using the concrete table as a surface upon which to display Buffalo History and Heritage and to encourage citizen participation in the garden.

Coming Soon....

New Heritage Site

A local neighborhood unites to submit an application for their neighborhood to be officially recognized as a Heritage Preservation Site.

Buffalo Lake Scenic Overlook improvements coming this spring.

Improvements are planned for the Buffalo Lake Scenic Overlook, also known as the WPA Wall, this spring. In May, HAPB will collaborate with the Buffalo Lake Association and Wright County Soil and Water to select and install appropriate plantings that will help soften the appearance of the riprap along the shoreline beneath the Historic Wall.

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **City Engineer - Justin Kannas & Utilities & IT Director - Jason Meusburger**
PRESENTED BY: **Utilities & IT Director - Jason Meusuburger**
AGENDA ITEM: **Fiber Phase 2.5 Design and RFP Approval**

BACKGROUND SUMMARY:

Design and final plans have been completed for the Fiber Phase 2.5 Deployment Project. The project will expand the City's municipal fiber network into additional service areas as identified in the attached project map. Engineering and design were completed under City Project No. 2025-20. The Phase 2.5 deployment supports increased access to high-speed, reliable, locally owned internet service. Expanding the fiber network improves service availability for residents and businesses, supports economic development, and reinforces long-term community connectivity. Municipal ownership allows the City to reinvest revenues locally while maintaining competitive, stable service offerings.

From an operational standpoint, speed and growth are necessary to maintain momentum created by the Phase 2 buildout currently underway. As installations accelerate in Phase 2, advancing Phase 2.5 allows the department to efficiently sequence construction, installations, and customer onboarding without losing pace. This continuity improves staff efficiency, contractor utilization, and overall project delivery while supporting continued subscriber growth.

Project Schedule

The anticipated project timeline is as follows:

- Advertise for bids January 22 through February 18, 2026
- Bid opening February 19, 2026
- Contract award March 2, 2026
- Construction April through July 2026

Approval Processes

Following bid opening, staff will review installation bids and material quotes and return to City Council with a summary and recommendation for contract award. City staff will review bill of material prices and recommend purchase of material.

Cost Estimate and Procurement Approach

The estimated project costs include both construction installation and materials. The City will purchase materials directly and provide them to the contractor for installation.

- Estimated construction installation cost is $1.7 M
- Estimated material cost purchased by the City is $400,000

These estimates assume service installation to approximately 40 percent of properties within the project area, totaling 304 passings.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

A Destination for Living, Working, and Visiting

FISCAL CONSIDERATIONS:

a. Estimated Cost: See Above
b. Funding Source(s): Short term - Tax Abatement Funding with the Electric Fund paying the interest until the Fiber fund can pay for the proceeds, and the ability to pay back.
c. Budgeted: Yes

RECOMMENDED ACTION:

Approve plans and authorize advertisement for bids for the Fiber Phase 2.5 Deployment Project and direct staff to obtain material quotes for Council consideration.

Back to Agenda

BOLTON & MENK
Real People. Real Solutions.

2040 Highway 12 East
Willmar, MN 56201-5818

Ph: (320) 231-3956
Fax: (320) 231-9710
Bolton-Menk.com

MEMORANDUM

Date: January 13, 2026

To: Mayor Downer and Members of the City Council
City of Buffalo, Minnesota

From: Justin Kannas, P.E.
City Engineer

Subject: Fiber Phase 2.5 Deployment
City of Buffalo, Minnesota
BMI Project No.: 25X.142021.000
City Project No. 2025-20

Design and final plans are complete for the Fiber Phase 2.5 Deployment project. The project area is shown on the attached map.

Below is an estimated project schedule:

Advertise for Bids -	January 22nd thru February 18th
Bid Opening -	February 19th
Award Contract -	March 2nd
Construction -	April thru July 2026

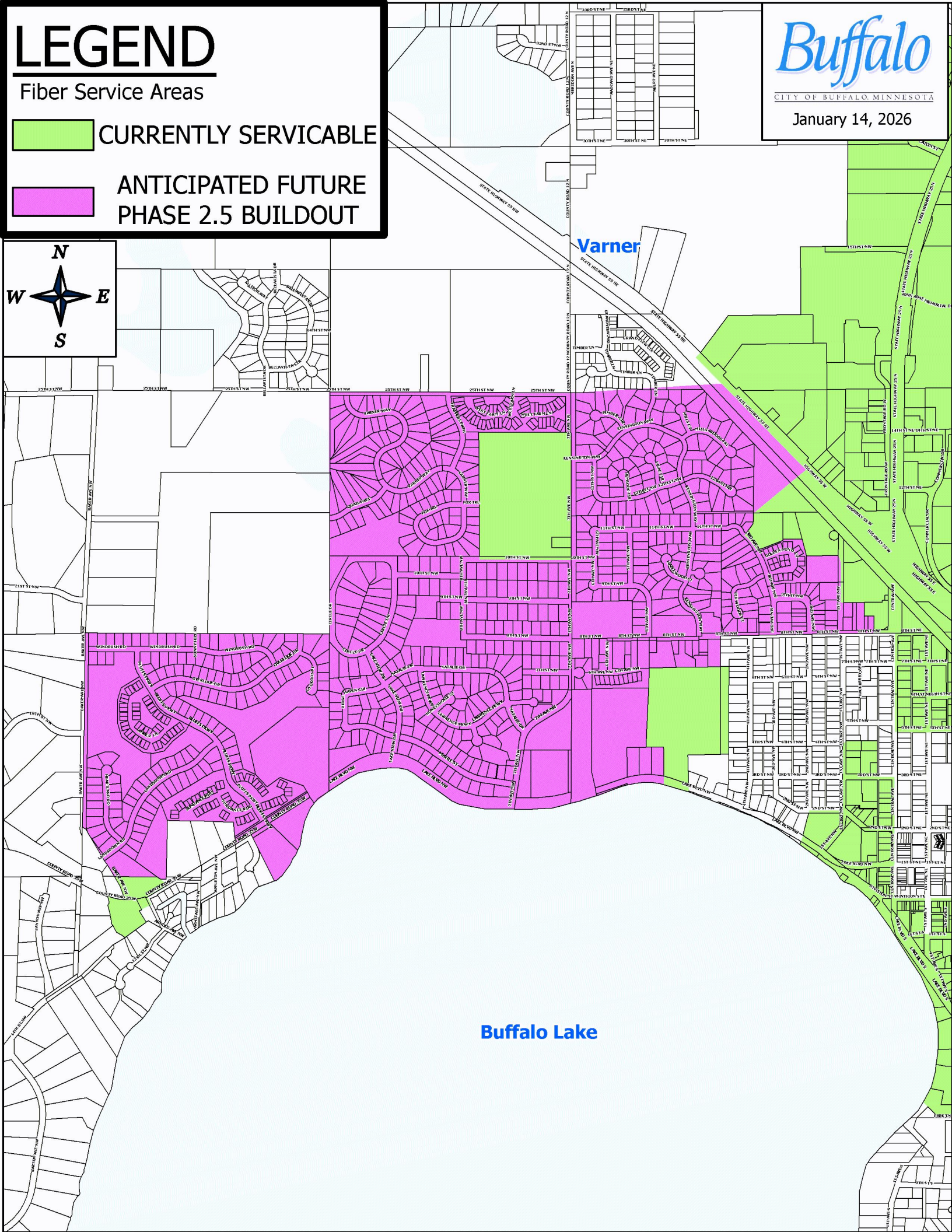
The estimated construction cost is as follows. This includes material and labor costs. The City will be purchasing the materials directly and providing them to the contractor for installation.

- Construction Installation Cost Estimate = $1,700,000
- Material Cost Estimate (Purchased by City) = $400,000
  - Above costs assumes installing services to **40%** of all properties in the project area = 304 passings

I recommend the City Council approve plans and authorize advertisement for bids for construction installation and direct City staff to obtain quotes for materials. Upon receiving bids for installation and materials, staff will bring forward a summary of the bids to the City Council for consideration of awarding a contract.

If you have any questions, please contact me.

JLK/jk


LEGEND
Fiber Service Areas
CURRENTLY SERVICABLE
ANTICIPATED FUTURE
PHASE 2.5 BUILDOUT
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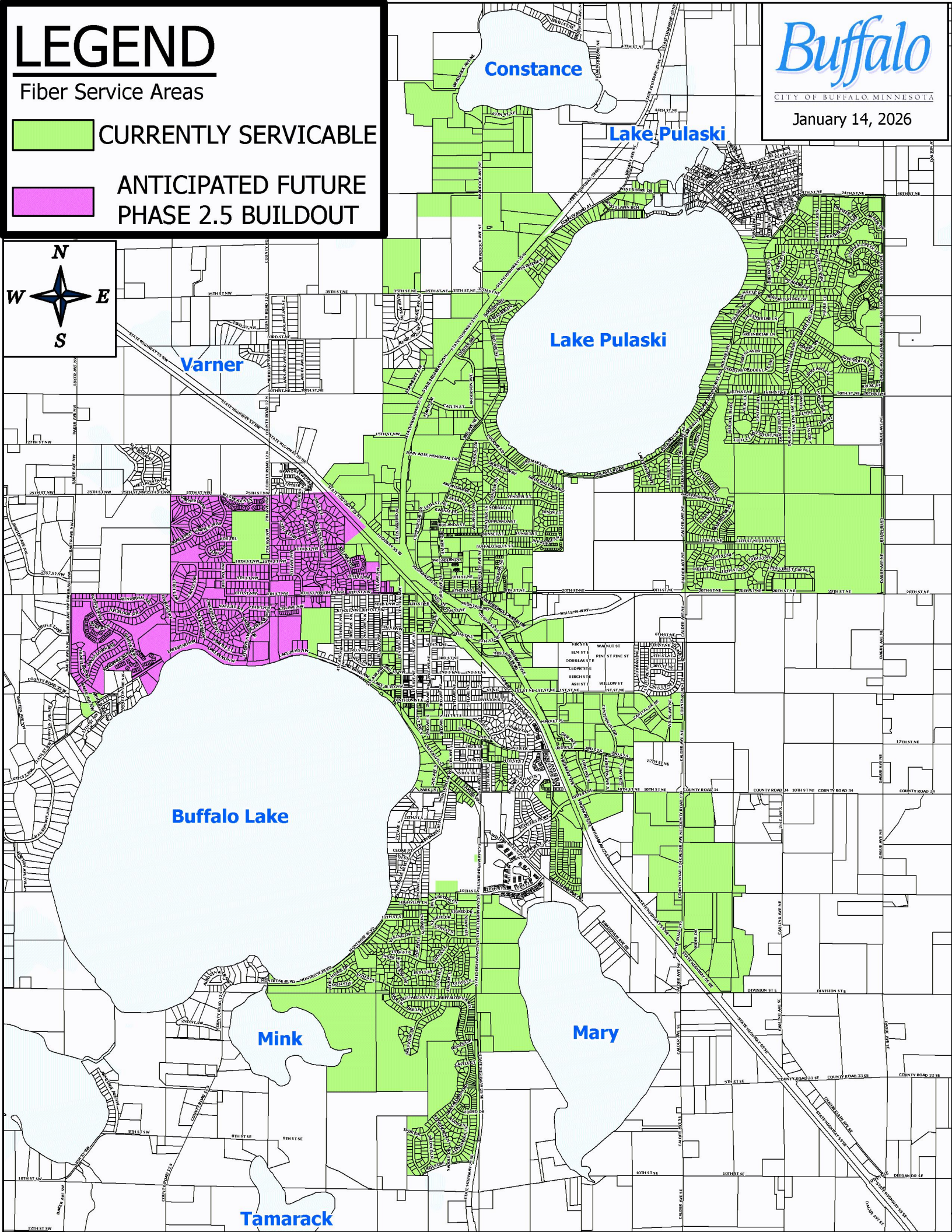
CITY OF BUFFALO, MINNESOTA
January 14, 2026
Varner
Buffalo Lake


LEGEND
Fiber Service Areas
CURRENTLY SERVICABLE
ANTICIPATED FUTURE PHASE 2.5 BUILDOUT
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CITY OF BUFFALO, MINNESOTA
January 14, 2026
Constance
Lake Pulaski
Lake Pulaski
Varner
Buffalo Lake
Mink
Mary
Tamarack

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **January 20, 2026**
PREPARED BY: **City Administrator, Taylor Gronau and City Engineer, Justin Kannas**
PRESENTED BY: **City Engineer, Justin Kannas**
AGENDA ITEM: **NE Area Reconstruction Project – Authorization to Advertise for Bids**

BACKGROUND SUMMARY:

Attached for Council review is a memorandum from the City Engineer outlining the status of final design for the NE Area Reconstruction Project and the proposed schedule to proceed with bidding. Final construction documents are complete, required agency reviews are underway, and the project is positioned to move forward pending final State Aid approval.

The Engineer's memo provides additional detail on the project scope, schedule, and recommended next steps. Staff is requesting Council authorization to advertise for bids consistent with the proposed timeline.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

This project aligns with the City Council Strategic Plan by supporting strong and resilient operations and promoting a safe, welcoming, and connected community.

FISCAL CONSIDERATIONS:

a. Estimated Cost: NA – limited cost to advertise bids.
b. Funding Source(s): Governmental and utility funds.
c. Budgeted: Yes

RECOMMENDED ACTION:

It is recommended the City Council authorize advertisement of bids for the NE Area Reconstruction Project.

Back to Agenda

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Real People. Real Solutions.

2040 Highway 12 East
Willmar, MN 56201-5818

Ph: (320) 231-3956
Fax: (320) 231-9710
Bolton-Menk.com

MEMORANDUM

Date: January 13, 2026

To: Mayor Downer and Members of the City Council
City of Buffalo, Minnesota

From: Justin Kannas, P.E.
City Engineer

Subject: NE Area Reconstruction
City of Buffalo
BMI Project No: 0W1.132331
City Project No: 2023-15

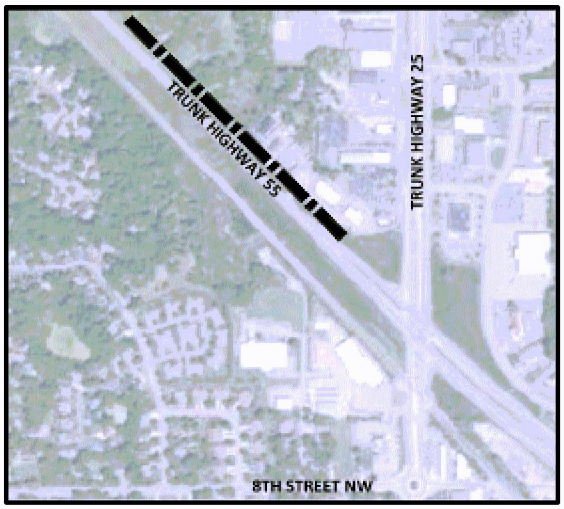
Final design and construction documents have been completed for the NE Area Reconstruction Project. The construction plan is currently being reviewed by the MnDOT State Aid Office, since Municipal State Aid funds will be utilized on a portion of the project. The plan has already been approved by the MPCA with respect to the Stormwater Resiliency Implementation Grant requirements.

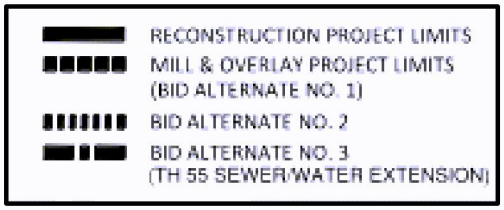
Below is an excerpt from the plan showing the streets that are included in the project. Project Alternates are being bid to allow flexibility in the amount of construction contract to be awarded to stay within project budgets.

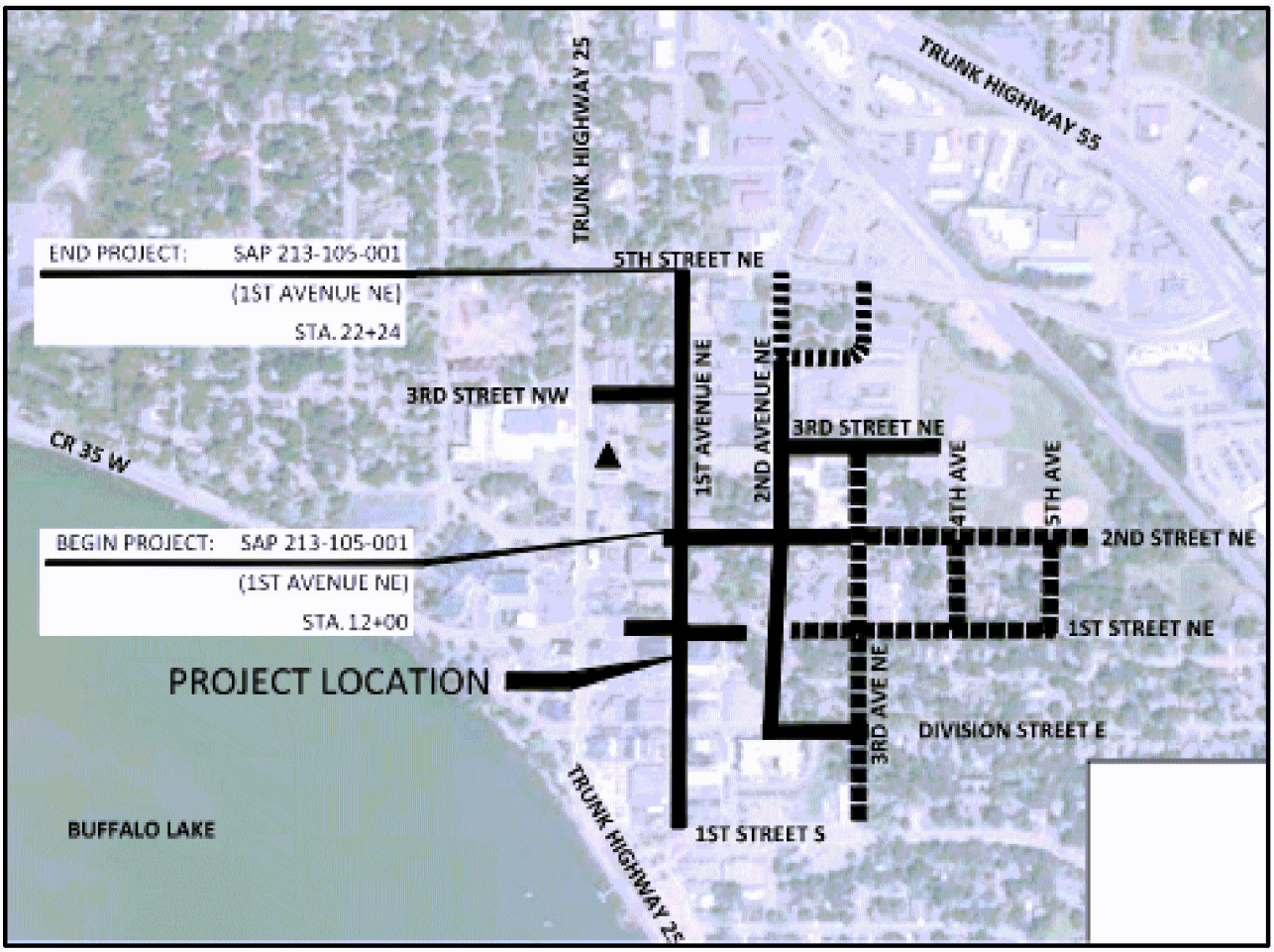
Below is a proposed project schedule:

- 95% Design Complete & Submitted to State Aid Office: December 19, 2025
- Receive State Aid Plan Comments: January 23, 2026
- Complete Revisions per State Aid Comments: January 30th
- Final State Aid Plan Approval: February 6th
- Advertise for Bids: February 10th through March 2nd
- Open Bids: March 3rd
- Award Contract: March 16th
- Construction: May through November 2026 (Substantial Completion)
- Restoration and Final Bituminous Wear Course Paving: Summer 2027

If the City Council would like to proceed, I recommend authorizing advertisement for bids in accordance with the above schedule, pending final State Aid plan approval. Upon receipt of bids, we will summarize total project costs and proposed funding breakdowns for the City Council to consider award of a construction contract.







Please feel free to contact me with any questions.

JLK/jk

	Base Bid	Alternate 1 Mill & Overlay	Alternate 2 3 Blocks by School	Alternate 3 TH 55 Sewer/Water Shallow Option	Alternate 4 TH 55 Sewer/Water Deep Option	Total
Watermain	$1,341,242.00		$204,000.00	$206,000.00	TBD	$1,751,242.00
Sanitary Sewer	$1,219,887.00	$16,000.00	$146,000.00	$206,000.00	TBD	$1,587,887.00
Storm Sewer	$827,871.00					$827,871.00
Street (Incl. Streetscape & Landscape)	$4,828,216.00	$319,000.00	$751,000.00			$5,898,216.00
Lighting (Street & Landscape)	$1,465,728.00					$1,465,728.00
Streetscaping	$448,000.00					$448,000.00
State Aid Street & Storm Costs	$1,083,075.00					$1,083,075.00
MPCA Storm Costs	$1,159,578.00					$1,159,578.00
Total	**$12,373,597.00**	**$335,000.00**	**$1,101,000.00**	**$412,000.00**	**TBD**	**$14,221,597.00**
Sewer Lining in Mill & Overlay Area (To be completed with 2026 Sewer Lining Project)		$50,000.00				

Costs Include 10% Contingency and Engineering Costs (Costs Incurred to Date + Future Costs)