BUFFALO CITY COUNCIL AGENDA

Meeting: Monday, February 2, 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.

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 20 Workshop and Regular Meeting Minutes

Approval of Claims Listing

(Updated) Purchase of New Vehicle - Code Enforcement

Ordinance 2026-2, An Ordinance Amending Ordinance 2025-4 Titled "Establishing the City Fees and Charges for 2026"

7. REMOVED CONSENT AGENDA ITEMS

8. PUBLIC HEARINGS

9. OLD BUSINESS

Transportation Safety Action Plan – Adoption

10. NEW BUSINESS

Buffalo Municipal Utilities Commission Bylaws and Policies Manual

Payments in Lieu of Taxes, Donations and Shared Services Agreement with Buffalo Municipal Utilities

Runway 18/36 Stormwater Modeling Project

Airport Advisory Board Appointment

Parks Advisory Board Appointment

11. STAFF UPDATES

12. OTHER

13. ADJOURN

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **City Clerk Susan Johnson**
PRESENTED BY: **City Clerk Susan Johnson**
AGENDA ITEM: **Approval of January 20 Workshop and Regular Meeting Minutes**

BACKGROUND SUMMARY:
Attached are the draft minutes from the January 20 workshop and regular 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 20, 2026

CALL TO ORDER

The regular meeting of the City of Buffalo City Council was called to order on January 20, 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 (via Zoom), Steve Downer, George Fantauzza, and Erin Walsh. Absent: 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, Assistant Police Chief Mark Brown, Customer Service Director Cara Hesse, Technical Services Director Derek Eiklenborg, IT Supervisor Jay Bares, and Consulting Engineer Justin Kannas of Bolton & Menk.

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ANNOUNCEMENTS

Mayor Downer noted that Council Member Dahl was attending the meeting remotely and therefore roll call votes would be conducted.

Council Member Walsh announced that there would be no regular meeting of the Buffalo Historical Society on January 20th, and instead there would be a hot dish fundraiser on Sunday, January 25th.

OPEN FORUM

Shala Holm from the Buffalo Historical Society invited everyone to their second annual Hot Dish fundraiser on Sunday, January 25th from 11 AM to 2 PM at the Community Center. Council Member Walsh added that funds raised would help build a website for the Historical Society.

David Miller, Housing Program Manager for Wright County Community Action, spoke about the annual national Point In Time (PIT) count scheduled for January 28th. He explained that this census helps identify individuals who are homeless or facing homelessness in the community. He noted that the data helps agencies build capacity, mentioning that Wright County Community Action now has five housing programs. Miller stated that for approximately a week after January 28th, they would be conducting surveys at locations including the Buffalo Food Shelf, Love Inc., and the Great River Regional Library in Buffalo.

Jim Demgen of 1463 Pulaski Road addressed the Council regarding immigration

enforcement. He expressed his appreciation for law enforcement while raising concerns about potential 287(G) agreements between local police departments and Immigration and Customs Enforcement (ICE). He requested that if such a proposal were made for the Buffalo Police Department to enter into an agreement with ICE, the city leadership should reject it. Demgen detailed his concerns about constitutional rights, community safety, and maintaining the trust the Police Department has established with the community.

Mayor Downer responded that he was unaware of any 287(G) agreement approaches to the city and noted that the Buffalo Police Department enforces state law and city ordinances while ICE enforces federal immigration law. He emphasized that the city needs to focus on local issues.

Council Member Fantauzza recommended that Administrator Gronau read a statement that had been prepared regarding the Buffalo Police Department's role in relation to federal immigration enforcement.

Administrator Gronau read the following statement: *The Buffalo Police Department enforces state and local laws only. Enforcement of federal immigration law is the responsibility of the federal government. When federal immigration enforcement activity occurs within the city, the Buffalo Police Department does not take an active role in those operations and does not participate in enforcing federal immigration law.*

The department is legally obligated to ensure public safety for all. In certain circumstances, this may include responding to public safety or crowd control issues that arise in connection with federal law enforcement activity. Officers may respond to assess whether activity is lawful, work to de-escalate situations, protect individuals present, and maintain the peace, including protecting First Amendment rights.

ICE is an independent federal law enforcement agency within the Department of Homeland Security. The Buffalo Police Department has no authority over federal agencies and cannot intervene in their operations. It is unlawful for local officials or members of the public to obstruct federal law enforcement actions.

It was noted that this statement will be put on the city's website.

AGENDA ADDITIONS OR DELETIONS-None

COUNCIL REPORTS AND RECOGNITION

Council Member Crawford recognized and thanked Mayor Downer for his personal outreach to new Buffalo Fiber customers.

Council Member Walsh recognized Buffalo residents who were volunteering to

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help others in the community, noting it shows the quality of people in Buffalo looking out for each other.

Council Member Fantauzza reported that he had an AMI water meter installed in his home, commenting positively on the installation process, and clarifying that the meter only sends a signal for a brief millisecond when it transmits data.

Mayor Downer recognized County Sheriff Sean Derringer for his service to the people of Wright County, noting he had announced he would not be running again. The Mayor also mentioned that he attended a Lutefisk luncheon at Parkview Care Center.

CONSENT AGENDA

- Approval of January 5, 2026 Meeting Minutes
- Approval of Claims Listing

Council Meeting ~	01/20/26			
A/P Check Runs	EFT/DRAFT	Checks	Total	Check Numbe
1/14/2026	$ 1,454,964.74	$ 399,565.53	$ 1,854,530.27	137450-137513
1/14/2026	$ 823,420.92	$ -	$ 823,420.92	-
		Grand Total	$ 2,677,951.19	

- Temporary On-Sale Liquor Licenses for Hayes' Public House on February 14 and February 21, 2026
- Lower-Potency Hemp Edibles Retailer Registration for Smokin' Monkey, Located at 205 NE 5th Street
- 2025 Pay Equity Implementation Report Approval
- Purchase of New Vehicle – Code Enforcement
- Approval of Establishment of Bore Rig Locator & Operator and Post Position
- Approval of Establishment of Utility Administrative Coordinator and Post Position
- Approval of Low Voltage Contractor

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Motion by Council Member Fantauzza, seconded by Council Member Crawford, to accept the consent agenda as written. Motion carried 5-0 on a roll call vote.

REMOVED CONSENT AGENDA ITEMS-None

PUBLIC HEARINGS

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

Assistant Police Chief Mark Brown presented information on the implementation of body-worn cameras for the Police Department, explaining this public hearing was required by statute to receive public input.

Mayor Downer opened the public hearing at 7:38 PM. No members of the public came forward to speak on the matter. Mayor Downer closed the hearing at 7:38 PM.

Council Member Fantauzza commented that body-worn cameras serve as both accountability for officers and protection when they are doing their job properly, expressing support for the program.

Assistant Chief Brown explained that they are currently in a testing phase estimated to take two to three months.

No formal action by the Council was required.

Old Business
Second Reading of Ordinance 2026-1: Amendment to City Code Chapter 48-Utilities, Article V. Stormwater Utility
Administrator Gronau summarized that this ordinance update would bring the City Code into alignment with current billing practices for stormwater utility fees.

Motion by Council Member Crawford, seconded by Council Member Fantauzza, to approve the second reading and adopt Ordinance 2026-1 Amendment to City Code Chapter 48-Utilities, Article V. Stormwater Utility. Motion carried 5-0 on a roll call vote.

Transportation Safety Action Plan – Adoption
City Engineer Kannas presented the completed Transportation Safety Action Plan, explaining it serves as a roadmap to eliminate traffic deaths and serious injuries in Buffalo.

Kannas described the plan's development process. He stated that adopting the plan and its safety commitment would position Buffalo for long-term project funding, particularly through the Federal Safe Streets for All program. The draft resolution includes committing to a goal of reducing traffic-related fatalities and serious injuries by 50% by 2035 and achieving zero traffic deaths by 2050.

Council Member Fantauzza expressed concern about potential liability implications of the wording in the resolution, specifically regarding the commitment to achieve zero traffic deaths. He suggested having the city attorney review the language. There was discussion about potentially modifying the wording to clarify it was a goal rather than a promise.

Motion by Council Member Fantauzza, seconded by Council Member Walsh, to table the Transportation Safety Action Plan until the next meeting and have the city attorney review the language for liability issues. Motion carried 5-0 on a roll call vote.

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New Business

HPAB Century Homes Program Recognition

Community Development Director Kelly recognized eight homes that had been accepted into the Heritage Preservation Advisory Board (HPAB) Century Homes Program. The homeowners will receive formal certificates during Heritage Preservation Month in May.

No formal action by the Council was required.

HPAB Annual Report

Shala Holm from the Heritage Preservation Advisory Board (HPAB) presented the board's annual report for 2025. She highlighted several accomplishments including:

1. Completion of downtown design guidelines to preserve the authentic character of historic buildings
2. The proclamation of May as Heritage Preservation Month
3. Recognition of ten homes in the Century Homes Program
4. Input on downtown facade improvement projects for Buffalo Chiropractic and Forget Me Not Cafe
5. Partnership with the Buffalo Historical Society, a Girl Scout Troop, and Wright County Soil and Water to clean up the beach
6. A grant to the Buffalo Historical Society to develop a website
7. Plans to present bronze plaques to Century Homeowners
8. Interest in taking over the old Veterans Park site on Tower Hill
9. Upcoming improvements to the Buffalo Lake Scenic Overlook

No formal action by the Council was required.

Fiber Phase 2.5 Design and RFP Approval

Utilities and IT Director Meusburger presented plans for Buffalo Fiber Phase 2.5, which would expand service to approximately 700-800 homes. He reviewed coverage area on the fiber map.

Mayor Downer expressed strong support for the project, noting positive feedback from follow-up calls to fiber customers.

Utilities and IT Director Meusburger explained that as with Phase 2, the City would purchase materials directly to save costs and would utilize their own directional drill crews when possible.

Motion by Council Member Fantauzza, seconded by Council Member Walsh, to 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. Motion carried 5-0 on a roll call vote.

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NE Area Reconstruction Project – Authorization to Advertise for Bids
City Engineer Kannas presented the Northeast Area Reconstruction project, explaining that the final bidding documents had been prepared and reviewed by the state. The project includes full street and utility reconstruction in the base bid, with three alternates:

1. Mill and overlay for a future phase area
2. Full reconstruction of three blocks north of the school
3. Extension of sanitary sewer and water main along Highway 55 to serve the future electric substation and industrial park

Kannas explained that second Street NE between Highway 25 and First Avenue was excluded from the project because it would be part of the future roundabout construction. Similarly, only half a block of Wide Street would be included because of future traffic signal changes. He reviewed the costs and project timeline, noting a fourth alternate for sewer option was also being developed.

Motion by Council Member Crawford, seconded by Council Member Dahl, to authorize the advertisement of bids for the Northeast Area Reconstruction Project. Motion carried 5-0 on a roll call vote.

STAFF UPDATES

- Electric Outage on January 18
- Invite to Council for Calling Fiber Customers
- Civic Center Architect ISG out of Mankato has been Selected
- Auditors on Site for Inventory for Utilities and Liquor
- Met with Townships for 15-year Snapshot of Upcoming Fire Department Needs

OTHER-None

ADJOURN
Mayor Downer adjourned the meeting at 9:14 PM.

Attest:

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Steve Downer, Mayor Susan Johnson, City Clerk

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BUFFALO CITY COUNCIL WORKSHOP MINUTES
January 20, 2026

CALL TO ORDER

The workshop meeting of the City of Buffalo City Council was called to order on January 20, 2025, at 5:32 PM in the Council Chambers of the City Center at 212 Central Avenue.

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

Staff Present: Administrator Taylor Gronau, Finance Director/Assistant City Administrator Josh Kent, City Clerk Susan Johnson, Utilities and IT Director Jason Meusburger, Community Development Director David Kelly, Project Manager Craig Boeve, and City Engineer Justin Kannas of Bolton & Menk.

2026 STAFF WORKPLAN

Administrator Gronau explained that the purpose of the workplan translates the Council's Strategic Plan into action. It identifies priority projects/initiatives for 2026, and highlights where Council involvement is anticipated. The purpose is to build on 2025 progress.

The plan includes strategic and priority projects/initiatives, major capital, planning, and policy work, cross-department cooperation. Focus areas are public safety and facilities, infrastructure and utilities, governance and organizational capacity and community assets and quality of life.

Public Safety & Facilities

- Police facility planning & design
- Body-worn camera program evaluation
- Fire apparatus long range planning
- Civic Center & City Center facility planning
- Public safety-related ordinance updates
- Rental inspections

Infrastructure & Utilities-Updating Core Utilities Systems and Expanding New Ones

- NE Area Reconstruction
- Electric Substation No. 2
- Fiber expansion
- Sewer & water system investments
- Business park buildout

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Governance & Organizational Capacity-Strengthening How the City Operates

- Public Utilities Commission startup and training
- Insourcing feasibility analysis
- Contract negotiations
- Filling key positions in elections, HR and utilities
- Records management and transparency improvements

Community Assets & Quality of Life-Projects Residents Will See and Use

- Parks & recreation improvements
- Citizens Academy
- Downtown amenities and placemaking after reconstruction

Council Member Walsh asked about the HRA lot downtown, and a community art center where does this fall in? Administrator Gronau stated that those conversations will continue to be looked at with the Civic Center. He will add Local Option Sales Tax (LOST) and evaluation for an arts center to the list.

Mayor Downer asked what are staff's priorities? Administrator Gronau said we have the capacity to do all of these things, we've been planning for it. Focusing on projects already started, PUC, South Shores, NE Reconstruction, Ryan's Way, new substation. User contracts are important for the Civic Center. Council representatives will be asked to sit in on those discussions.

Mayor Downer stated that day-to-day operations are very important, and we have to do that right. To what extent is there pressure on department heads to complete this list or just as time and resources allow. Administrator Gronau said as time and resources allow. He noted it's good to have a timeline for a year to look back on things. The goal is to write them down, have a discussion and if things are pushed, we know there were priorities.

Council Member Dahl said that the airport east runway land acquisition likely won't happen, but he likes to see it listed. Administrator Gronau said he agreed that it likely won't happen in 2026. Council Member Dahl asked about the trail in Rodeo Hills that was discussed previously about being removed. He doesn't want to see money spent on that if it will be removed. Administrator Gronau will confirm with Parks and Rec Director Ryan on the status.

Mayor Downer's priority is the fiber.

Council Member Fantauzza asked if we are starting a canine program? Administrator Gronau said that Chief Budke wanted to investigate it. There are grants for implementation of a program.

Mayor Downer asked if budgetary implications are included? Administrator Gronau said most of these projects have been planned for or are planning for the

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future. He noted that contracts will be approved via procurement and our financial policies.

Council Member Fantauzza said the Transportation Safety Advisory Plan should be included in the list. Council Member Crawford mentioned that some of this is in conjunction with the State and County.

Council Member Walsh asked about the 2025 recap and where things are at with that list. Utilities & IT Director Meusburger gave an update on the grinder stations. Fiscally, it is a challenge and perceived communication from the past comes up. A charge for misuse is in practice. A letter will be sent to homeowners in the coming months. A decision will need to be made at the Council level.

Council Member Fantauzza asked about adding South Shores to the list mainly for the roadway. Administrator Gronau coordination involves city/county he will add that.

The Council felt the list presented was good. Administrator Gronau said he will update list with Council's input from this evening.

ADJOURN
Mayor adjourned the meeting at 6:33 PM.

Attest:

_____ _____

Steve Downer, Mayor Susan Johnson, City Clerk

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CITY COUNCIL AGENDA REPORT

MEETING DATE: **February 2, 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	107496	107594	521,812.18
Check	137514	137568	502,138.97
Bank Draft/Wire	4008	4071	4,488,421.03
			$ 5,512,372.18

SIGNIFICANT DISBURSEMENTS THIS PERIOD:

- TD&I Cable Maintenance $103,245.60 Pay App #8 Fiber Phase 2 Project
- Buffalo Fire Dept $333,501.76 2026 Fire Charges (1st half)
- Bond Trust Services $3,938,121.05 Bond Payments due in February
    - Final payment on 2016B Electric Revenue Bond
- MN Dept of Revenue $151,551.00 Sales & Use Tax

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

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

FISCAL CONSIDERATIONS:

a. Estimated Cost: $5,512,372.18
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		01/22/2026	EFT	0.00	75.00	107496
INV0004240	Invoice	01/22/2026	BPEA DUES		0.00	75.00	
01C0032	City Center Employees Association		01/22/2026	EFT	0.00	70.00	107497
INV0004241	Invoice	01/22/2026	City Center Employees Association		0.00	70.00	
01C0089	Flex - City of Buffalo		01/22/2026	EFT	0.00	1,523.71	107498
INV0004242	Invoice	01/22/2026	SELECT 3 DAYCARE		0.00	1,523.71	
01C0089	Flex - City of Buffalo		01/22/2026	EFT	0.00	282.96	107499
INV0004245	Invoice	01/22/2026	MEDICAL REIMBURSE		0.00	282.96	
01L0098	LAW ENFORCEMENT LABOR SER		01/22/2026	EFT	0.00	1,241.00	107500
INV0004244	Invoice	01/22/2026	UNION DUES		0.00	1,241.00	
01N0056	NCPERS MINNESOTA		01/22/2026	EFT	0.00	128.00	107501
INV0004260	Invoice	01/22/2026	NCPERS		0.00	128.00	
01A0173	A Plus Performance		02/03/2026	EFT	0.00	934.85	107502
16030	Invoice	01/07/2026	COMM CTR-T-SHIRTS & HOODIES		0.00	934.85	
01A0027	ABM Equipment		02/03/2026	EFT	0.00	7,151.55	107503
INV10076	Invoice	01/06/2026	ELECTRIC-SKYJACK INSPECTION, RESEAL CY...		0.00	7,151.55	
01A064	Acme Tools		02/03/2026	EFT	0.00	1,086.96	107504
15677924	Invoice	01/22/2026	STREETS/PARKS-TOOLS		0.00	1,086.96	
01A0131	Adam's Pest Control		02/03/2026	EFT	0.00	1,052.31	107505
4348281	Invoice	01/09/2026	FIRE DEPT - PEST CONTROL		0.00	330.72	
4350858	Invoice	01/16/2026	COMM CTR - PEST CONTROL		0.00	101.86	
4351115	Invoice	01/07/2026	UC - PEST CONTROL		0.00	234.61	
4351116	Invoice	01/07/2026	LIBRARY - PEST CONTROL		0.00	101.86	
4351117	Invoice	01/07/2026	CITY HALL - PEST CONTROL		0.00	141.63	
4351124	Invoice	01/07/2026	STREETS/PARKS - PEST CONTROL		0.00	141.63	
01A0299	Amaril Uniform Company		02/03/2026	EFT	0.00	1,134.23	107506
IV291056	Invoice	01/19/2026	ELECTRIC-FR CLOTHING		0.00	297.11	
IV291057	Invoice	01/19/2026	ELECTRIC-FR CLOTHING		0.00	270.00	
IV291106	Invoice	01/21/2026	ELECTRIC-FR CLOTHING		0.00	567.12	
01A0333	Amazon Capital Services		02/03/2026	EFT	0.00	2,132.66	107507
11JQ-H4L3-Q6XV	Invoice	01/14/2026	FINANCE-W2 ENVELOPES		0.00	175.60	
144G-CXL1-99DN	Invoice	01/12/2026	PARKS-BULBS, EARBUDS		0.00	90.88	
14K6-1JYR-6QPC	Invoice	01/13/2026	ADMIN-DISHWASHER PODS		0.00	77.37	
14KL-DDLM-NJH7	Invoice	01/15/2026	ELECTRIC-HOLE PUNCH		0.00	21.75	
17V1-RLQT-PHCK	Invoice	01/14/2026	FINANCE-1099 ENVELOPES		0.00	40.93	
1FKD-XCWT-6K...	Invoice	01/05/2026	COMM CTR-ROLLING WHITE BOARD		0.00	94.99	
1GGV-VGVT-4LML	Invoice	01/16/2026	PD-OXYGEN WRENCH		0.00	16.01	
1GRJ-VCM4-31RR	Invoice	01/13/2026	PARKS-TORO REPLACEMENT PARTS		0.00	51.90	
1H3G-RQ4J-V61H	Invoice	01/14/2026	PD-SAFETY WARNING LABEL		0.00	15.18	
1H6Q-4VXY-17MH	Invoice	01/13/2026	ELECTRIC-CONDUIT CARRIER KIT		0.00	95.98	
1HKD-RNP4-GK49	Invoice	01/05/2026	COMM CTR-SAFETY SIGN		0.00	35.48	
1HNP-RKDD-NPHX	Invoice	01/20/2026	ADMIN-WALL FRAME		0.00	39.89	
1KYJ-D4L1-JWJM	Invoice	01/03/2026	COMM CTR-PUSH CART, FAN, CONES, GA...		0.00	1,190.10	
1M9F-RT99-7ND7	Invoice	01/16/2026	FD-STAMPING TOOL SET		0.00	38.79	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
1P3V-WP6R-7RPK	Invoice	01/12/2026	ELECTRIC-FUSES		0.00	24.75	
1PM4-DJ3D-6FK1	Invoice	01/21/2026	COMM CTR-OILS, SMALL JARS		0.00	23.79	
1QL6-9YYQ-66C6	Invoice	01/05/2026	COMM CTR-HOT & COLD PACKS		0.00	40.97	
1WGX-HVQ3-9M...	Invoice	01/12/2026	STREETS-SAFETY GLASSES,		0.00	58.30	
01A0070	American Pressure Inc		02/03/2026	EFT	0.00	447.00	107508
156050	Invoice	01/08/2026	ELECTRIC-COUPLERS		0.00	127.50	
156062	Invoice	01/09/2026	UC-SERVICE PRESSURE WASHER		0.00	319.50	
01001182	Andy's Plumbing		02/03/2026	EFT	0.00	690.00	107509
4041	Invoice	01/20/2026	PARKS-REPAIR WATER LINES		0.00	690.00	
01A0320	AR Engh Heating & Air Conditioning Inc		02/03/2026	EFT	0.00	8,841.00	107510
251405	Invoice	01/13/2026	UC - MAINTENANCE		0.00	7,241.00	
251879	Invoice	01/13/2026	WATER-TEST 10 RPZs		0.00	1,600.00	
01001513	Aurentz Project Restoration		02/03/2026	EFT	0.00	6,213.00	107511
26003	Invoice	12/31/2025	FIBER-BORE SERVICES		0.00	6,213.00	
01A0043	Automatic Systems Co		02/03/2026	EFT	0.00	1,504.25	107512
44489	Invoice	01/12/2026	WTP-PLC TROUBLESHOOT		0.00	774.00	
44490	Invoice	01/12/2026	WATER REC-PROGRAMMER HRS		0.00	730.25	
01B0023	Batteries Plus		02/03/2026	EFT	0.00	204.48	107513
P88817436	Invoice	01/13/2026	ADMIN-BATTERIES		0.00	204.48	
01000971	Beckius Repair		02/03/2026	EFT	0.00	4,065.95	107514
102571	Invoice	01/26/2026	ELEC-EQUIP MAINT 2016 FORD		0.00	231.51	
102572	Invoice	01/26/2026	ELEC-EQUIP MAINT 2013 TRAILER		0.00	1,157.22	
102573	Invoice	01/26/2026	ELEC-EQUIP MAINT 2021 FORD		0.00	163.22	
102574	Invoice	01/26/2026	ELEC-EQUIP MAINT 2023 JET VAC		0.00	1,315.98	
102575	Invoice	01/26/2026	ELEC-EQUIP MAINT 2022 FELLING		0.00	599.01	
102576	Invoice	01/26/2026	ELEC-EQUIP MAINT 2024 FELLING		0.00	599.01	
01B0074	Bellboy Corporation		02/03/2026	EFT	0.00	4,809.98	107515
110754500	Invoice	01/16/2026	HWY LIQUOR STORE		0.00	234.07	
210234700	Invoice	01/16/2026	HWY LIQUOR STORE		0.00	1,686.41	
210235000	Invoice	01/16/2026	DWTN LIQUOR STORE		0.00	1,960.18	
210249800	Credit Memo	01/17/2026	DWTN LIQUOR STORE		0.00	-104.00	
300630200	Invoice	01/16/2026	HWY LIQUOR STORE		0.00	659.45	
300630300	Invoice	01/16/2026	DWTN LIQUOR STORE		0.00	375.52	
300635900	Credit Memo	01/19/2026	HWY LIQUOR STORE		0.00	-1.65	
01B0033	Bernick's		02/03/2026	EFT	0.00	18,957.39	107516
10446916	Invoice	01/15/2026	DWTN LIQUOR STORE		0.00	183.00	
10446917	Invoice	01/15/2026	DWTN LIQUOR STORE		0.00	3,527.45	
10446918	Credit Memo	01/15/2026	DWTN LIQUOR STORE		0.00	-354.80	
10446922	Invoice	01/15/2026	HWY LIQUOR STORE		0.00	545.76	
10446923	Invoice	01/15/2026	HWY LIQUOR STORE		0.00	6,096.40	
10446924	Invoice	01/15/2026	HWY LIQUOR STORE		0.00	200.62	
10446925	Credit Memo	01/15/2026	HWY LIQUOR STORE		0.00	-192.00	
10449649	Invoice	01/22/2026	DWTN LIQUOR STORE		0.00	1,843.55	
10449650	Invoice	01/22/2026	DWTN LIQUOR STORE		0.00	46.30	
10449658	Invoice	01/22/2026	HWY LIQUOR STORE		0.00	6,607.35	
10449659	Credit Memo	01/22/2026	HWY LIQUOR STORE		0.00	-190.00	
10449660	Invoice	01/22/2026	HWY LIQUOR STORE		0.00	643.76	
01B0186	Bolton & Menk Inc		02/03/2026	EFT	0.00	7,052.00	107517
384132	Invoice	12/31/2025	WWTP FACILITY PLAN 2025-19		0.00	7,052.00	
VEN02239	Brau Brothers Brewery		02/03/2026	EFT	0.00	116.00	107518
551362	Invoice	01/09/2026	HWY		0.00	116.00	
01B198	Breakthru Beverage Minnesota Wine & Spirits L		02/03/2026	EFT	0.00	9,369.09	107519

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125193117	Invoice	01/14/2026	DOWNTOWN		0.00	623.25	
125193138	Invoice	01/14/2026	HWY		0.00	1,905.00	
125286506	Invoice	01/21/2026	DOWNTOWN		0.00	878.64	
125286524	Invoice	01/21/2026	HWY		0.00	6,415.37	
414374848	Credit Memo	01/13/2026	DOWNTOWN		0.00	-353.25	
414384369	Credit Memo	01/15/2026	DOWNTOWN		0.00	-57.70	
414391546	Credit Memo	01/20/2026	DOWNTOWN		0.00	-42.22	
VEN01878	Buffalo EZ Wash LLC		02/03/2026	EFT	0.00	95.99	107520
42668977462	Invoice	01/05/2026	PD-OIL CHANGE		0.00	95.99	
01000051	C&L Distributing		02/03/2026	EFT	0.00	1,161.46	107521
2234560	Invoice	01/12/2026	HWY LIQUOR STORE		0.00	329.50	
2234604	Invoice	01/12/2026	DWTN LIQUOR STORE		0.00	620.00	
2238130	Invoice	01/19/2026	HWY LIQUOR STORE		0.00	224.96	
3004000249	Credit Memo	01/19/2026	HWY LIQUOR STORE		0.00	-13.00	
01001344	Calix Inc		02/03/2026	EFT	0.00	12,460.51	107522
400470	Invoice	01/16/2026	FIBER-INVENTORY		0.00	3,491.63	
400583	Invoice	01/17/2026	FIBER-INVENTORY		0.00	1,384.21	
400748	Invoice	01/20/2026	FIBER PHASE 2-TRANSCEIVERS		0.00	6,219.07	
7064221	Invoice	01/08/2026	FIBER-SMARTHOME ON RAMP		0.00	1,365.60	
01C075	Capitol Beverage Sales LP		02/03/2026	EFT	0.00	17,174.23	107523
3230932 ADDTL	Invoice	12/31/2025	HWY LIQUOR		0.00	36.00	
3237959	Credit Memo	01/12/2026	DOWNTOWN LIQUOR		0.00	-39.20	
3237960	Invoice	01/12/2026	DOWNTOWN LIQUOR		0.00	3,462.50	
3237964	Credit Memo	01/12/2026	HWY LIQUOR		0.00	-70.70	
3237965	Invoice	01/12/2026	HWY LIQUOR		0.00	7,814.10	
3241721	Credit Memo	01/21/2026	HWY LIQUOR		0.00	-269.26	
3241722	Invoice	01/21/2026	HWY LIQUOR		0.00	5,645.50	
3241879	Credit Memo	01/21/2026	DOWNTOWN LIQUOR		0.00	-1,359.86	
3241945	Invoice	01/21/2026	DOWNTOWN LIQUOR		0.00	1,955.15	
01C0160	Centra Sota Cooperative		02/03/2026	EFT	0.00	4,684.70	107524
6222738	Invoice	01/09/2026	STREETS/PARKS-DIESEL FUEL		0.00	2,882.06	
6222860	Invoice	01/16/2026	WATER REC-GENERATOR FUEL		0.00	1,802.64	
01C0205	Cintas Corporation		02/03/2026	EFT	0.00	795.07	107525
4256003119	Invoice	01/12/2026	BCC-MATS		0.00	164.66	
4256293179	Invoice	01/14/2026	HWY-MATS/CLEANING		0.00	50.12	
4256784155	Invoice	01/19/2026	BCC-MATS		0.00	164.66	
4256784318	Invoice	01/19/2026	HWY-MATS/CLEANING		0.00	126.55	
4256784382	Invoice	01/19/2026	DT-MATS/CLEANING		0.00	122.64	
4257063126	Invoice	01/21/2026	DT-MATS/CLEANING		0.00	50.12	
4257063187	Invoice	01/21/2026	HWY-MATS/CLEANING		0.00	88.58	
5312298114	Invoice	01/12/2026	DT-SUPPLIES		0.00	27.74	
VEN01982	Computer Integration Technologies Inc		02/03/2026	EFT	0.00	6,164.00	107526
508438	Invoice	01/14/2026	PD-NETWORK SWITCH		0.00	4,775.00	
508722	Invoice	01/15/2026	DUO MULTI-FACTOR ADVANTAGE		0.00	504.00	
509128	Invoice	01/16/2026	PARKS-NETWORK SWITCH		0.00	885.00	
VEN02472	Coremark Metals		02/03/2026	EFT	0.00	684.48	107527
5653242	Invoice	01/16/2026	PARKS-STEEL PLATE		0.00	684.48	
01C0158	Crow River Farm Equipment		02/03/2026	EFT	0.00	131.42	107528
214311	Invoice	01/07/2026	AIRPORT-2X1 HR		0.00	131.42	
01C097	CWP Enterprises Inc		02/03/2026	EFT	0.00	490.12	107529
16370	Invoice	01/14/2026	STREETS-HYDRAULIC HOSE		0.00	490.12	
01D0007	Dahlheimer Beverage LLC		02/03/2026	EFT	0.00	32,146.40	107530

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2669934	Invoice	01/12/2026	HWY LIQUOR		0.00	696.52	
2669935	Invoice	01/12/2026	HWY LIQUOR		0.00	12,085.10	
2669984	Invoice	01/12/2026	DOWNTOWN		0.00	5,107.05	
2669986	Invoice	01/12/2026	DOWNTOWN		0.00	844.90	
2675594	Invoice	01/20/2026	DOWNTOWN		0.00	332.00	
2675595	Invoice	01/20/2026	DOWNTOWN		0.00	5,901.08	
2675635	Invoice	01/20/2026	HWY LIQUOR		0.00	6,164.20	
2680292	Invoice	01/22/2026	HWY LIQUOR		0.00	200.00	
2680293	Invoice	01/22/2026	HWY LIQUOR		0.00	815.55	
01001215	Dailey Data & Associates Inc		02/03/2026	EFT	0.00	87.50	107531
108697	Invoice	12/31/2025	HWY-COURIER INGENICO		0.00	50.00	
108733	Invoice	01/09/2026	FIBER-CALENDAR SUPPORT		0.00	37.50	
VEN01256	Dooley's Petroleum Inc		02/03/2026	EFT	0.00	17,751.50	107532
818069	Invoice	01/06/2026	AIRPORT - FUEL		0.00	4,416.50	
820422	Invoice	01/15/2026	AIRPORT - FUEL		0.00	13,335.00	
01000434	Ernhart's Auto Center Inc		02/03/2026	EFT	0.00	1,341.25	107533
27618	Invoice	01/08/2026	PD-EXHAUST LEAK, REPLACE FILTER 2021 ...		0.00	1,341.25	
01E0006	ESS Brothers & Sons Inc		02/03/2026	EFT	0.00	435.00	107534
FF8622	Invoice	12/31/2025	STORM LID		0.00	215.00	
GG1040	Invoice	01/09/2026	STREETS-DIAGONAL GRATE		0.00	220.00	
01F0060	Farm-Rite Equipment Inc		02/03/2026	EFT	0.00	2,520.00	107535
R15537	Invoice	12/31/2025	ELECTRIC-BOBCAT L28 RENTAL		0.00	2,520.00	
01000315	Ferguson Enterprises LLC		02/03/2026	EFT	0.00	2,908.01	107536
303223	Invoice	01/19/2026	WATER-LF BRS DBL CHK VLV		0.00	963.33	
303224	Invoice	01/19/2026	WATER-LF BRS DBL CHK VLV		0.00	1,944.68	
01F0143	Ferguson Waterworks		02/03/2026	EFT	0.00	3,045.07	107537
560180-1	Invoice	01/19/2026	WATER-REP LID, HYDRA FINDER		0.00	1,257.84	
560181	Invoice	12/31/2025	WATER-METER COUPLINGS		0.00	1,787.23	
01F0023	Frontline Warning Systems		02/03/2026	EFT	0.00	3,000.00	107538
14613	Invoice	01/19/2026	2026 SIREN SERVICE		0.00	3,000.00	
01000065	Garage Door Store		02/03/2026	EFT	0.00	490.00	107539
444118029	Invoice	01/20/2026	STREETS/PARKS-NORTH DOOR REPAIR		0.00	490.00	
01G0020	Grainger		02/03/2026	EFT	0.00	97.13	107540
9776907579	Invoice	01/20/2026	WATER REC-COUPLING SET, SOCKET ADAP...		0.00	78.20	
9777275117	Invoice	01/20/2026	WATER REC-V-BELT PULLEY		0.00	18.93	
VEN02344	Granite City Jobbing		02/03/2026	EFT	0.00	208.00	107541
504955	Invoice	01/22/2026	DT-THC		0.00	100.00	
504956	Invoice	01/22/2026	HWY-THC		0.00	108.00	
01G0029	Graybar Electric		02/03/2026	EFT	0.00	21,209.81	107542
9351671929	Invoice	01/14/2026	FIBER PHASE 2-FIBER PIGTAIL		0.00	7,930.00	
9351714967	Invoice	01/16/2026	FIBER-POWER METER		0.00	474.91	
9351752842	Invoice	01/21/2026	FIBER PHASE 2-CAB SPLITTERS		0.00	12,804.90	
VEN01735	Grittman Consulting LLC		02/03/2026	EFT	0.00	4,630.00	107543
DEC/25 2025	Invoice	12/31/2025	PROF SVCS-DEC/25		0.00	2,750.00	
DEC/25 2026	Invoice	01/03/2026	SOUTH SHORES REAPPLICATION		0.00	1,880.00	
01H0007	Hawkins Inc		02/03/2026	EFT	0.00	7,913.69	107544
7306432	Invoice	01/14/2026	WTP-CHEMICALS		0.00	7,883.69	
7307335	Invoice	01/15/2026	WATER-CHLORINE CYLINDERS		0.00	30.00	
01I0067	Ideal Service Inc		02/03/2026	EFT	0.00	4,095.00	107545

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13875	Invoice	12/31/2025	WATER REC-VFD PREVENTATIVE MAINTE...		0.00	4,095.00	
01I0029	ITL Patch Company		02/03/2026	EFT	0.00	330.04	107546
413	Invoice	01/13/2026	PD-BADGES, COLLAR BRASS		0.00	330.04	
VEN02351	IVR Communications Inc		02/03/2026	EFT	0.00	2,550.00	107547
92	Invoice	01/22/2026	FIBER PHASE 2-INSTALLATIONS		0.00	2,550.00	
01J0024	J&J Athletics		02/03/2026	EFT	0.00	1,104.78	107548
17398-J	Invoice	01/13/2026	BCC-SWEATSHIRTS, HATS		0.00	318.05	
17539-J	Invoice	12/31/2025	ELECTRIC-JACKET, SWEATSHIRTS, TSHIRTS		0.00	786.73	
VEN02477	Johnson Fitness & Wellness		02/03/2026	EFT	0.00	259.00	107549
22-046362	Invoice	12/31/2025	FD-PREVENTATIVE MAINT		0.00	259.00	
01J0020	JT Services		02/03/2026	EFT	0.00	375.60	107550
JT26-015-03	Invoice	01/15/2026	ELECTRIC-PCARB SURFACE		0.00	375.60	
VEN01359	LEAST Services/Counseling		02/03/2026	EFT	0.00	1,192.00	107551
1920	Invoice	12/31/2025	PD-CHECK UP		0.00	1,192.00	
01L0020	Loberg Electric		02/03/2026	EFT	0.00	1,245.88	107552
31209	Invoice	01/07/2026	WR-CONNECT MOTOR, REPLACE/ADD SWI...		0.00	281.40	
31210	Invoice	12/31/2025	CITY HALL-REPAIR LIGHT		0.00	160.92	
31211	Invoice	12/31/2025	S&P-INSTALL RECEPTABLES, REPLACE FIXT...		0.00	803.56	
VEN01657	Luce Line Brewing Co		02/03/2026	EFT	0.00	340.00	107553
E-5013	Invoice	01/14/2026	HIGHWAY		0.00	340.00	
01L0287	Lundeen Brothers Ford		02/03/2026	EFT	0.00	124.45	107554
54501	Invoice	01/14/2026	PD-MOUNT/BALANCE TIRES		0.00	124.45	
01M0023	MacQueen Equipment Inc		02/03/2026	EFT	0.00	63.59	107555
P69856	Invoice	01/26/2026	STREETS-BELT SCRAPER		0.00	63.59	
01M0004	McDowall Comfort Management		02/03/2026	EFT	0.00	5,509.75	107556
38735	Invoice	12/31/2025	WWTP-MCDOWALL MT PROG C0680 273-...		0.00	695.00	
38736	Invoice	12/31/2025	FIRE #2-MCDOWALL MT PROG C0380 3-012		0.00	325.00	
659517	Invoice	01/01/2026	UC - MCDOWALL PREVENTATIVE MAINT		0.00	210.00	
659519	Invoice	01/01/2026	UC - MCDOWALL PREVENTATIVE MAINT		0.00	724.00	
659644	Invoice	12/31/2025	PAVILLION-FURNACE REPAIR		0.00	1,365.73	
659817	Invoice	01/21/2026	WR-PRETREAT BOILER REPAIR		0.00	2,190.02	
VEN01612	Mega Beer LLC		02/03/2026	EFT	0.00	270.00	107557
IN-34988	Invoice	01/14/2026	HWY LIQUOR STORE		0.00	270.00	
01M0053	Menards		02/03/2026	EFT	0.00	3,278.57	107558
42730	Invoice	12/31/2025	FIBER-USB CHARGER, CABLES		0.00	19.97	
42761	Invoice	12/31/2025	FIBER-LUG, SQUEEGEE		0.00	28.35	
42847	Invoice	01/02/2026	FIBER-CLEANING WIPES		0.00	2.99	
42970	Invoice	01/05/2026	PARKS-CEDARTONE		0.00	317.88	
42973	Invoice	01/05/2026	ELECTRIC-DRIVER SET, SCREWDRIVER		0.00	15.98	
42994	Invoice	01/05/2026	PARKS-TENSION WIRE		0.00	25.99	
43016	Invoice	01/06/2026	ELECTRIC-ALLIGATOR CLIPS		0.00	6.87	
43017	Invoice	01/06/2026	ELECTRIC-ICE MELT		0.00	83.96	
43019	Invoice	01/06/2026	FIBER-NYLON ROPE		0.00	26.97	
43025	Invoice	01/06/2026	STREETS-POST MOUNTS, BOARDS		0.00	325.87	
43042	Invoice	01/06/2026	WATER-GALV PIPE		0.00	49.98	
43078	Invoice	01/07/2026	PARKS-CEDAR TONE		0.00	19.49	
43084	Invoice	01/07/2026	COMM CTR-SCREWS		0.00	12.98	
43088	Invoice	01/07/2026	PARKS-CEDARTONE, STAIN, PAINT ACCESS...		0.00	329.79	
43119.	Invoice	01/07/2026	WATER-ICE MELT 50# BAG		0.00	38.97	
43123	Invoice	01/07/2026	STREETS-DRILL BIT SET		0.00	79.99	
43148	Invoice	01/08/2026	WATER-DRILL BIT SET		0.00	27.99	

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43149	Invoice	01/08/2026	FIBER-MAGNETS, GLOVES		0.00	15.47	
43152	Invoice	01/08/2026	WATER REC-GALV PIPE, COUPLING NUTS		0.00	140.31	
43169	Invoice	01/08/2026	PARKS-LOCK WASHERS		0.00	15.54	
43171	Invoice	01/08/2026	ELECTRIC-BATTERIES		0.00	16.98	
43174.	Invoice	01/08/2026	STREETS-CASTERS, SILICONE, GRIND WHEE...		0.00	111.57	
43195	Invoice	01/09/2026	PARKS-DRIVE BITS, SEALANT		0.00	23.45	
43199	Invoice	01/09/2026	WATER-GALV NIPPLES		0.00	33.48	
43234	Invoice	01/09/2026	CITY HALL-DISHWASHER		0.00	424.99	
43289	Invoice	01/11/2026	BCC-TRASH BAGS		0.00	16.90	
43330	Invoice	01/12/2026	WATER-UTILITY BLADES, GTR DRM SLV		0.00	8.47	
43374	Invoice	01/12/2026	CITY HALL-RECYCLE DISHWASHER		0.00	19.99	
43387	Invoice	01/13/2026	PD-WINDSHIELD WASH		0.00	6.35	
43498	Invoice	01/15/2026	STREETS-SPRAY PAINT, WELD HELMET, DR...		0.00	145.29	
43513	Invoice	01/15/2026	STREETS-METAL POLISH, COMPOUND		0.00	47.52	
43517	Invoice	01/15/2026	WATER-REFLECTIVE STRIPE		0.00	5.08	
43526	Invoice	01/15/2026	WATER-WASHER, DRILL BIT, SPF		0.00	25.93	
43530	Invoice	01/15/2026	STREETS-LUMBER		0.00	118.39	
43554	Invoice	01/16/2026	WATER-COUPLING FITTINGS		0.00	33.98	
43562	Invoice	01/16/2026	BCC-TOGGLE BOLTS, HD XTREME-10		0.00	24.31	
43751	Invoice	01/20/2026	ELECTRIC-LINDSEED OIL, MINERAL SPIRITS,...		0.00	150.38	
43754	Invoice	01/20/2026	ELECTRIC-LUMBER, PROPANE CYLINDER, ...		0.00	92.54	
43771	Invoice	01/20/2026	STREETS-LUMBER		0.00	47.18	
43781.	Invoice	01/20/2026	STREETS-BOX, PLYWOOD		0.00	80.81	
43861	Invoice	01/22/2026	ELECTRIC-SHARPIE, BLADE SCRAPERS, ME...		0.00	36.87	
43888	Invoice	01/22/2026	STREETS-STAIN, PAINTS & ROLLERS		0.00	212.11	
43908	Invoice	01/22/2026	ADMIN-FRONT DESK MINTS		0.00	10.66	
	Void		02/03/2026	EFT	0.00	0.00	107559
01M0219	MES Service Company LLC		02/03/2026	EFT	0.00	428.84	107560
IN2417367	Invoice	01/13/2026	FD-HELMET		0.00	428.84	
VEN02194	Mid-American Research Chemical		02/03/2026	EFT	0.00	383.26	107561
865492-IN	Invoice	12/31/2025	BCC-ODOR NEUTRALIZER, MELTAWAY, T...		0.00	383.26	
01M0120	MMUA		02/03/2026	EFT	0.00	1,000.00	107562
68305	Invoice	01/14/2026	MMUA-CONF REG-ZACHARIASON		0.00	500.00	
68317	Invoice	01/15/2026	MMUA-CONF REG-KORTAN		0.00	500.00	
01M0049	Mobile Health Services LLC		02/03/2026	EFT	0.00	825.00	107563
48791	Invoice	01/06/2026	WWTP-RESPIRATORY MEDICAL CLEARANCE		0.00	825.00	
01T0129	Monroe Towmaster LLC		02/03/2026	EFT	0.00	224.50	107564
90004467	Invoice	01/15/2026	STREETS-FALLS TUBE, LEG HANGER		0.00	224.50	
01N0102	New France Wine Company		02/03/2026	EFT	0.00	1,194.00	107565
261963	Invoice	01/13/2026	DOWNTOWN		0.00	1,019.00	
262004	Invoice	01/13/2026	DOWNTOWN		0.00	175.00	
VEN02263	Old World Beer LLC		02/03/2026	EFT	0.00	503.00	107566
16466	Invoice	01/20/2026	HWY-BEER		0.00	350.00	
16467	Invoice	01/20/2026	DT-BEER		0.00	153.00	
01O0022	O'Reilly Auto Parts		02/03/2026	EFT	0.00	834.93	107567
1524-286102	Invoice	12/31/2025	PARKS-FILTER		0.00	7.93	
1524-292477	Invoice	01/15/2026	ELECTRIC-FILTERS		0.00	141.96	
1524-292585	Invoice	01/16/2026	S&P-GREASE, ABSORBENT, BRAKE CLNR, P...		0.00	324.04	
1524-293006	Credit Memo	01/19/2026	STREETS/PARKS-RETURN GREASE		0.00	-13.38	
1524-293102	Invoice	01/20/2026	ELEC-GREASE		0.00	199.80	
1524-293240	Invoice	01/21/2026	ELECTRIC-MARKET LIGHTS, TAIL LIGHT		0.00	103.23	
1524-293274	Invoice	01/21/2026	ELECTRIC-LP BRACKET		0.00	8.99	
1524-293325	Invoice	01/21/2026	ELECTRIC-MARKER LIGHTS, LED LIGHTS		0.00	62.36	
01P0074	Paustis Wine Co		02/03/2026	EFT	0.00	688.50	107568

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
285722	Invoice	01/20/2026	DOWNTOWN		0.00	100.00	
285723	Invoice	01/20/2026	HIGHWAY LIQUOR		0.00	588.50	
VEN02480	PreCise MRM LLC		02/03/2026	EFT	0.00	1,015.07	107569
IN200-2010483	Invoice	01/20/2026	STREETS-GPS INSTALL		0.00	1,015.07	
01C0226	Productivity Plus Account		02/03/2026	EFT	0.00	639.64	107570
IE62614	Invoice	12/31/2025	STREETS-BOLTS, SKID SHOES		0.00	317.59	
IE63382	Invoice	01/12/2026	STREETS-PAINT		0.00	17.98	
IE63396	Invoice	01/13/2026	ELECTRIC-OIL		0.00	242.26	
IE63462	Invoice	01/20/2026	ELECTRIC-CROSS		0.00	61.81	
01W053	Ray Wurm		02/03/2026	EFT	0.00	29.58	107571
1.21.26	Invoice	01/21/2026	REIMBURSE TRAINING MILEAGE-MRWA		0.00	29.58	
01R0014	Republic Services #894		02/03/2026	EFT	0.00	1,444.54	107572
894-007397247	Invoice	01/15/2026	3-0894-3471640 FIBER PHASE 2		0.00	1,444.54	
01000106	Shamrock Group LLC		02/03/2026	EFT	0.00	197.43	107573
129-02338	Invoice	01/21/2026	DOWNTOWN		0.00	34.72	
181-01134	Invoice	01/14/2026	DOWNTOWN		0.00	51.22	
181-01135	Invoice	01/14/2026	HIGHWAY		0.00	111.49	
VEN01315	SHI International Corporation		02/03/2026	EFT	0.00	58,221.00	107574
B20696373	Invoice	12/31/2025	IT-SCALE VM ENVIRONMENT		0.00	58,221.00	
01S0016	Short Elliott Hendrickson Inc		02/03/2026	EFT	0.00	1,488.50	107575
502466	Invoice	01/19/2026	AIR PERMIT REPORTING		0.00	1,488.50	
01S0322	Southern Glazer's of MN		02/03/2026	EFT	0.00	18,364.42	107576
2714830	Invoice	01/15/2026	HIGHWAY		0.00	934.51	
2714831	Invoice	01/15/2026	HIGHWAY		0.00	1,423.09	
2714851	Invoice	01/15/2026	DOWNTOWN		0.00	1,245.75	
2717467	Invoice	01/22/2026	HIGHWAY		0.00	3,840.61	
2717468	Invoice	01/22/2026	HIGHWAY		0.00	678.36	
2717485	Invoice	01/22/2026	DOWNTOWN		0.00	524.55	
2717486	Invoice	01/22/2026	DOWNTOWN		0.00	386.68	
5135375	Invoice	12/31/2025	HIGHWAY		0.00	6,155.60	
5135376	Invoice	12/31/2025	HIGHWAY		0.00	1,510.20	
5135377	Invoice	12/31/2025	HIGHWAY		0.00	2,125.20	
5135391	Invoice	12/31/2025	DOWNTOWN		0.00	693.00	
9674421	Credit Memo	12/31/2025	HIGHWAY		0.00	-144.00	
9674425	Credit Memo	12/31/2025	HIGHWAY		0.00	-174.00	
9676086	Credit Memo	12/31/2025	HIGHWAY		0.00	-157.45	
9676087	Credit Memo	12/31/2025	HIGHWAY		0.00	-470.68	
9677910	Credit Memo	12/31/2025	DOWNTOWN		0.00	-207.00	
VEN02300	TD&I Cable Maintenance LLC		02/03/2026	EFT	0.00	103,245.60	107577
PAY APP #8 2024...	Invoice	12/31/2025	FIBER PHASE 2-PAY APP #8		0.00	103,245.60	
01T062	Trio Supply Company		02/03/2026	EFT	0.00	986.40	107578
1073597	Invoice	01/14/2026	BCC-SUPPLIES		0.00	986.40	
01Z0034	Tritech Software Systems		02/03/2026	EFT	0.00	9,059.97	107579
455705	Invoice	01/19/2026	PD-ZSUITE RENEWAL		0.00	9,059.97	
VEN02207	Trojan Technologies Corp		02/03/2026	EFT	0.00	23,694.09	107580
200/50009569	Invoice	01/08/2026	WR-CCB BOARD REPLACEMENT		0.00	12,974.34	
200/50010038	Invoice	01/22/2026	WATER REC-LAMPS, CANISTER ASSEMBLY,...		0.00	10,719.75	
01U0032	Uline		02/03/2026	EFT	0.00	5,936.67	107581
202354947	Invoice	01/02/2026	PARKS-TABLE FRAMES		0.00	1,895.21	
202381080	Invoice	01/05/2026	UC-CEILING FANS, PALLET TRUCK		0.00	3,495.22	
202545812	Invoice	01/07/2026	ELECTRIC-GAS CANS		0.00	222.14	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
202984256	Invoice	01/16/2026	ADMIN-WORK STOOL		0.00	294.10	
203160058	Invoice	01/21/2026	ADMIN-CASTERS		0.00	30.00	
01U0017	USA BlueBook		02/03/2026	EFT	0.00	274.23	107582
INV00929720	Invoice	01/09/2026	WWTP-SUPPLIES		0.00	274.23	
01U0007	Utility Consultants Inc		02/03/2026	EFT	0.00	1,514.05	107583
126455	Invoice	12/31/2025	WATER REC- WW SAMPLING		0.00	1,514.05	
01V0029	Vinocopia Inc		02/03/2026	EFT	0.00	2,616.92	107584
388913-IN	Invoice	01/22/2026	HWY LIQUOR STORE		0.00	2,616.92	
01W0096	Water Conservation Services Inc		02/03/2026	EFT	0.00	547.78	107585
150540	Invoice	01/19/2026	WATER LEAK LOCATE-2ND AVE S		0.00	547.78	
01W0001	Watson Company		02/03/2026	EFT	0.00	176.61	107586
155157	Invoice	01/09/2026	COMM CTR-CONCESSIONS		0.00	176.61	
01W0002	WESCO Distribution		02/03/2026	EFT	0.00	1,277.79	107587
652655	Invoice	01/16/2026	ELECTRIC-ADAPTERS, PLASTIC COVERS		0.00	1,277.79	
01F0086	Wex Bank		02/03/2026	EFT	0.00	159.35	107588
109999722	Invoice	12/31/2025	MONTHLY FUEL PURCHASES		0.00	159.35	
01W0066	Wright County Journal Press		02/03/2026	EFT	0.00	1,040.00	107589
80232	Invoice	01/13/2026	COMM CTR-2026 EVENT CALENDAR		0.00	1,040.00	
VEN02234	Wright Hennepin Coop Elec - 8400		02/03/2026	EFT	0.00	15,993.32	107590
35032719821	Invoice	12/31/2025	ACCOUNT #114-1085-8400		0.00	15,993.32	
VEN02235	Wright Hennepin Coop Elec - 9700		02/03/2026	EFT	0.00	1,832.33	107591
35032716608	Invoice	12/31/2025	ACCOUNT #114-1085-9700		0.00	1,832.33	
01W0009	Wright Hennepin Cooperative Electric		02/03/2026	EFT	0.00	12,674.52	107592
2025	Invoice	12/31/2025	SERVICE TERRITORY - 2025		0.00	12,674.52	
01I0030	Zayo LLC		02/03/2026	EFT	0.00	11,852.97	107593
22135818	Invoice	01/15/2026	ZAYO - TELEPHONE		0.00	11,852.97	
	Void		02/03/2026	EFT	0.00	0.00	107594
				Total EFT:	**0.00**	**521,812.18**	

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							
01S0322	Southern Glazer's of MN		01/20/2026	Regular	0.00	5,470.19	137514
2699988	Invoice	12/31/2025	HIGHWAY		0.00	3,654.99	
2699989	Invoice	12/31/2025	HIGHWAY		0.00	1,815.20	
01000558	Alberg Water Services Inc		01/28/2026	Regular	0.00	2,300.00	137515
4142	Invoice	01/22/2026	WATER-HIGH SERVICE PUMP #2 INSPECTI...		0.00	2,300.00	
01000464	Artisan Beer Co		01/28/2026	Regular	0.00	392.57	137516
3624871	Invoice	01/16/2026	DWTN LIQUOR		0.00	111.40	
3823703	Invoice	01/12/2026	HWY LIQUOR		0.00	167.10	
3824856	Invoice	01/16/2026	HWY LIQUOR		0.00	126.05	
3824857	Invoice	01/16/2026	HWY LIQUOR		0.00	55.70	
441257	Credit Memo	01/08/2026	HWY LIQUOR		0.00	-67.68	
01000337	Aspen Mills		01/28/2026	Regular	0.00	1,661.39	137517
368468	Invoice	01/09/2026	FD-BADGES		0.00	376.66	
369072	Invoice	01/20/2026	PD-BODY ARMOR		0.00	1,237.47	
369246	Invoice	01/22/2026	FD-NAME TAG		0.00	47.26	
VEN02478	Association of MN Building Officials		01/28/2026	Regular	0.00	800.00	137518
93053150	Invoice	01/09/2026	FD-HOUSING INSPECTIONS TRG x2		0.00	800.00	
01B0005	B&D Plumbing Heating & Air Conditioning		01/28/2026	Regular	0.00	206.00	137519
6208645	Invoice	01/12/2026	ELECTRIC-RESET POWER MINI SPLIT		0.00	206.00	
01B0129	Bond Trust Services Corporation		01/28/2026	Regular	0.00	475.00	137520
102333	Invoice	01/14/2026	PAYING AGENT FEE-SERIES 2012A		0.00	475.00	
01B0093	Buffalo Area Chamber of Commerce		01/28/2026	Regular	0.00	150.00	137521
58	Invoice	01/12/2026	HR-BUFFALO BUCKS		0.00	150.00	
01001035	Buffalo Fire Dept - Relief Association		01/28/2026	Regular	0.00	333,501.76	137522
INV05001	Invoice	01/15/2026	Q1/26 FIRE RELIEF PAYMENT		0.00	333,501.76	
01001035	Buffalo Fire Dept - Relief Association		01/28/2026	Regular	0.00	2,049.00	137523
Q4/25	Invoice	12/31/2025	Q4/25 FIRE RELIEF PAYMENT		0.00	2,049.00	
01B0349	Buffalo Healthcare Investors LLC		01/28/2026	Regular	0.00	9,227.27	137524
2H/25	Invoice	12/31/2025	2H/25 TAX ABATEMENT REIMBURSEMENT		0.00	9,227.27	
01B0140	Buffalo Tourist Bureau		01/28/2026	Regular	0.00	5,213.60	137525
DEC/25	Invoice	12/31/2025	LODGING TAX		0.00	5,213.60	
01C0038	C&D Oil Services of Waseca LLC		01/28/2026	Regular	0.00	70.00	137526
59970	Invoice	01/06/2026	STREETS&PARKS-USED OIL FILTERS		0.00	70.00	
VEN02481	Central MN Golf Carts		01/28/2026	Regular	0.00	6,000.00	137527
811131	Invoice	01/01/2026	PARKS-GOLF CART		0.00	6,000.00	
VEN02475	Charlie's Appliance Repair Inc		01/28/2026	Regular	0.00	140.00	137528
251563	Invoice	01/12/2026	CITY CENTER-INSTALL DISHWASHER		0.00	140.00	
01C0003	City of Buffalo		01/28/2026	Regular	0.00	39.00	137529
1.27.26	Invoice	01/27/2026	PETTY CASH-COMM CTR PROGRAM EXP		0.00	39.00	
01C0003	City of Buffalo		01/28/2026	Regular	0.00	24,616.50	137530
9-041515-04 LNC	Invoice	12/31/2025	CIP REBATE-LIGHTING NEW CONSTRUCTI...		0.00	24,616.50	
01C0003	City of Buffalo		01/28/2026	Regular	0.00	25.00	137531
9-208000-00 DW	Invoice	01/13/2026	CIP REBATE-DISHWASHER		0.00	25.00	
01C0241	City of Monticello		01/28/2026	Regular	0.00	300.00	137532
44614	Invoice	12/31/2025	PD-ANIMAL CONTROL 2025		0.00	300.00	
01C0012	Culligan of Buffalo		01/28/2026	Regular	0.00	203.15	137533

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
173X04707107	Invoice	12/31/2025	COMM CTR-WATER SOFTENER & COOLER		0.00	192.30	
173X04720605	Invoice	12/31/2025	COMM CTR-WATER SOFTENER & COOLER		0.00	10.85	
VEN02474	Escalade Sports		01/28/2026	Regular	0.00	5,500.00	137534
1-2026	Invoice	01/20/2026	COMM CTR-BILLIARD TABLE		0.00	5,500.00	
01J0064	JLR Garage Door Service Inc		01/28/2026	Regular	0.00	7,424.00	137535
8565	Invoice	01/12/2026	UC-REPLACE GARAGE DOOR		0.00	7,424.00	
01J0002	Johnson Brothers Liquor Co		01/28/2026	Regular	0.00	20,265.50	137536
166010	Credit Memo	01/14/2026	HWY LIQUOR STORE		0.00	-2.43	
166011	Credit Memo	01/14/2026	HWY LIQUOR STORE		0.00	-52.00	
2968092	Invoice	01/12/2026	HWY LIQUOR STORE		0.00	3,439.17	
2968168	Invoice	01/12/2026	DOWNTOWN LIQUOR STORE		0.00	1,269.15	
2972828	Invoice	01/21/2026	HWY LIQUOR STORE		0.00	1,803.75	
2972901	Invoice	01/21/2026	DOWNTOWN LIQUOR STORE		0.00	629.50	
2975790	Invoice	01/23/2026	HWY LIQUOR STORE		0.00	7,835.83	
2975791	Invoice	01/23/2026	HWY LIQUOR STORE		0.00	1,684.08	
2975792	Invoice	01/23/2026	HWY LIQUOR STORE		0.00	68.52	
2975793	Invoice	01/23/2026	DOWNTOWN LIQUOR STORE		0.00	137.04	
2975816	Invoice	01/23/2026	DOWNTOWN LIQUOR STORE		0.00	2,602.65	
2975817	Invoice	01/23/2026	DOWNTOWN LIQUOR STORE		0.00	850.24	
	Void		01/28/2026	Regular	0.00	0.00	137537
	Void		01/28/2026	Regular	0.00	0.00	137538
01F0145	Kevin J Kelleher LLC		01/28/2026	Regular	0.00	295.00	137539
10253	Invoice	01/15/2026	PD-TRAINING		0.00	295.00	
VEN02141	Knife River Corporation - North Central		01/28/2026	Regular	0.00	18,333.20	137540
PAY APP#3-FINAL...	Invoice	12/31/2025	2024 STREET IMPROVEMENTS - PAY APP #...		0.00	18,333.20	
01L0001	Lake Region Coop		01/28/2026	Regular	0.00	2,026.52	137541
124177 12.31.25	Invoice	12/31/2025	MONTHLY FUEL/VEHICLE PURCHASES 2025		0.00	2,026.52	
01M0184	M&M Bus Service Inc		01/28/2026	Regular	0.00	97.97	137542
615490	Invoice	01/20/2026	STREETS-BLADES, SCRAPER KIT		0.00	97.97	
01T0023	Mark Moshier		01/28/2026	Regular	0.00	400.70	137543
19279	Invoice	01/22/2026	TOP NOTCH WINDOW CLEANING		0.00	400.70	
01001521	Millennium		01/28/2026	Regular	0.00	2,661.45	137544
26-147407-1	Invoice	01/06/2026	FIBER PHASE 2-DROP CABLE		0.00	1,328.81	
26-148114-1	Invoice	01/20/2026	FIBER PHASE 2-DROP CABLE		0.00	1,332.64	
VEN02476	Minnesota Revenue (CCC)		01/28/2026	Regular	0.00	7,544.00	137545
38727	Invoice	12/31/2025	AIRPORT-MONTHLY CLEANING/SUPPLIES		0.00	315.00	
38728	Invoice	12/31/2025	CENTENNIAL-MONTHLY CLEANING		0.00	185.00	
38729	Invoice	12/31/2025	CITY CENTER-MONTHLY CLEANING/SUPPL...		0.00	1,149.00	
38730	Invoice	12/31/2025	COMM CTR-MONTHLY CLEANING/SUPPLIES		0.00	920.00	
38731	Invoice	12/31/2025	LIBRARY-MONTHLY CLEANING/SUPPLIES		0.00	1,870.00	
38732	Invoice	12/31/2025	PD-MONTHLY CLEANING/SUPPLIES		0.00	1,000.00	
38733	Invoice	12/31/2025	STREETS&PARKS-MONTHLY CLEANING/SU...		0.00	390.00	
38734	Invoice	12/31/2025	UC-MONTHLY CLEANING/SUPPLIES		0.00	695.00	
38735	Invoice	12/31/2025	WATER REC-MONTHLY CLEANING/SUPPLI...		0.00	695.00	
38736	Invoice	12/31/2025	DT FD-MONTHLY CLEANING/SUPPLIES		0.00	325.00	
	Void		01/28/2026	Regular	0.00	0.00	137546
01M0185	MN Dept of Agriculture		01/28/2026	Regular	0.00	15.00	137547
20288829 2026	Invoice	01/22/2026	LICENSE RENEWAL-E.RASMUSSEN		0.00	15.00	
01M0137	MN Dept of Labor & Industry		01/28/2026	Regular	0.00	4,153.55	137548
DECEMBER17101...	Invoice	12/31/2025	Q4/25 BUILDING PERMIT SURCHARGE		0.00	4,153.55	
VEN02013	MSSA		01/28/2026	Regular	0.00	100.00	137549

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2026	Invoice	01/22/2026	MSSA-MEMBERSHIP RENEW-KOTILINEK		0.00	100.00	
01001594	NALCO Water		01/28/2026	Regular	0.00	788.81	137550
6660414295	Invoice	01/09/2026	RINK CHEMICALS		0.00	788.81	
01C0192	NAPA Auto Parts		01/28/2026	Regular	0.00	10.06	137551
939872	Invoice	12/31/2025	FIBER-FUEL CAP		0.00	10.06	
VEN01651	NAPA of Corcoran		01/28/2026	Regular	0.00	429.97	137552
646545	Invoice	01/15/2026	STREETS-DIE GRINDERS, AIR HAMMER		0.00	429.97	
01N0125	Nelson Electric Motor Repair		01/28/2026	Regular	0.00	350.00	137553
3351	Invoice	01/14/2026	WATER REC-RESOLVE FLOAT ISSUE		0.00	350.00	
01N056	No Strings Attached Music		01/28/2026	Regular	0.00	80.00	137554
DEC/25	Invoice	12/31/2025	COMM CTR-ACCOMPANIMENT		0.00	80.00	
01O0078	Optum Health Financial Services		01/28/2026	Regular	0.00	250.00	137555
1856741	Invoice	01/14/2026	FSA PLAN/COBRA		0.00	250.00	
01P0018	Phillips Wine & Spirits		01/28/2026	Regular	0.00	10,063.20	137556
5112632	Invoice	01/16/2026	HIGHWAY		0.00	3,411.47	
5112633	Invoice	01/16/2026	HIGHWAY		0.00	126.00	
5112634	Invoice	01/16/2026	DOWNTOWN		0.00	337.68	
5112665	Invoice	01/16/2026	DOWNTOWN		0.00	2,685.92	
5115802	Invoice	01/23/2026	HIGHWAY		0.00	2,142.30	
5115803	Invoice	01/23/2026	DOWNTOWN		0.00	106.58	
5115822	Invoice	01/23/2026	DOWNTOWN		0.00	1,253.25	
	Void		01/28/2026	Regular	0.00	0.00	137557
01000696	Pope Douglas Solid Waste Management		01/28/2026	Regular	0.00	541.12	137558
46109	Invoice	01/21/2026	PD-DRUG DISPOSAL		0.00	248.62	
46112	Invoice	01/21/2026	PD-DRUG DISPOSAL		0.00	292.50	
VEN01641	Premier Locating Inc		01/28/2026	Regular	0.00	2,557.00	137559
43441	Invoice	01/15/2026	CONTRACT LOCATING 2026		0.00	2,557.00	
VEN02327	Pryes Brewing Company LLC		01/28/2026	Regular	0.00	129.00	137560
W-114267	Invoice	01/15/2026	HWY-BEER		0.00	129.00	
VEN01690	Rotary Club of Buffalo, MN		01/28/2026	Regular	0.00	188.00	137561
2115	Invoice	01/23/2026	DUES-GRONAU		0.00	188.00	
01S0137	Snowplows Plus Inc		01/28/2026	Regular	0.00	2,356.94	137562
700736	Invoice	01/13/2026	STREETS-BACK RACK, RUNNING BOARDS		0.00	2,356.94	
01M0600	State of MN Dept of Public Safety		01/28/2026	Regular	0.00	200.00	137563
8601900202025...	Invoice	12/31/2025	WTP-EPCRA FEES 2025		0.00	100.00	
8601900302025...	Invoice	12/31/2025	BOOSTER STATION-EPCRA FEES 2025		0.00	100.00	
01N0035	Terry Nelson		01/28/2026	Regular	0.00	190.56	137564
12-040610-00 LED	Invoice	01/20/2026	CIP REBATE-THERMOSTAT & LED LIGHTS		0.00	190.56	
01U0003	United States Postal Service		01/28/2026	Regular	0.00	1,200.00	137565
1.15.26	Invoice	01/15/2026	COMM CTR-NEWSLETTER POSTAGE		0.00	1,200.00	
01000460	Valley Rich Co Inc		01/28/2026	Regular	0.00	13,560.63	137566
35307	Invoice	12/31/2025	EMER WATER MAIN REPAIR-VIKING DR		0.00	7,765.89	
35336	Invoice	01/06/2026	EMERG WATER MAIN REPAIR-2ND AVE		0.00	5,794.74	
01V0005	Viking Industrial Center		01/28/2026	Regular	0.00	203.33	137567
3322645	Invoice	01/13/2026	WATER REC-CO SENSOR		0.00	203.33	
01W0019	Wine Merchants		01/28/2026	Regular	0.00	7,383.03	137568
7550707	Invoice	01/16/2026	HIGHWAY		0.00	5,827.41	
7550712	Invoice	01/16/2026	DOWNTOWN		0.00	1,162.42	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
7550887	Invoice	01/21/2026	HIGHWAY		0.00	393.20	
				Total Regular:	**0.00**	**502,138.97**	

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							
01PC082	US Bank - Procurement Card		01/20/2026	Bank Draft	0.00	12,170.63	DFT0004032
JAN/26	Invoice	01/20/2026	MONTHLY PURCHASES 2026		0.00	12,170.63	
01PC082	US Bank - Procurement Card		01/20/2026	Bank Draft	0.00	26,490.89	DFT0004033
JAN/26 2025	Invoice	12/31/2025	MONTHLY PURCHASES 2025		0.00	26,490.89	
01A0001	AFLAC ADMINISTRATIVE SERV		01/22/2026	Bank Draft	0.00	78.36	DFT0004034
INV0004237	Invoice	01/22/2026	AFLAC - ACCIDENT		0.00	78.36	
01A0001	AFLAC ADMINISTRATIVE SERV		01/22/2026	Bank Draft	0.00	35.92	DFT0004035
INV0004238	Invoice	01/22/2026	AFLAC CANCER		0.00	35.92	
01A0001	AFLAC ADMINISTRATIVE SERV		01/22/2026	Bank Draft	0.00	166.26	DFT0004036
INV0004239	Invoice	01/22/2026	AFLAC STD		0.00	166.26	
01000771	Delta Dental of Minnesota		01/22/2026	Bank Draft	0.00	4,223.83	DFT0004037
INV0004243	Invoice	01/22/2026	Dental Insurance		0.00	4,223.83	
01M0047	Medica		01/22/2026	Bank Draft	0.00	5,360.17	DFT0004038
INV0004246	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	5,360.17	
01M0047	Medica		01/22/2026	Bank Draft	0.00	3,282.60	DFT0004039
INV0004247	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	3,282.60	
01M0047	Medica		01/22/2026	Bank Draft	0.00	6,570.81	DFT0004040
INV0004248	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	6,570.81	
01M0047	Medica		01/22/2026	Bank Draft	0.00	10,910.16	DFT0004041
INV0004249	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	10,910.16	
01M0047	Medica		01/22/2026	Bank Draft	0.00	28,294.05	DFT0004042
INV0004250	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	28,294.05	
01M0047	Medica		01/22/2026	Bank Draft	0.00	2,446.22	DFT0004043
INV0004251	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	2,446.22	
01M0047	Medica		01/22/2026	Bank Draft	0.00	1,605.33	DFT0004044
INV0004252	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	1,605.33	
01M0047	Medica		01/22/2026	Bank Draft	0.00	2,383.58	DFT0004045
INV0004253	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	2,383.58	
01M0047	Medica		01/22/2026	Bank Draft	0.00	12,997.98	DFT0004046
INV0004254	Invoice	01/22/2026	Payroll Medical Deductions & Contributions		0.00	12,997.98	
01M0504	Mutual of Omaha - Insurance		01/22/2026	Bank Draft	0.00	879.12	DFT0004048
INV0004256	Invoice	01/22/2026	Life Insurance		0.00	879.12	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/22/2026	Bank Draft	0.00	2,258.72	DFT0004049
INV0004257	Invoice	01/22/2026	DEF COMP - PERCENTAGE		0.00	2,258.72	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/22/2026	Bank Draft	0.00	1,950.00	DFT0004050
INV0004258	Invoice	01/22/2026	DEFERRED COMP - ROTH		0.00	1,950.00	
01O0035	ING/MN STATE RETIREMENT SYSTEM		01/22/2026	Bank Draft	0.00	1,115.00	DFT0004051
INV0004259	Invoice	01/22/2026	DEF COMP		0.00	1,115.00	
01N0022	NATIONWIDE RETIREMENT SOL		01/22/2026	Bank Draft	0.00	275.00	DFT0004052
INV0004261	Invoice	01/22/2026	DEF COMP		0.00	275.00	
01P0028	PUBLIC EMPLOYEES		01/22/2026	Bank Draft	0.00	26,962.33	DFT0004053
INV0004262	Invoice	01/22/2026	POLICE PERA		0.00	26,962.33	
01P0028	PUBLIC EMPLOYEES		01/22/2026	Bank Draft	0.00	45,244.34	DFT0004054
INV0004263	Invoice	01/22/2026	PERA		0.00	45,244.34	

Vendor Number / Payable #	Vendor Name / Payable Type	Post Date	Payment Date / Payable Description	Payment Type	Discount Amount / Discount Amount	Payment Amount / Payable Amount	Number
01M0005	MN Child Support Payment		01/22/2026	Bank Draft	0.00	1,900.13	DFT0004055
INV0004264	Invoice	01/22/2026	CHILD SUPPORT		0.00	1,900.13	
01M0504	Mutual of Omaha - Insurance		01/22/2026	Bank Draft	0.00	389.73	DFT0004056
INV0004265	Invoice	01/22/2026	EMPLOYEE INS		0.00	389.73	
01E0067	EFTPS		01/22/2026	Bank Draft	0.00	39,137.48	DFT0004058
INV0004267	Invoice	01/22/2026	FICA WITHHOLDING		0.00	39,137.48	
01M0056	MN Dept of Revenue (EFTPS)		01/22/2026	Bank Draft	0.00	18,054.19	DFT0004059
INV0004268	Invoice	01/22/2026	STATE WITHHOLDING		0.00	18,054.19	
01E0067	EFTPS		01/22/2026	Bank Draft	0.00	11,637.46	DFT0004060
INV0004269	Invoice	01/22/2026	MEDICARE WITHHOLDING		0.00	11,637.46	
01E0067	EFTPS		01/22/2026	Bank Draft	0.00	35,443.88	DFT0004061
INV0004270	Invoice	01/22/2026	FEDERAL WITHHOLDING		0.00	35,443.88	
01000771	Delta Dental of Minnesota		01/21/2026	Bank Draft	0.00	374.74	DFT0004062
JAN/26	Invoice	01/21/2026	JAN/26 ADDT'L BENEFITS		0.00	374.74	
01M0047	Medica		01/21/2026	Bank Draft	0.00	11,805.25	DFT0004063
JAN/26	Invoice	01/21/2026	JAN/26 ADDT'L BENEFITS		0.00	11,805.25	
01M0504	Mutual of Omaha - Insurance		01/21/2026	Bank Draft	0.00	-303.61	DFT0004068
JAN/26	Credit Memo	01/21/2026	JAN/26 ADDT'L		0.00	-303.61	
				Total Bank Draft:	**0.00**	**314,140.55**	

Bank Code CITY Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	91	51	0.00	502,138.97
Manual Checks	0	0	0.00	0.00
Voided Checks	0	4	0.00	0.00
Bank Drafts	31	31	0.00	314,140.55
EFT's	281	99	0.00	521,812.18
	403	**185**	**0.00**	**1,338,091.70**

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-CITY MM BANK (BOND PAYMENTS)							
Payment Type: Bank Draft							
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	434,150.00	DFT0004013
99755	Invoice	01/27/2026	2019B FEB 2026 BOND PAYMENT		0.00	434,150.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	10,482.50	DFT0004014
99759	Invoice	01/27/2026	2021A FEB 2026 BOND PAYMENT		0.00	10,482.50	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	434,850.00	DFT0004016
99761	Invoice	01/27/2026	2023A FEB 2026 BOND PAYMENT		0.00	434,850.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	201,500.00	DFT0004017
99760	Invoice	01/27/2026	2022A FEB 2026 BOND PAYMENT		0.00	201,500.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	288,371.88	DFT0004018
99762	Invoice	01/27/2026	2023B FEB 2026 BOND PAYMENT		0.00	288,371.88	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	276,500.00	DFT0004019
99763	Invoice	01/27/2026	2024A FEB 2026 BOND PAYMENT		0.00	276,500.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	190,125.00	DFT0004020
99764	Invoice	01/27/2026	2024B FEB 2026 BOND PAYMENT		0.00	190,125.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/27/2026	Bank Draft	0.00	170,266.67	DFT0004021
99765	Invoice	01/27/2026	2025A FEB 2026 BOND PAYMENT		0.00	170,266.67	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	312,583.75	DFT0004022
99750	Invoice	01/29/2026	2015A FEB 2026 BOND PAYMENT		0.00	312,583.75	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	126,531.25	DFT0004023
99751	Invoice	01/29/2026	2016B FEB 2026 BOND PAYMENT		0.00	126,531.25	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	191,193.75	DFT0004024
99752	Invoice	01/29/2026	2016C FEB 2026 BOND PAYMENTS		0.00	191,193.75	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	198,775.00	DFT0004025
99753	Invoice	01/29/2026	2018A FEB 2026 BOND PAYMENT		0.00	198,775.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	255,956.25	DFT0004026
99754	Invoice	01/29/2026	2018B FEB 2026 BOND PAYMENT		0.00	255,956.25	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	1,625.00	DFT0004027
99756	Invoice	01/29/2026	2019C FEB 2026 BOND PAYMENT		0.00	1,625.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	631,010.00	DFT0004028
99757	Invoice	01/29/2026	2020A FEB 2026 BOND PAYMENT		0.00	631,010.00	
VEN01509	Bond Trust Services Corporation - Paying Agent		01/29/2026	Bank Draft	0.00	214,200.00	DFT0004029
99758	Invoice	01/29/2026	2020B FEB 2026 BOND PAYMENT		0.00	214,200.00	
				Total Bank Draft:	**0.00**	**3,938,121.05**	

Bank Code ONBMM 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	16	16	0.00	3,938,121.05
EFT's	0	0	0.00	0.00
	16	**16**	**0.00**	**3,938,121.05**

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							
01C0004	City of Buffalo		01/15/2026	Bank Draft	0.00	74,978.21	DFT0004011
JAN/26	Invoice	11/30/2025	CITY BILLS - BANK DRAFT		0.00	74,978.21	
01KHSA	UMB HSA ACCOUNT		01/22/2026	Bank Draft	0.00	9,630.22	DFT0004047
INV0004255	Invoice	01/22/2026	HSA CONTRIBUTIONS		0.00	9,630.22	
VEN01582	MN Dept of Revenue (S&U Tax)		01/16/2026	Bank Draft	0.00	151,551.00	DFT0004071
JAN/26 REV	Invoice	01/16/2026	Sales & Use Tax Payment		0.00	151,551.00	
				Total Bank Draft:	**0.00**	**236,159.43**	

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	3	3	0.00	236,159.43
EFT's	0	0	0.00	0.00
	3	**3**	**0.00**	**236,159.43**

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	91	51	0.00	502,138.97
Manual Checks	0	0	0.00	0.00
Voided Checks	0	4	0.00	0.00
Bank Drafts	50	50	0.00	4,488,421.03
EFT's	281	99	0.00	521,812.18
	422	**204**	**0.00**	**5,512,372.18**

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	1/2026	4,993,880.67
999	POOLED CASH	2/2026	518,491.51
			5,512,372.18

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **Community Development Director David Kelly**
PRESENTED BY: **Community Development Director David Kelly**
AGENDA ITEM: **(Updated) Purchase of New Vehicle - Code Enforcement**

BACKGROUND SUMMARY:

Update: The vehicle approved for purchase at the January 20th City Council meeting has been sold, and staff have now identified another Ford Ranger for purchase. A few items of note:

- There is a $1,426 price difference compared to the previous quote.
- The rebate changed after January 5th—it was $3,000 when we received the previous quote in December but is now reduced to $1,732.00.

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: $40181.00
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.

Back to Agenda

MORRIE'S AUTO GROUP

Date/Time: Jan 26, 2026 12:07 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: Truck

Color: Charcoal VIN:1fter4hh4sle76217

Cash	Balance Due
$ Down	
$0	**$40,181**

MSRP/Retail	**$41,725.00**
Total Savings	**$1,732.00**
Rebates	**$2,000.00**
Morrie's Best Price	**$37,993.00**
MORRIES PROMISE	**$0.00**
BACK RACK & BEACON	**$1,963.00**
FORD ALL WEATHER MAT	**$225.00**
Total Balance Due	**$40,181.00**

X _____
Customer Signature

_____
Date

X _____
Manager Signature

_____
Date

With approved credit.

New

- 200 miles -

FD MIC-012652 IA 9-NORMAL,NB,112652,SM031 14772 320251211 BLEND 1321 ULC CERT CERT ADD U TRD W RAMP IA BUMP CAMP BOOK EXFL ROTA BATT 033079 1321/1941 1FTER4HH4 SLE76217 NB GU13

Ford
ford.com

VEHICLE DESCRIPTION

RANGER

SL E76217

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	
3.73 LOCKING RR DIFFERENTIAL	420.00
SPORT APPEARANCE PACKAGE	NO CHARGE
.17" GRAY PTD ALUM WHL-SPORT	
.GRAY GRILLE	
FRONT LICENSE PLATE BRACKET	NO CHARGE
TRAILER TOW PACKAGE	535.00

PRICE INFORMATION	(MSRP)
BASE PRICE	$39,375.00
TOTAL OPTIONS/OTHER	955.00
TOTAL VEHICLE & OPTIONS/OTHER	40,330.00
DESTINATION & DELIVERY	1,895.00
TOTAL BEFORE DISCOUNTS	**42,225.00**
XLT BASE DISCOUNT	**- 500.00**
TOTAL SAVINGS	**- 500.00**

RAMP ONE: CR4G
RAMP TWO:
CONVOY
ITEM #: 41-P387 O/T 2

TOTAL MSRP $41,725.00

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.

SM031 N RB 2X 545 012652 12 03 25

EPA DOT Fuel Economy and Environment

Gasoline Vehicle

Fuel Economy

22 MPG combined city/hwy — 19 city — 26 highway

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

4.5 gallons per 100 miles

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

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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 vehicle and related features functionality is subject to compatible AT&T network availability. Driving behavior features 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.

1FTER4HH4SLE76217

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CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **Josh Kent - Finance Director / Asst. City Administrator**
PRESENTED BY: **Josh Kent - Finance Director / Asst. City Administrator**
AGENDA ITEM: **Ordinance 2026-2, An Ordinance Amending Ordinance 2025-4 Titled "Establishing the City Fees and Charges for 2026"**

BACKGROUND SUMMARY:
While reviewing 2026 rates, we caught that the Snowbird Fiber Rate in the 2026 Master Fee Schedule was showing a rate of $35 per month - while all of our promotion material states that it is $30 per month. This also gives us the opportunity to be more transparent with the speed that is being provided for the Snowbird Rate, which is 50 Mbps.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:
Maintain a fiscally sound government with competitive taxes and utility rates, responsible use of debt, and a budget that reflects community priorities. Ensure transparent decision-making, clear communication, and accessibility of staff and information sources for residents.

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

RECOMMENDED ACTION:
Adoption of the the of ordinance 2026-2, which will update that 2026 Fee Schedule to represent the corrected Snowbird Fiber Rate from $35 per month to $30 per month, and state that speeds will be decreased to 50 Mbps.

Back to Agenda

Utility Rates

Advanced Metering (AMI) Opt-Out Charge		
Billed Monthly		**2026 Rates**
Non-standard meter reading charge	Opt-Out Request Form also required to be filed	$45.00

Late Fees on Delinquent Accounts		
Late Fee		5% of outstanding balance charged per billing period

Electric – Billed monthly		
Billed Monthly	**Flat Facilities Charge**	**2026 Rates**
Residential	$17.00	$0.1266/kW+PCA
Commercial (No Demand)	$21.00	$0.1293/kW+PCA

Fiber – Billed monthly	
Type	**2026 Rates**
Bison300	$65.00
Bison600	$80.00
BisonGig	$95.00
Bison100 – GPON	$120.00
Bision200 – GPON	$140.00
Bison400 – GPON	$160.00
BisonGig – GPON	$180.00
Referrals (up to 12 per calendar year)	1 month free
Snowbird rate (up to 5 months, 50 Mbps)	$~~35.00~~ 30.00

Garbage – Billed monthly	
Can Size	**2026 Rates**
35 Gallon	$9.50
65 Gallon	$16.00
95 Gallon	$25.00

Recycling – Billed monthly	
Type	**2026 Rates**
Residential	$4.25/month

CITY OF BUFFALO, MINNESOTA
ORDINANCE 2026-2

AN ORDINANCE AMENDING ORDINANCE 2025-4 ADOPTED ON DECEMBER 15, 2025 AND TITLED "ESTABLISHING THE CITY FEES AND CHARGES FOR 2026"

The City Council of the City of Buffalo, Minnesota hereby ordains:

SECTION 1.
Ordinance 2025-4 adopted on December 15, 2025 and titled "An Ordinance of the City of Buffalo, Minnesota, Establishing the City Fees and Charges for 2026" is amended to read:

"**Snowbird rate (up to 5 months, 50 Mbps) $30.00"**

Application. Where a direct conflict exists between the amount of a fee or charge set by any provision of the City Code and a fee or charge set by this Ordinance, the fee or charge set by this Ordinance applies.

SECTION 2.
Effective Date.
This Ordinance shall take effect and be in full force from and after its passage and publication. Copies of the complete City Code are available online on the City's website www.ci.buffalo.mn.us and at Buffalo City Center.

Passed and duly adopted by the City Council of the City of Buffalo this 2nd Day of February 2026.

_____
Steve Downer, Mayor

ATTEST:

_____
Susan Johnson, City Clerk

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 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:
This matter was tabled at the January 20, 2026 meeting.

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): N/A
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.

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Willmar, MN 56201-5818

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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

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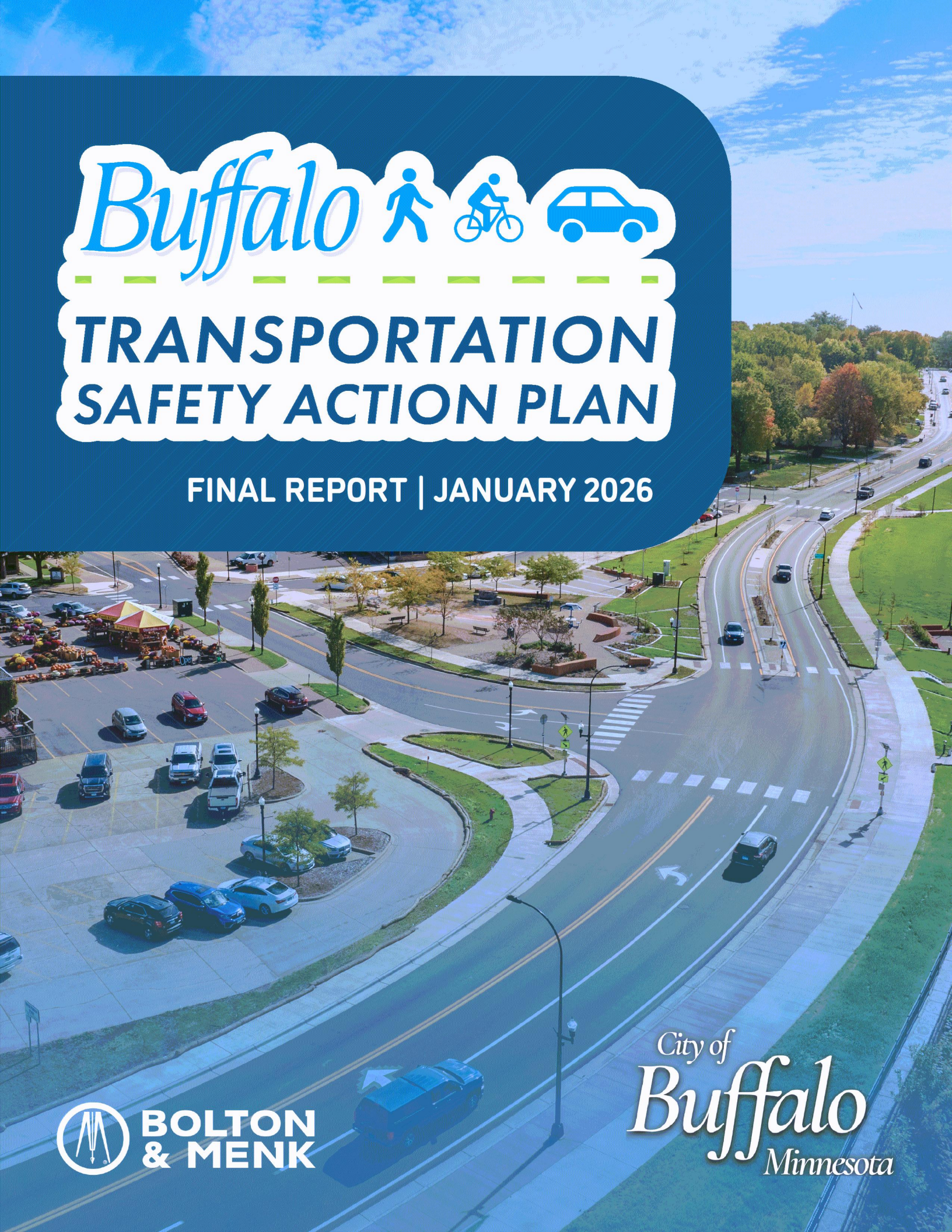
Buffalo

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

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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)

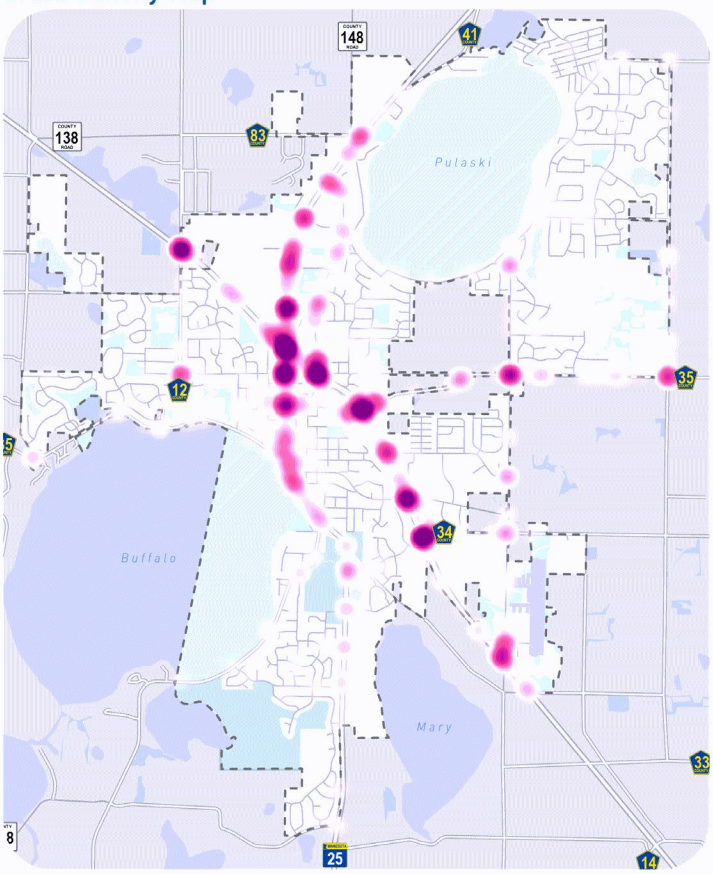
A High Injury Network (HIN) is the subset of streets where a disproportionate share of severe crashes occur—those with a higher concentration of fatal and serious injury crashes than the rest of the network. Identifying an HIN helps Buffalo:

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

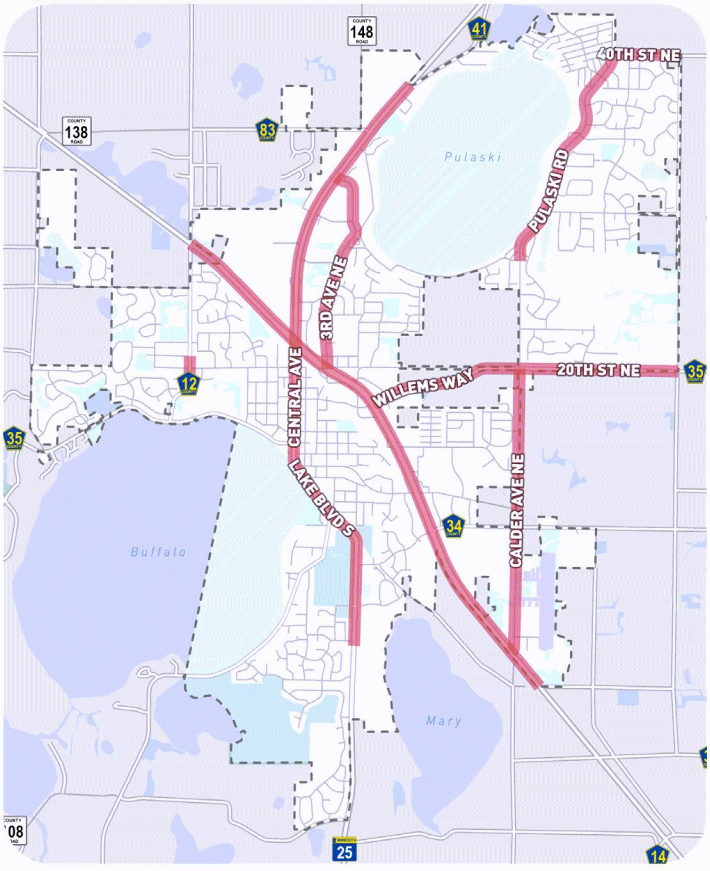
Buffalo's High Injury Network

- 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:

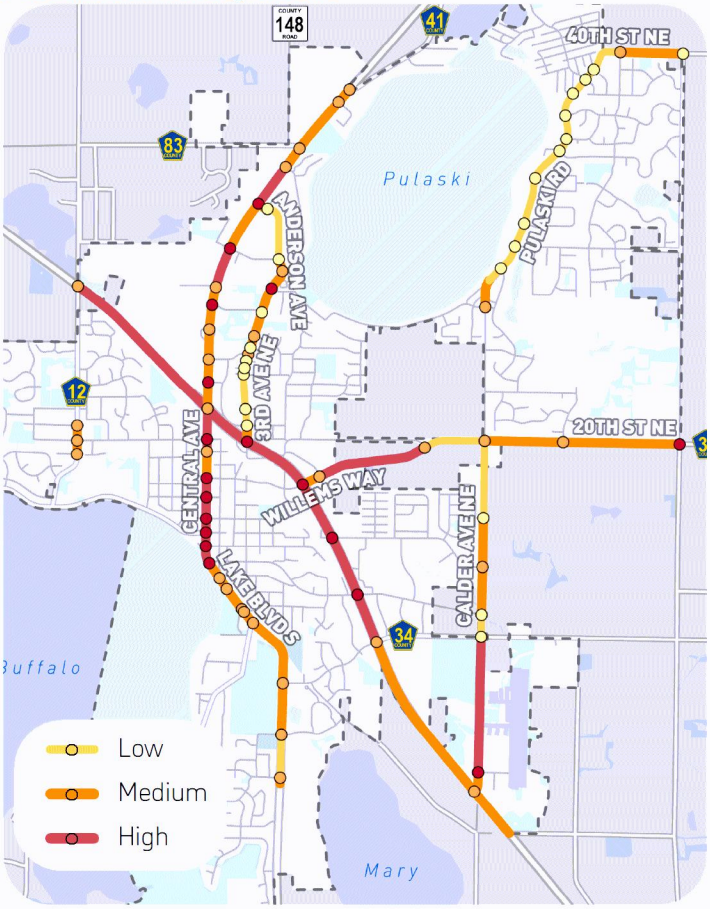
SEGMENTS

» 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

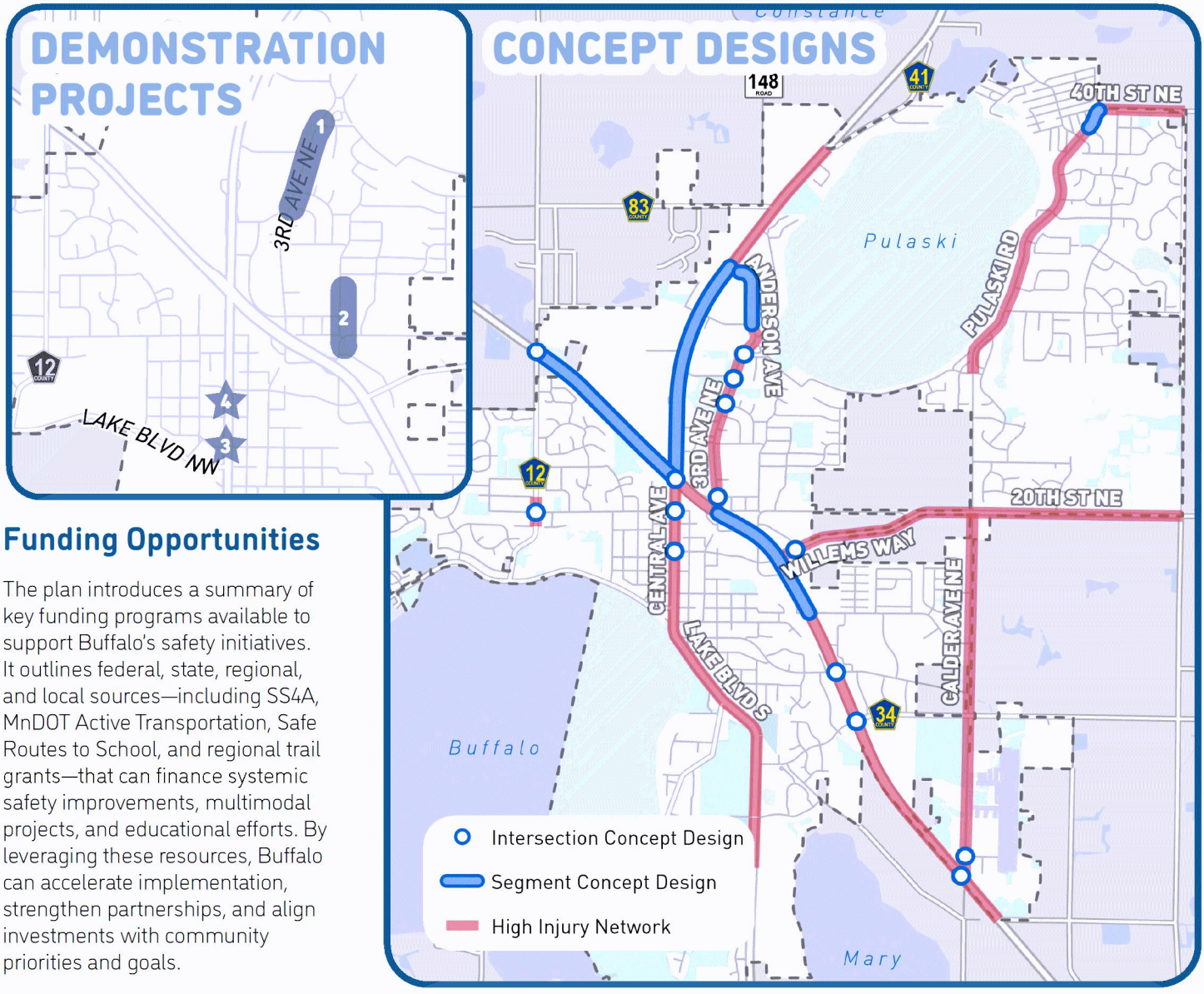
The Safety Action Plan includes specific actions, studies, and improvements to enable implementation of the plan and advance the City's goal to eliminate all deaths and serious injuries on roadways by the year 2050.

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.

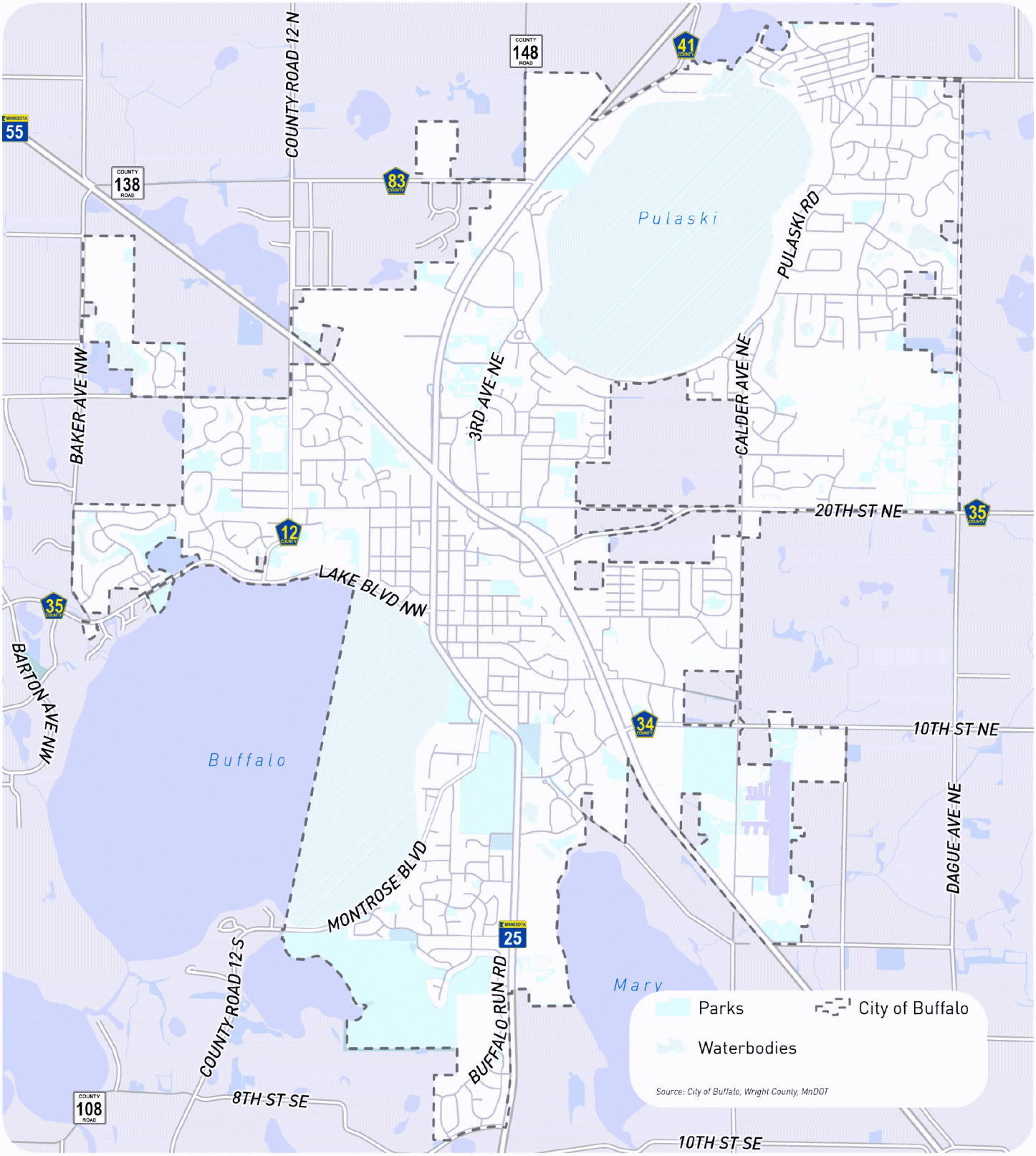
FIGURE 1. OBJECTIVES AND PRINCIPLES OF A SAFE SYSTEM APPROACH (SOURCE: FHWA)



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.

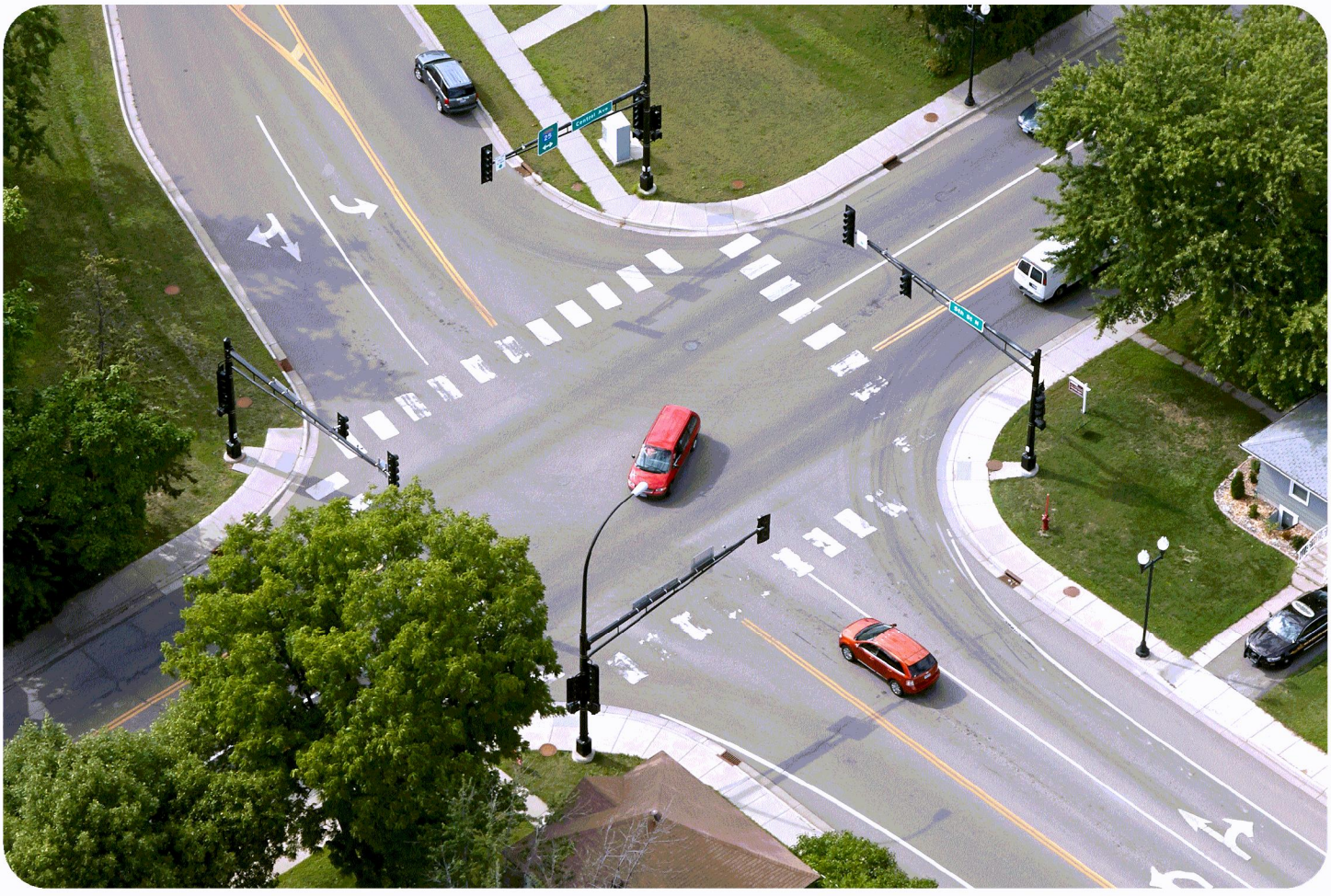
The analysis covers all reported crashes within Buffalo from 2015 to 2024, including MnDOT highways, county roads, and city streets. It examines crash frequency, severity, and contributing factors to highlight where risk is most concentrated. While most crashes result in property damage only, severe 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.

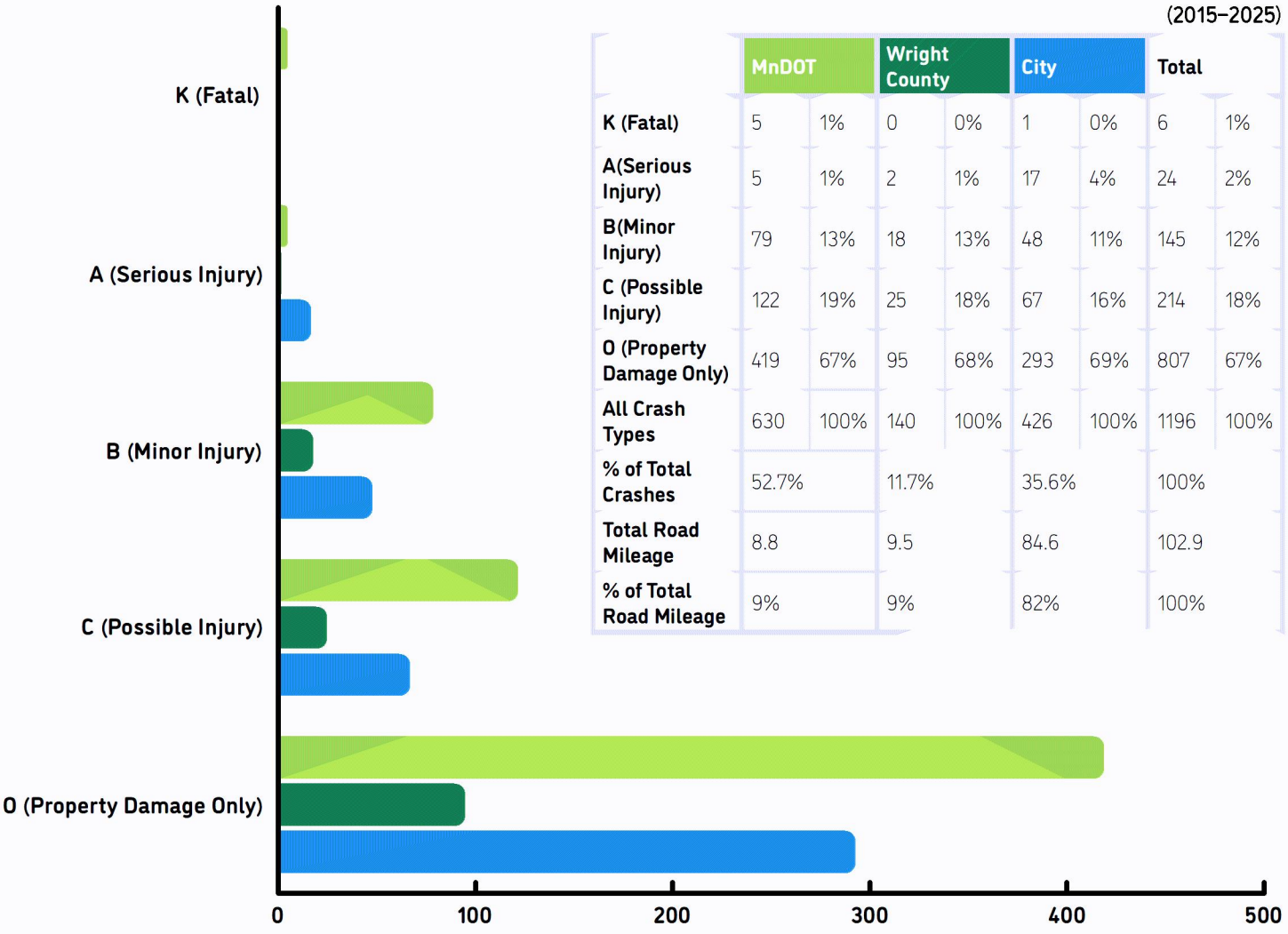
Crash Outcomes by Jurisdiction

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%	

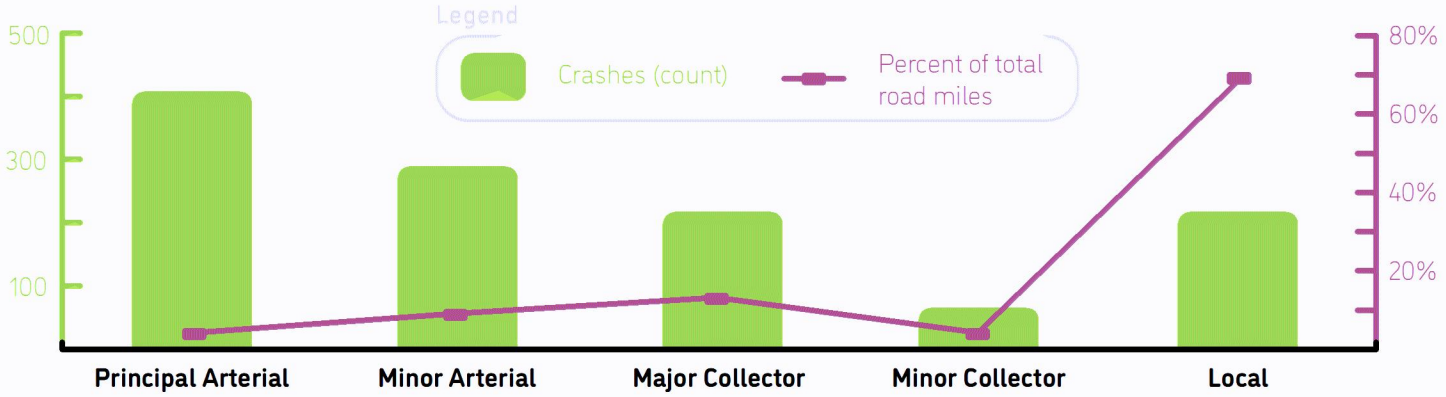
Crashes by Functional Classification

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



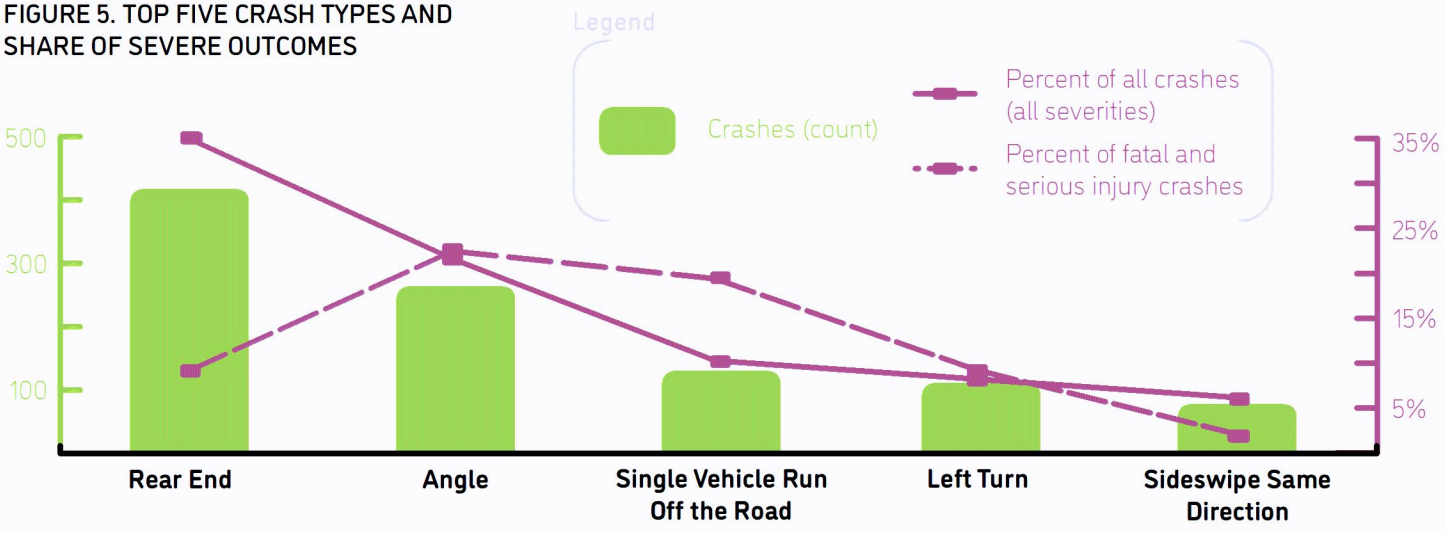
Crashes by Type (Top Five)

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

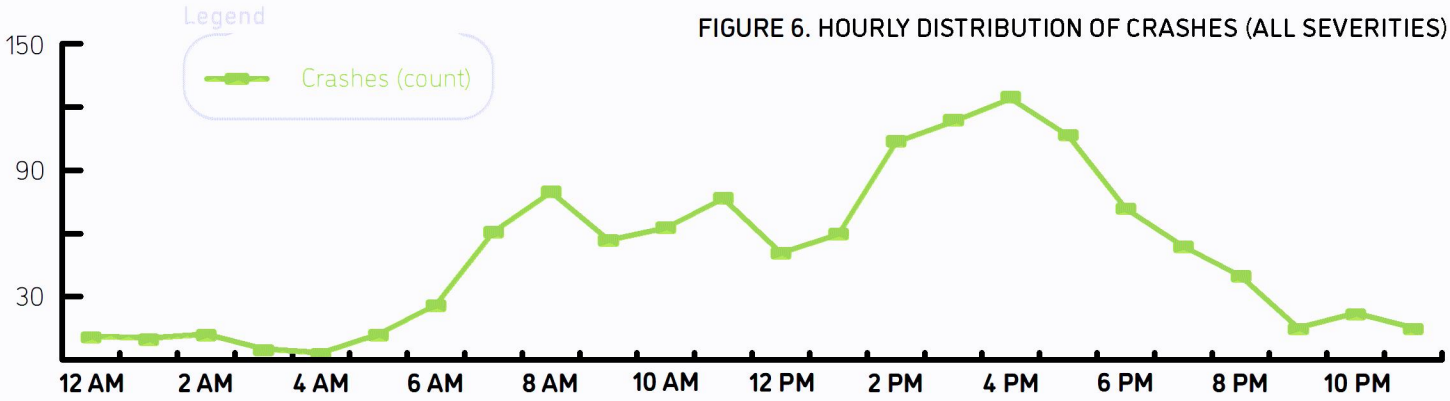


Crashes by Time of Day

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

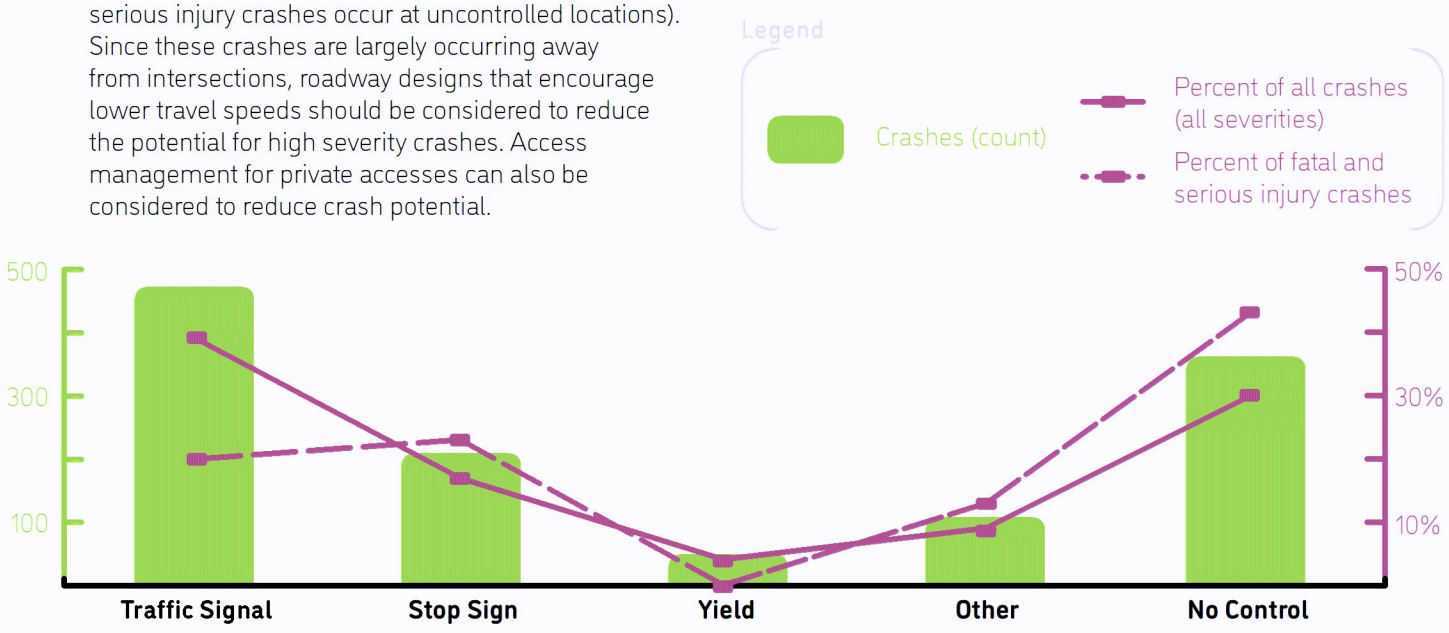
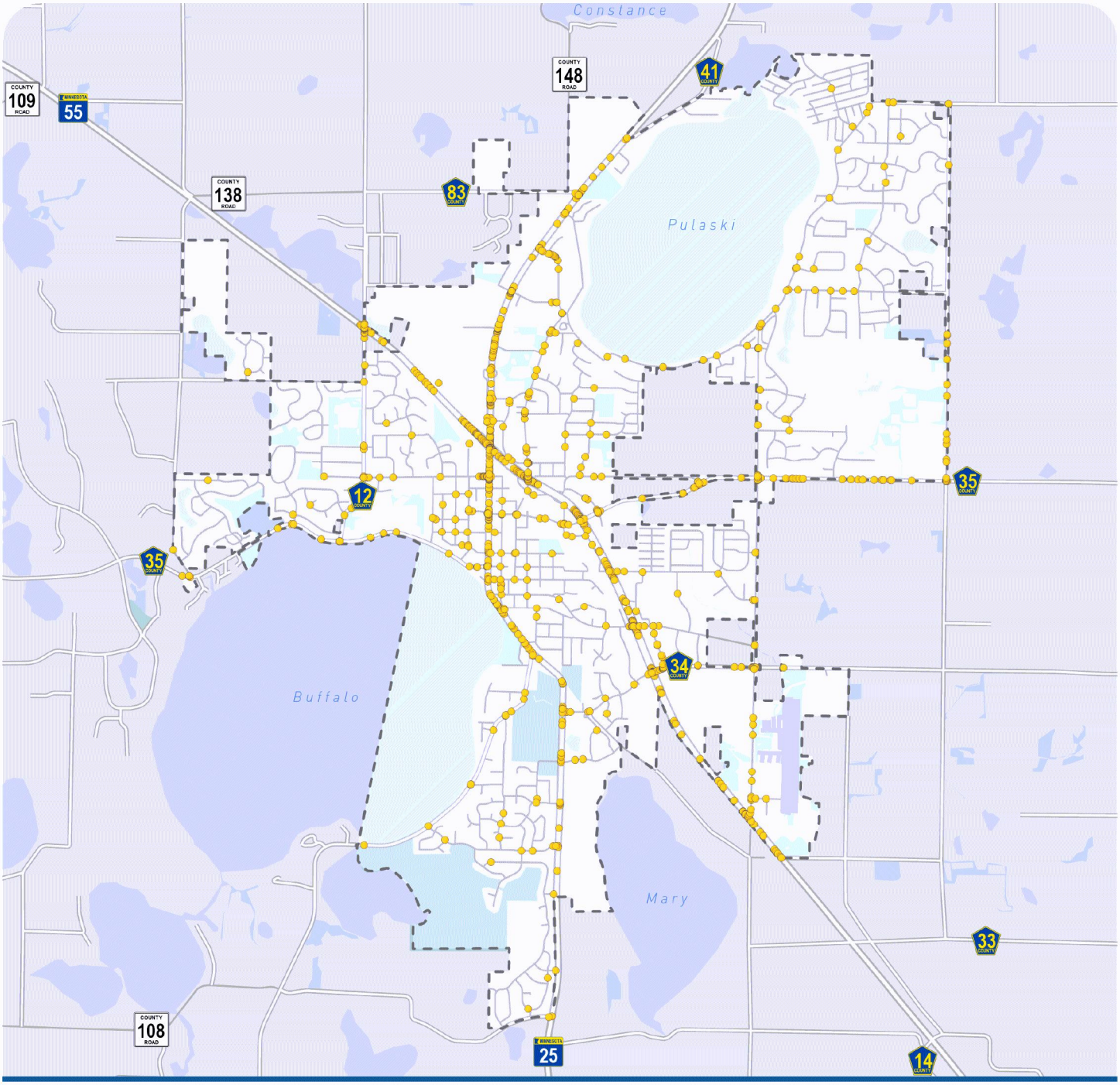
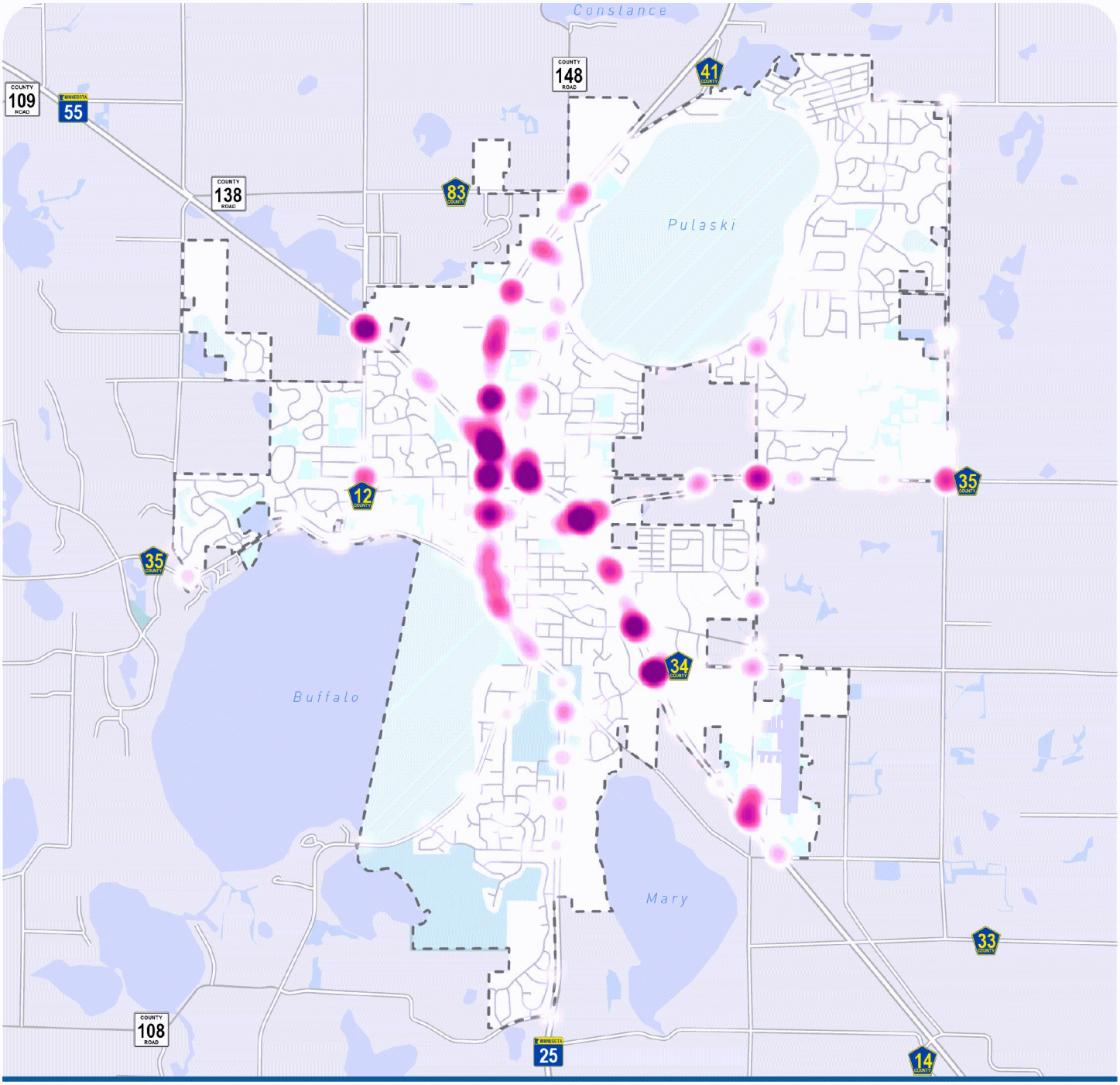


FIGURE 8. CRASH HISTORY MAP (2015-2024)



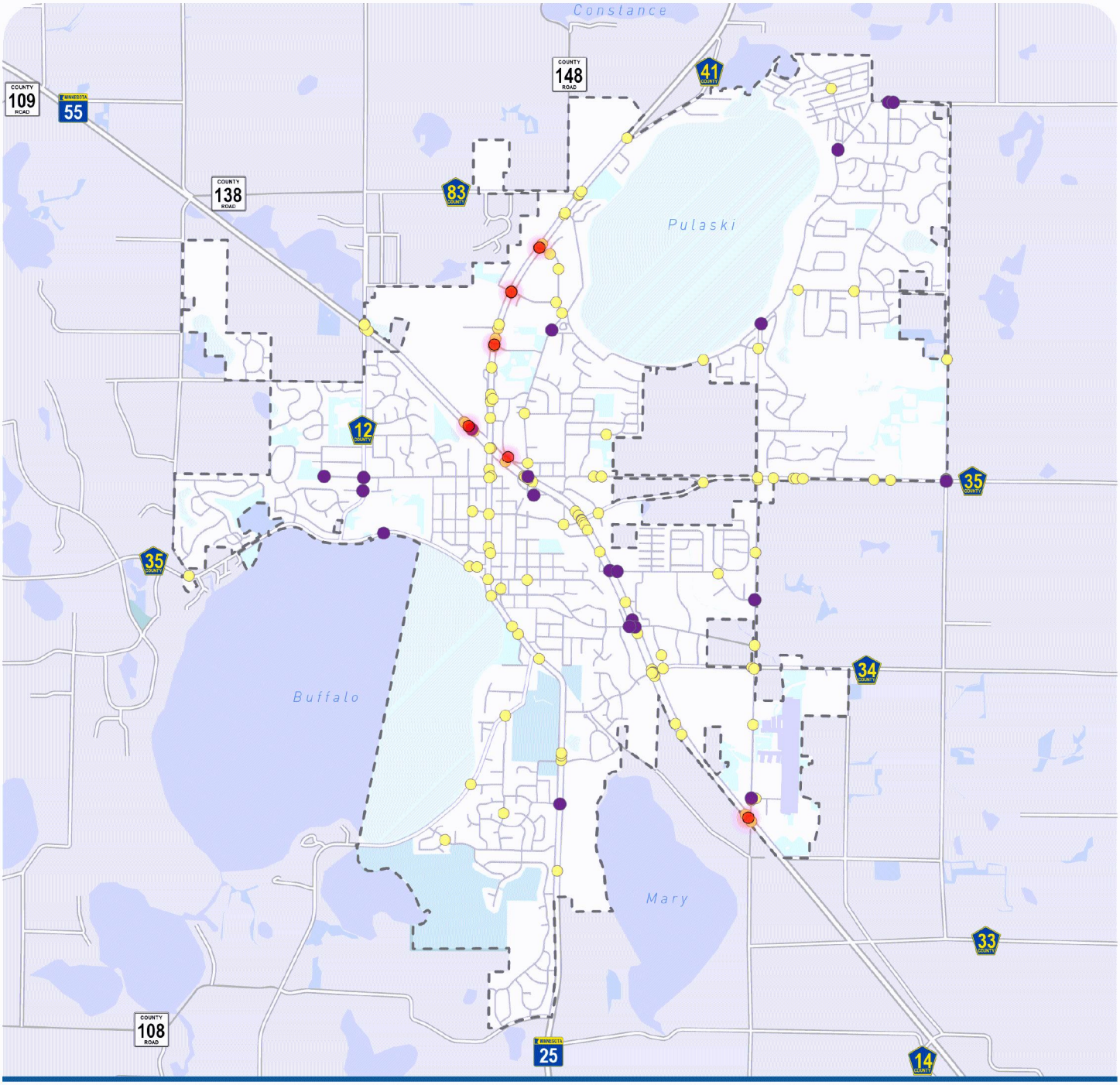
Source: City of Buffalo, Wright County, MnDOT

FIGURE 9. CRASH DENSITY MAP (2015-2024)



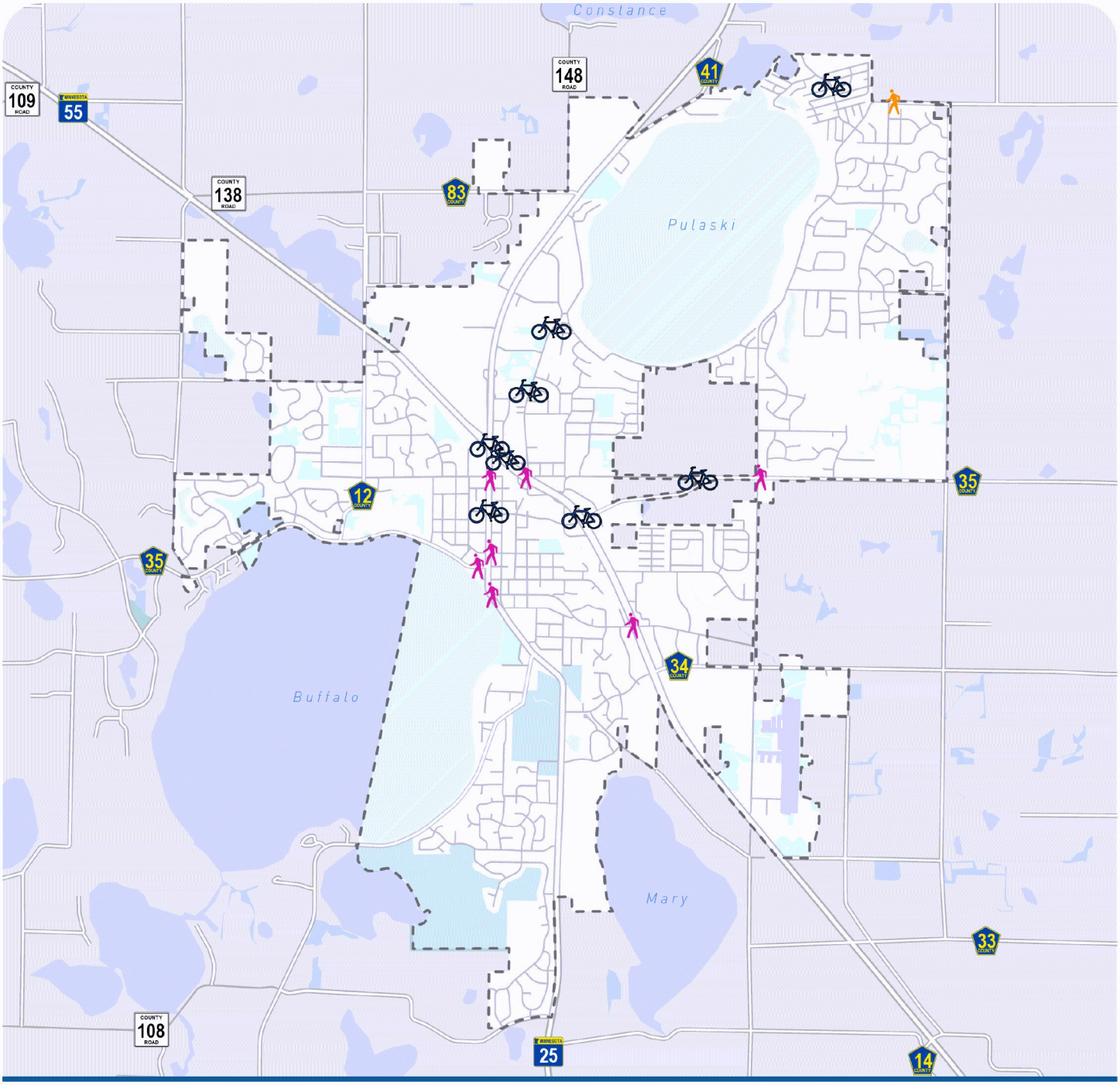
Source: City of Buffalo, Wright County, MnDOT

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.

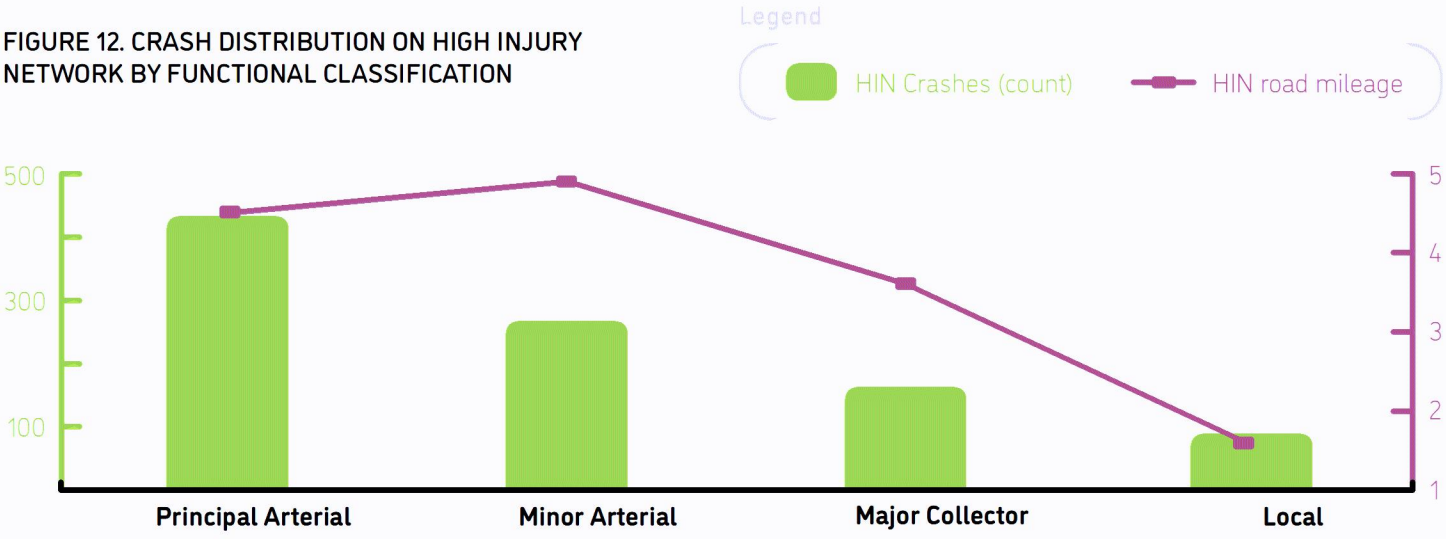
Crash Patterns by Street Classification

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



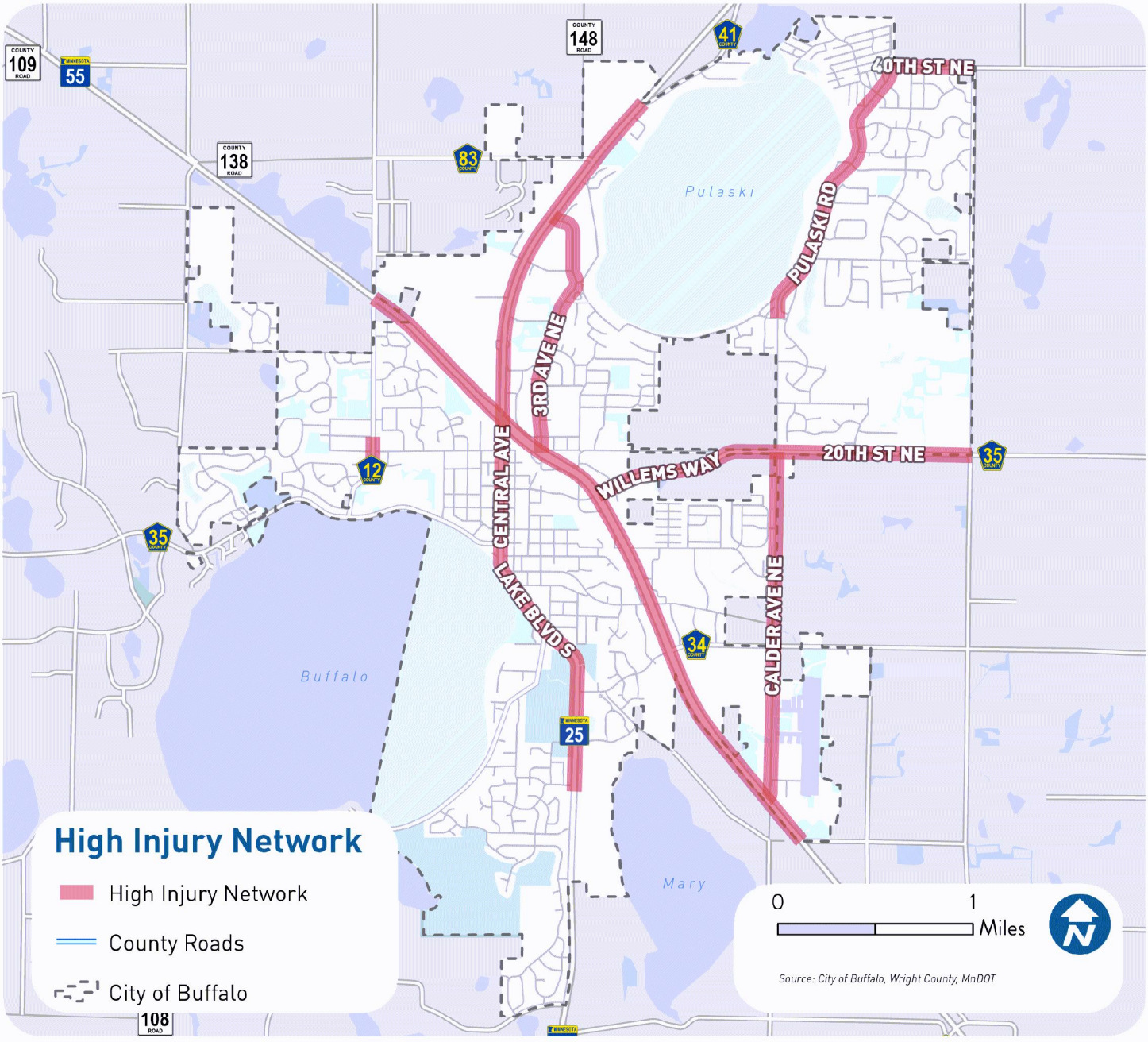
Key Risk Factors on HIN Corridors

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)

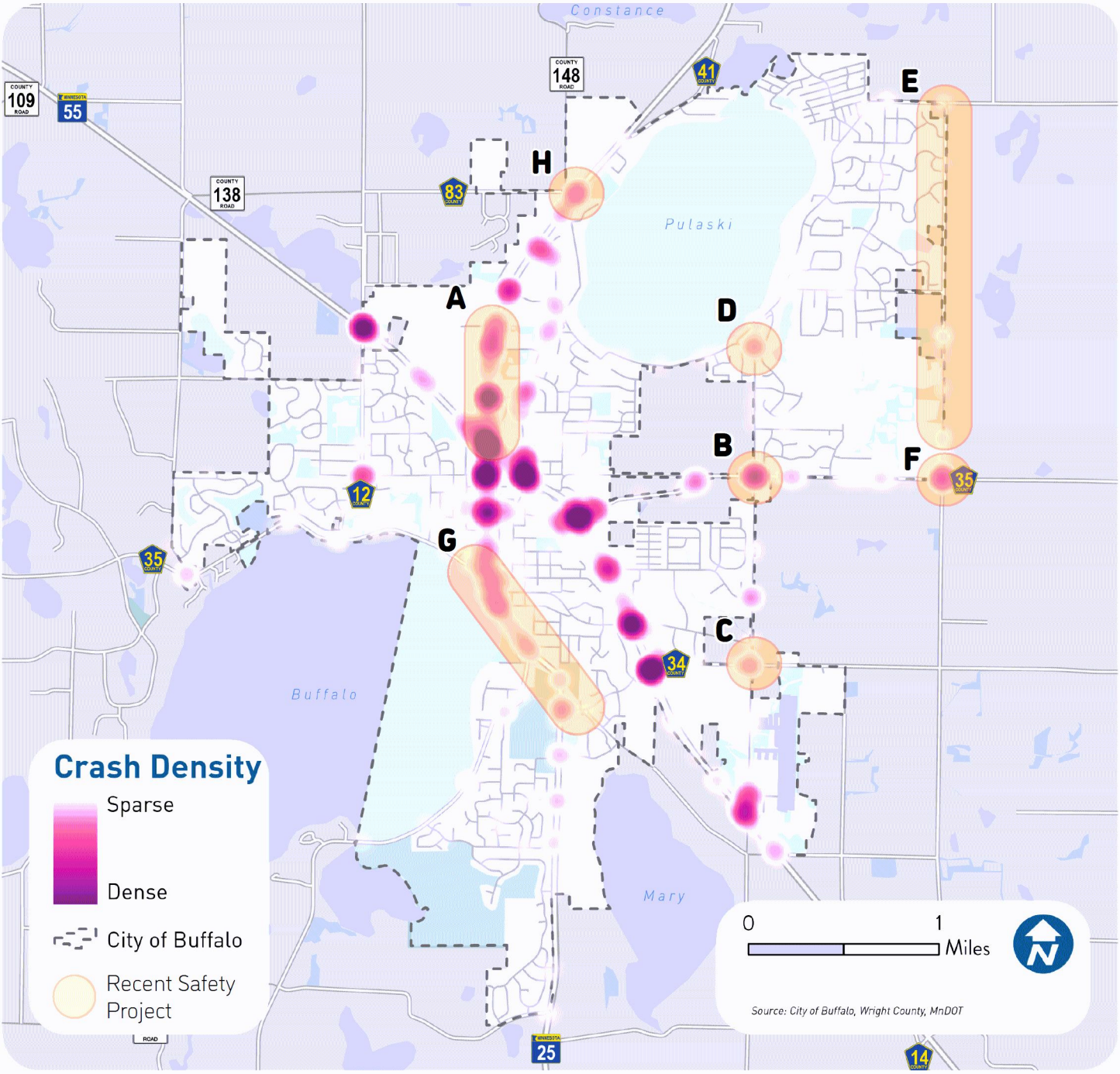
- Center median added from 1st St S to 2nd St
- RRFBs and pedestrian refuges at 1st St S
- TH 25 realigned from 1st St S to 2nd Ave S for traffic calming
- Trail added from Settlers Parkway to 1st St S
- Bike lanes added south of CSAH 12
- Center left-turn lane added from 2nd St S to 2nd Ave S

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.

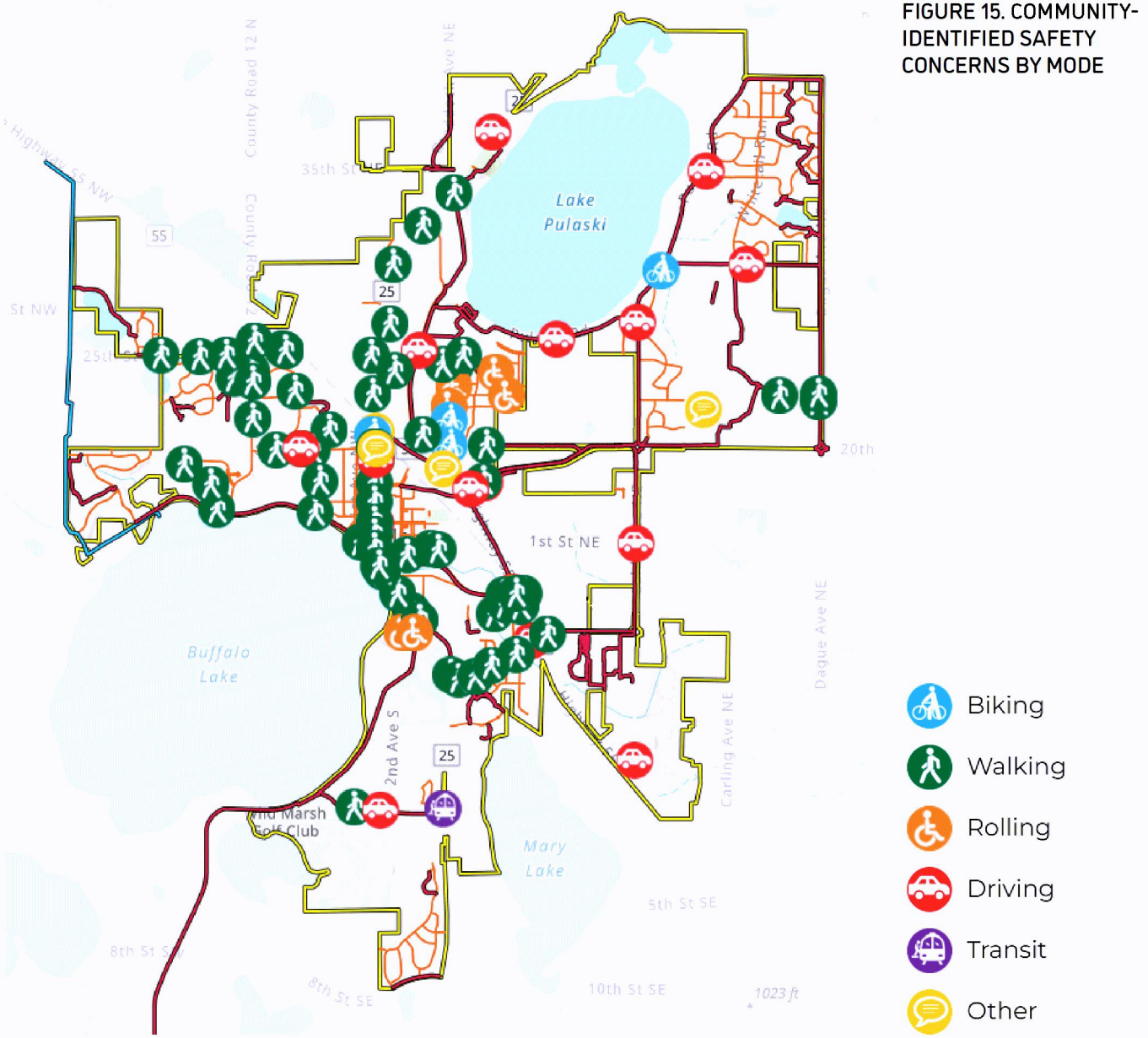

FIGURE 15. COMMUNITY-IDENTIFIED SAFETY CONCERNS BY MODE

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

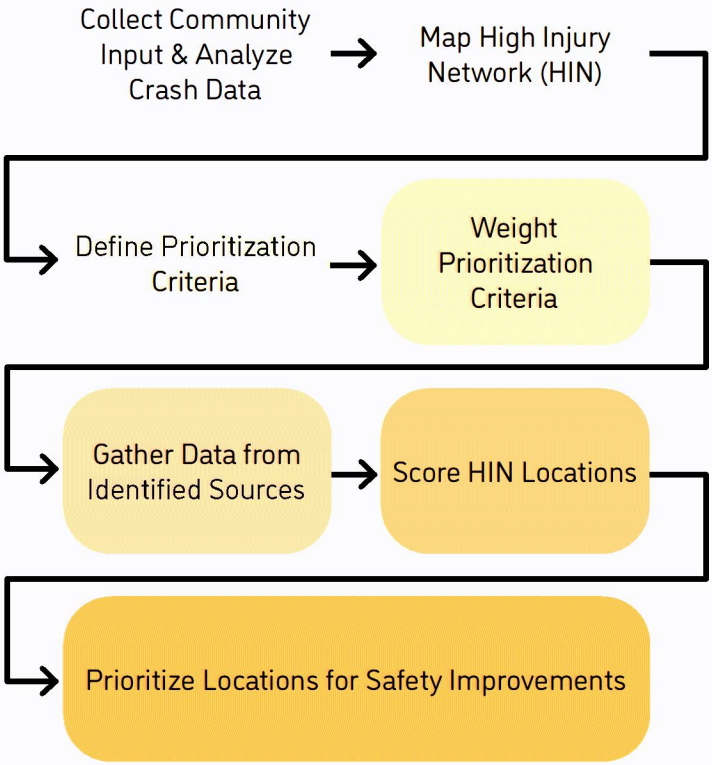


Prioritization Framework

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.

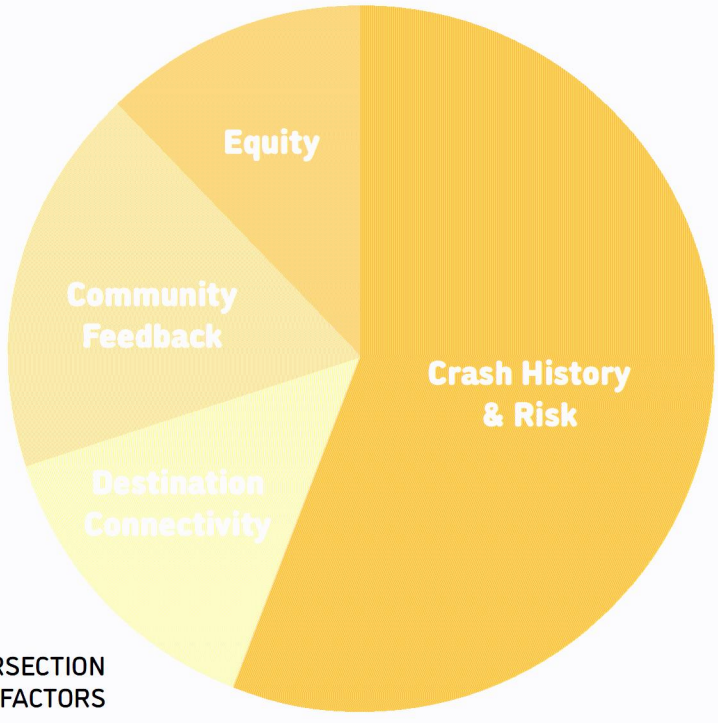


FIGURE 17. STREET & INTERSECTION PRIORITIZATION FACTORS

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.

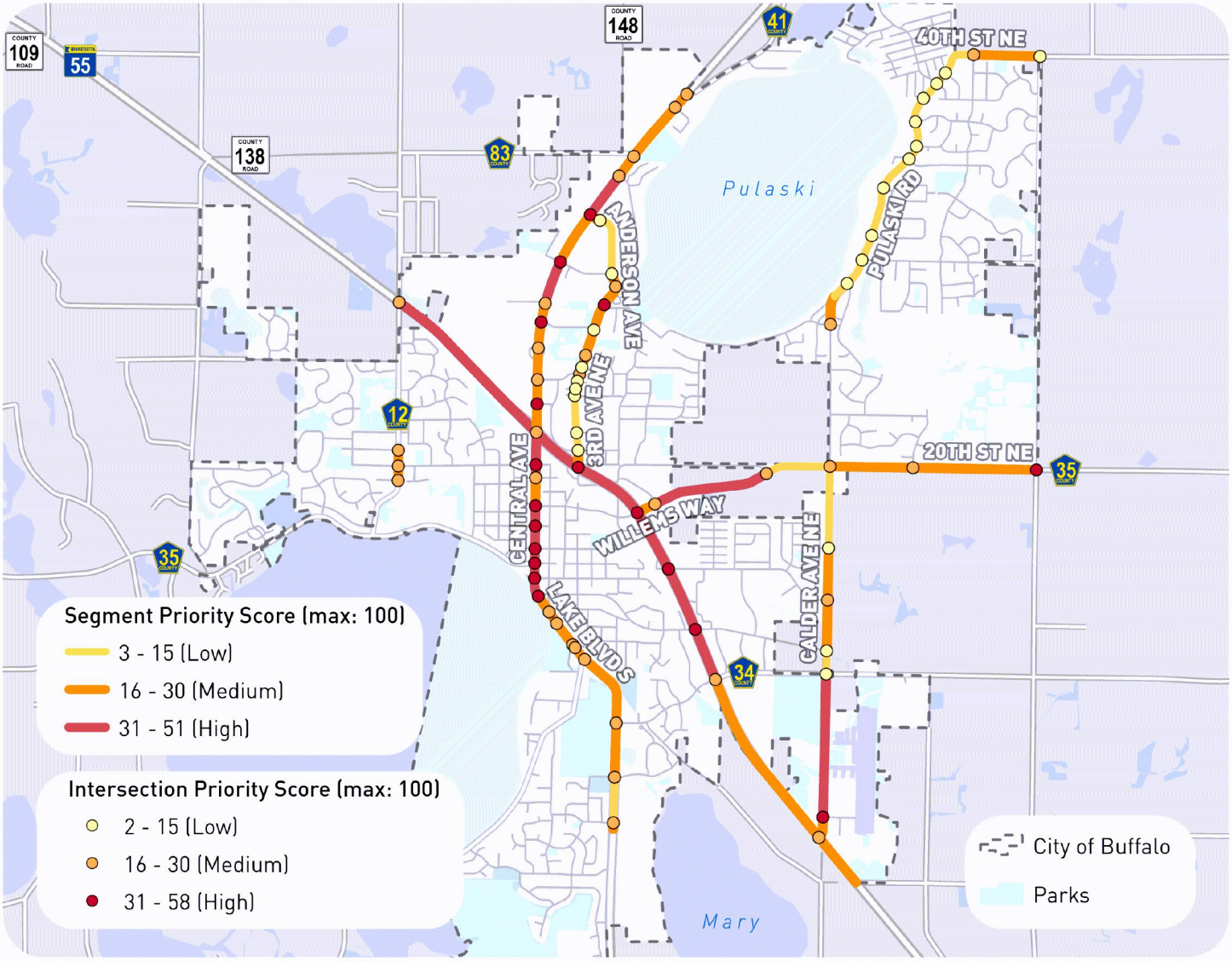
Prioritization Results

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

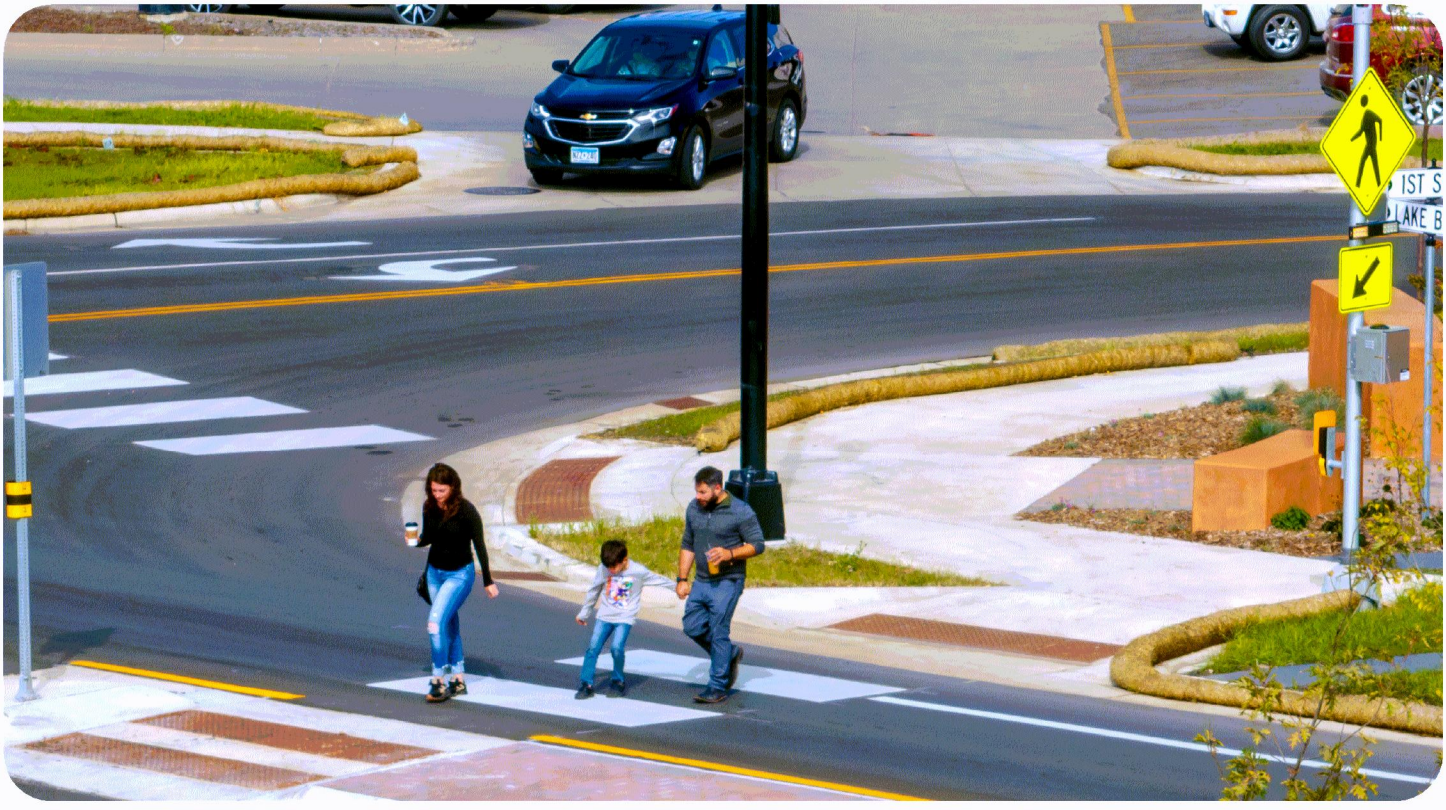


Safety Countermeasures Toolbox

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:

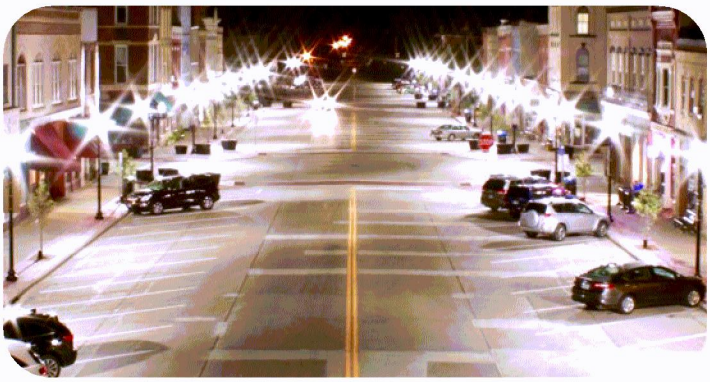
- Nighttime pedestrian injury crashes by up to 42%.
- Crashes by 33-38% at rural and urban intersections.
- Overall nighttime crashes on highways by 28%.

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

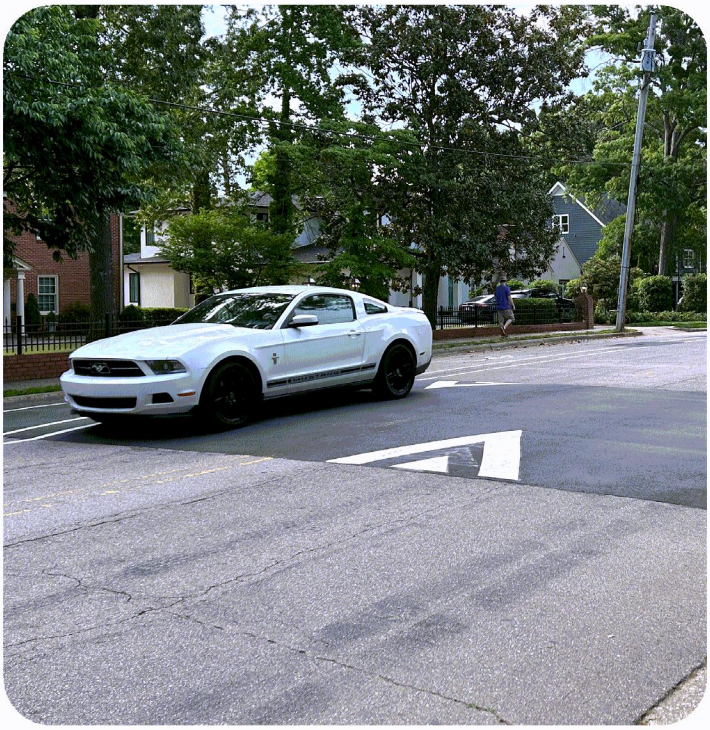
Speed tables are traffic calming devices that raise the entire wheelbase of a motor vehicle. This vertical deflection reduces vehicle speeds, enhancing safety for all road users, especially non-motorized traffic. Unlike speed humps, which are shorter and curved, speed tables have a flat top that accommodates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

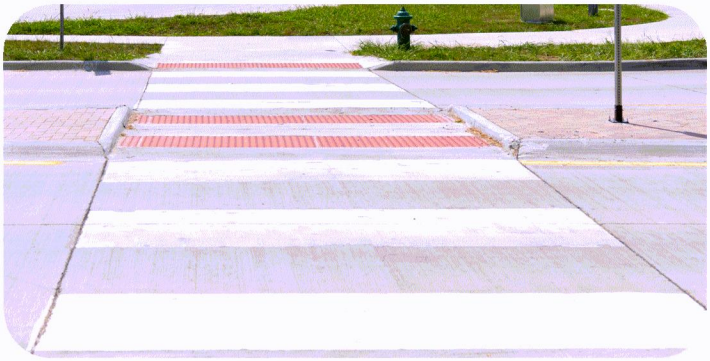
- High-visibility crosswalks may cut pedestrian injury crashes by up to 40%.
- Adding lighting at intersections may cut pedestrian crashes by up to 42%.
- Advance yield or stop markings and signs may cut pedestrian crash rates by up to 25%.

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

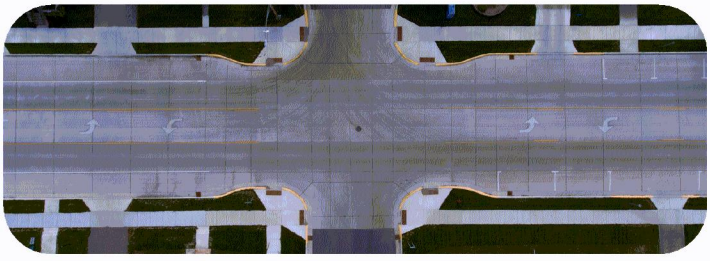
- Urban settings with on-street parking lanes or shoulders where the extensions will not impede bicycle travel.
- Mid-block crossings.
- Bus stops.

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)

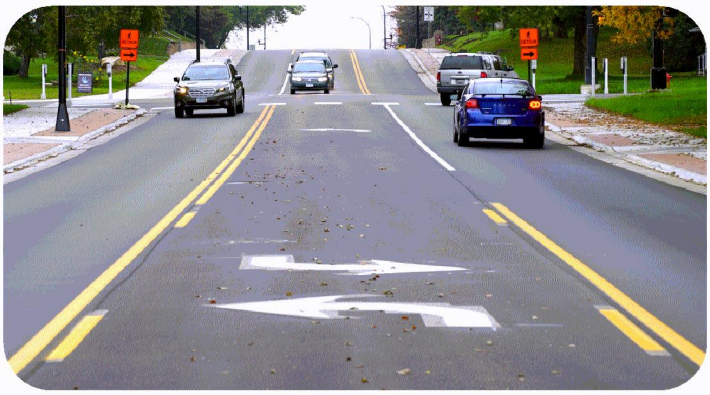
- Road diet conversions from 4-lane to 3-lane may reduce total crashes by 19-47%.

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

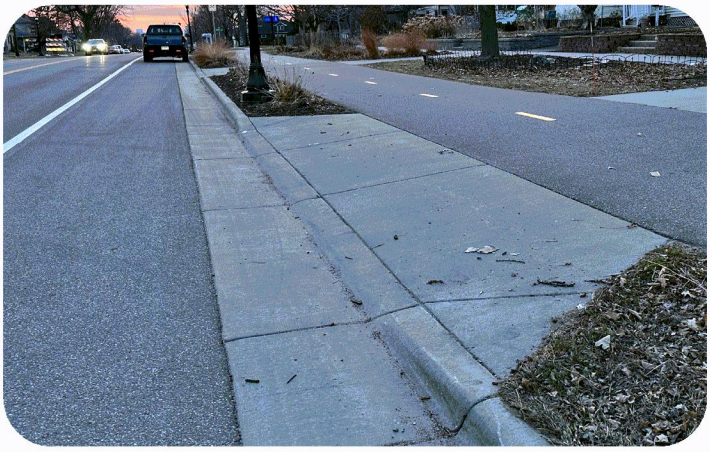
Driveway design directly affects pedestrian safety and accessibility. Wide, sloped, or poorly defined driveways can increase crash risk and create barriers for people walking or using mobility devices. Improvements help calm traffic, enhance visibility, and support ADA compliance.

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)

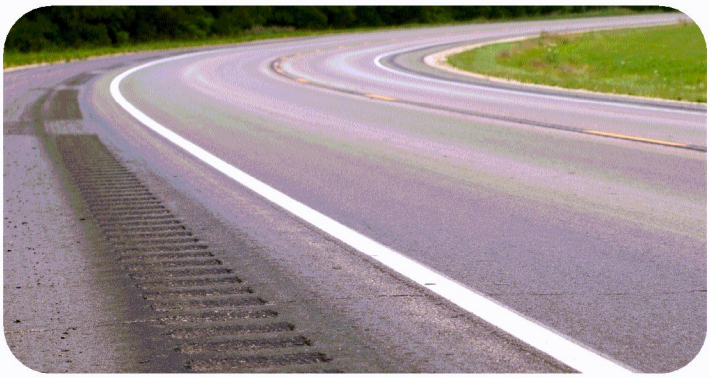
- Centerline rumble strips may reduce head-on crashes by 44-64%.
- Shoulder rumble strip may reduce run-off-road crashes by 13-51%.

Resources with Additional Information

- 30, 36, 37

Citations

- FHWA Proven Safety Countermeasures



Right-Turn on Red Prohibitions

Overview

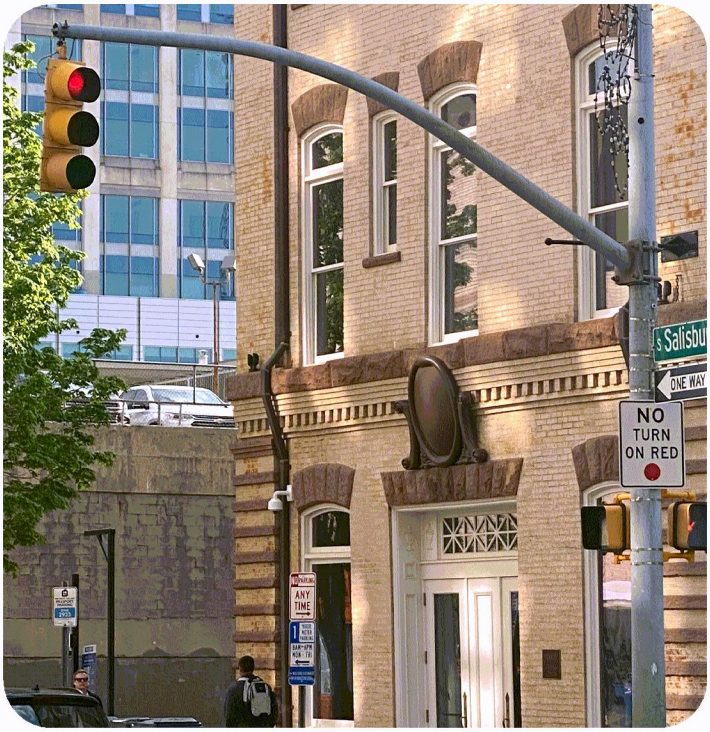
Right-turn on red (RTOR) prohibitions at signalized intersections enhances pedestrian and bicyclist safety by reducing conflicts with turning vehicles. This practice helps mitigate risks stemming from motorists focusing on gaps in traffic rather than looking for crossing pedestrians.

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

Safety Statistics (FHWA)

- Retroreflective may reduce total crashes by 15%.

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.

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

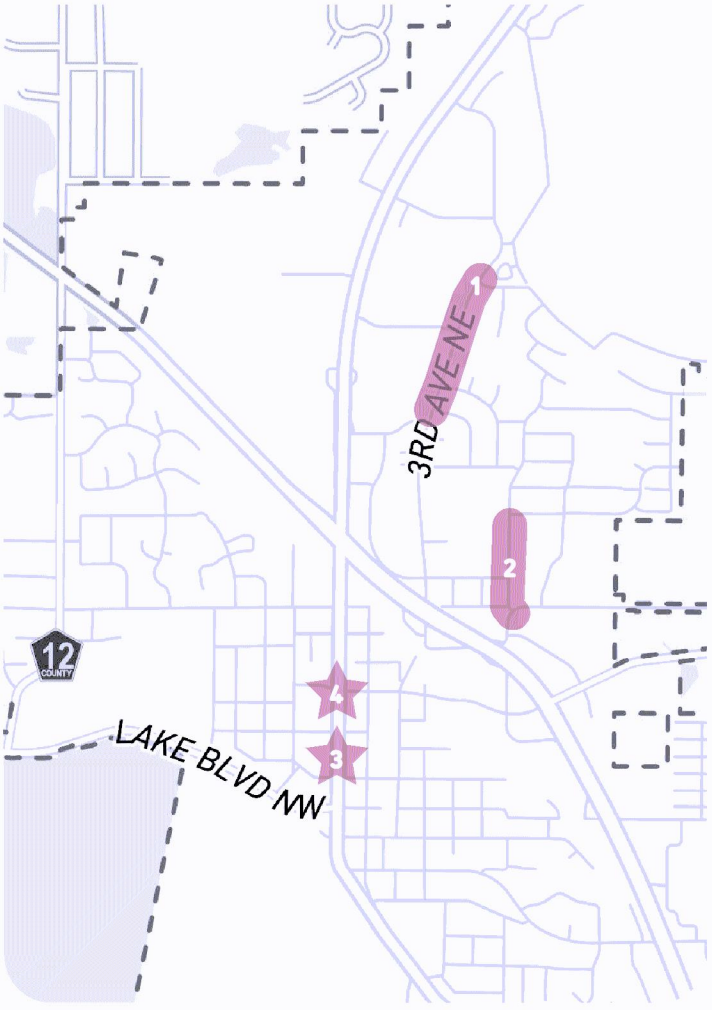
For guidance on temporary safety projects, see MnDOT's Demonstration Project Implementation Guide (2019) and Street Plan's Tactical Urbanist's Guide to Materials and Design (2016) for best practices on materials and design.

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

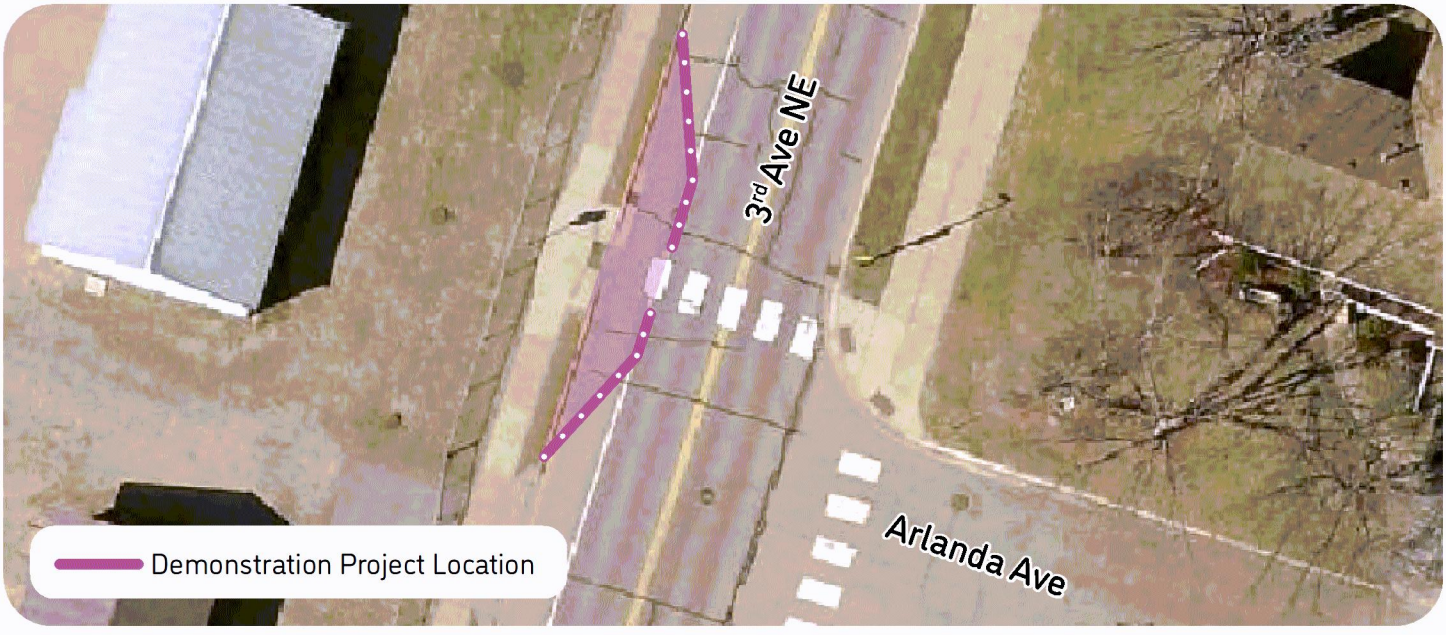


FIGURE 20. RECOMMENDED DEMONSTRATION PROJECT #1B: 3RD AVE NE & JOHN AUSE MEMORIAL DR - CURB EXTENSION

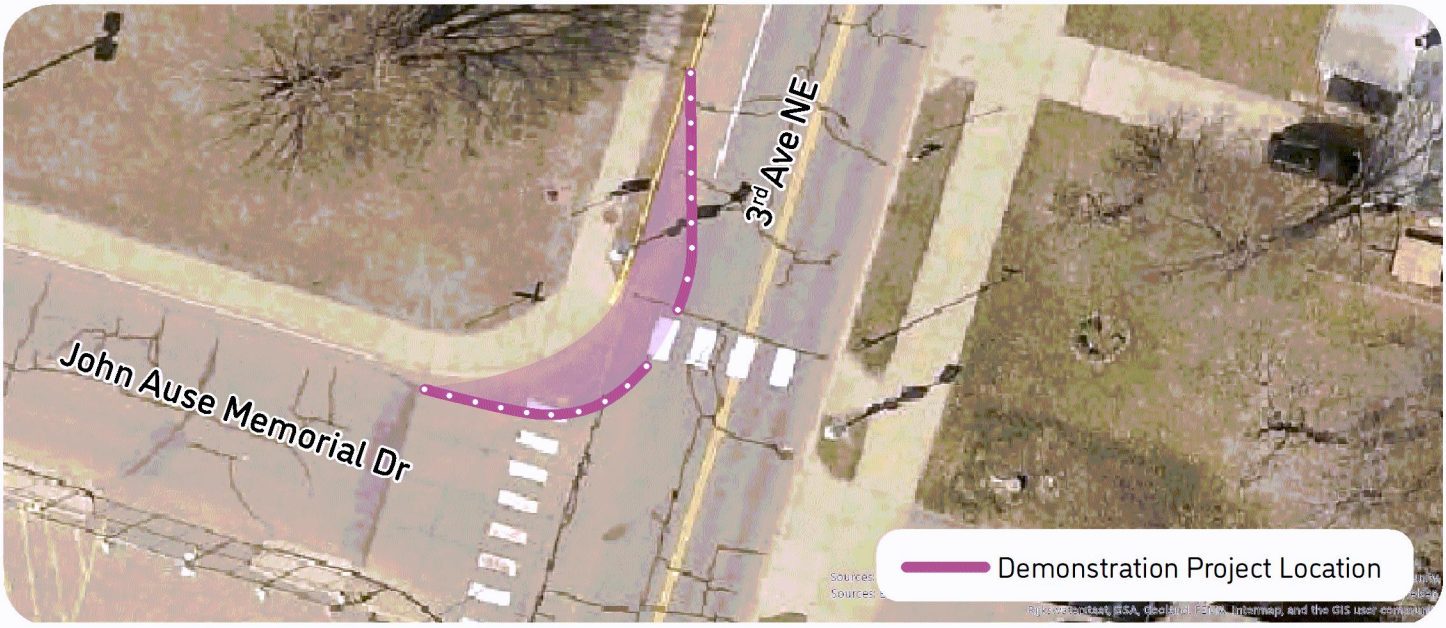
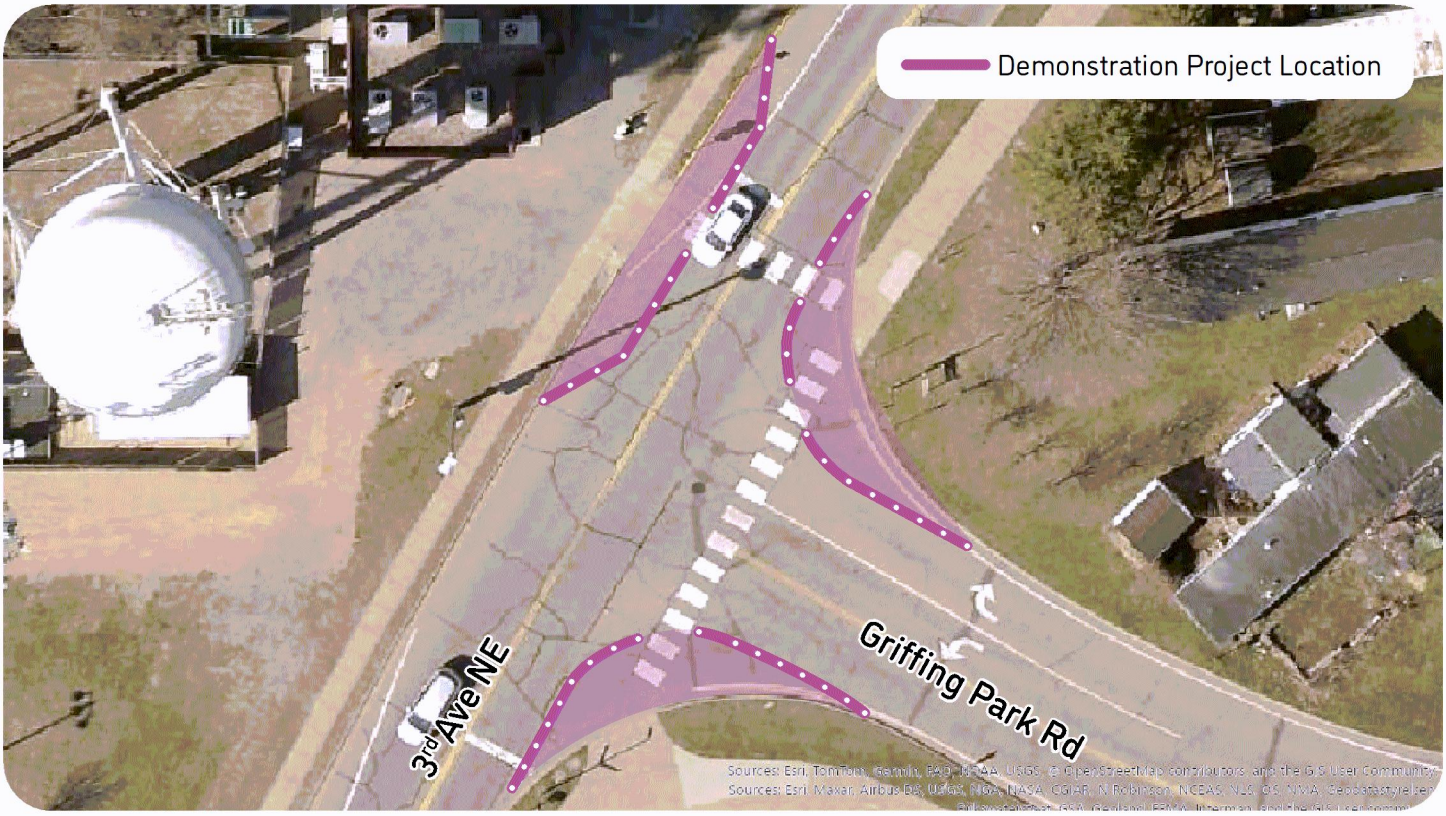


FIGURE 21. RECOMMENDED DEMONSTRATION PROJECT #1C: 3RD AVE NE & GRIFFING PARK RD - CURB EXTENSIONS



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



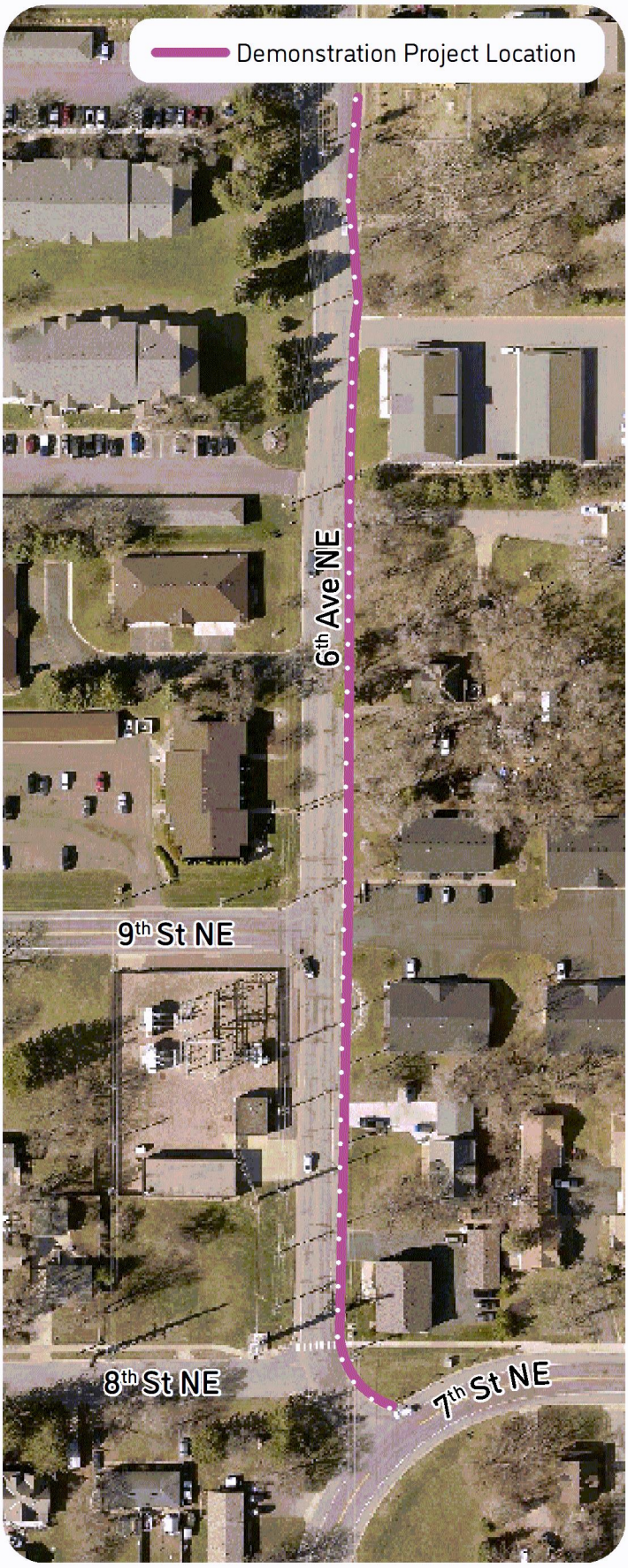


FIGURE 22. RECOMMENDED DEMONSTRATION PROJECT #2: 6TH AVE NE - SHARED-USE PATH

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

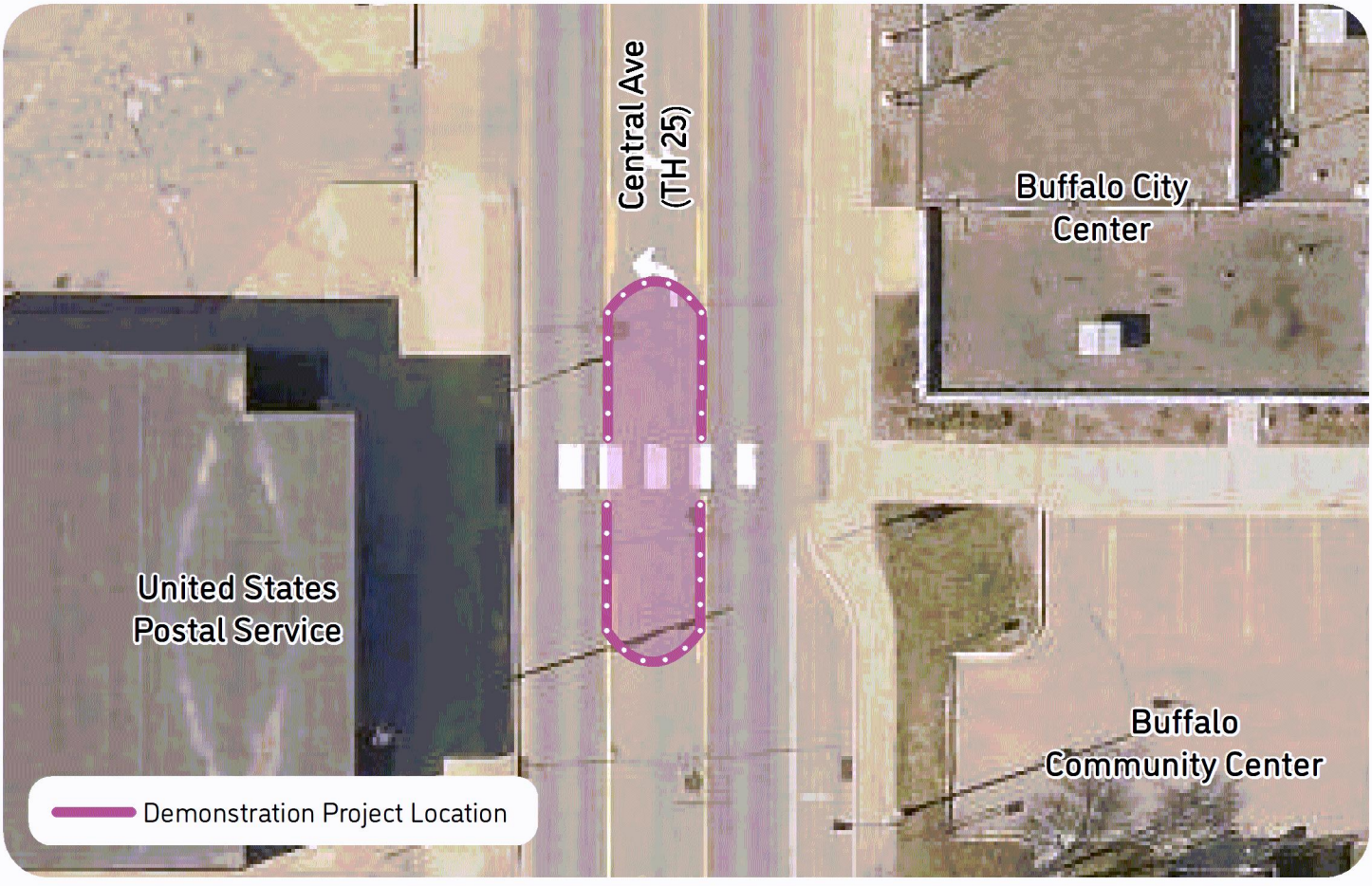
- Driveway and business access conflicts
- Traffic flow disruption on TH 25
- MnDOT coordination
- Visibility and aesthetics concerns
- Decreased snow removal efficiency (if deployed in winter)

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

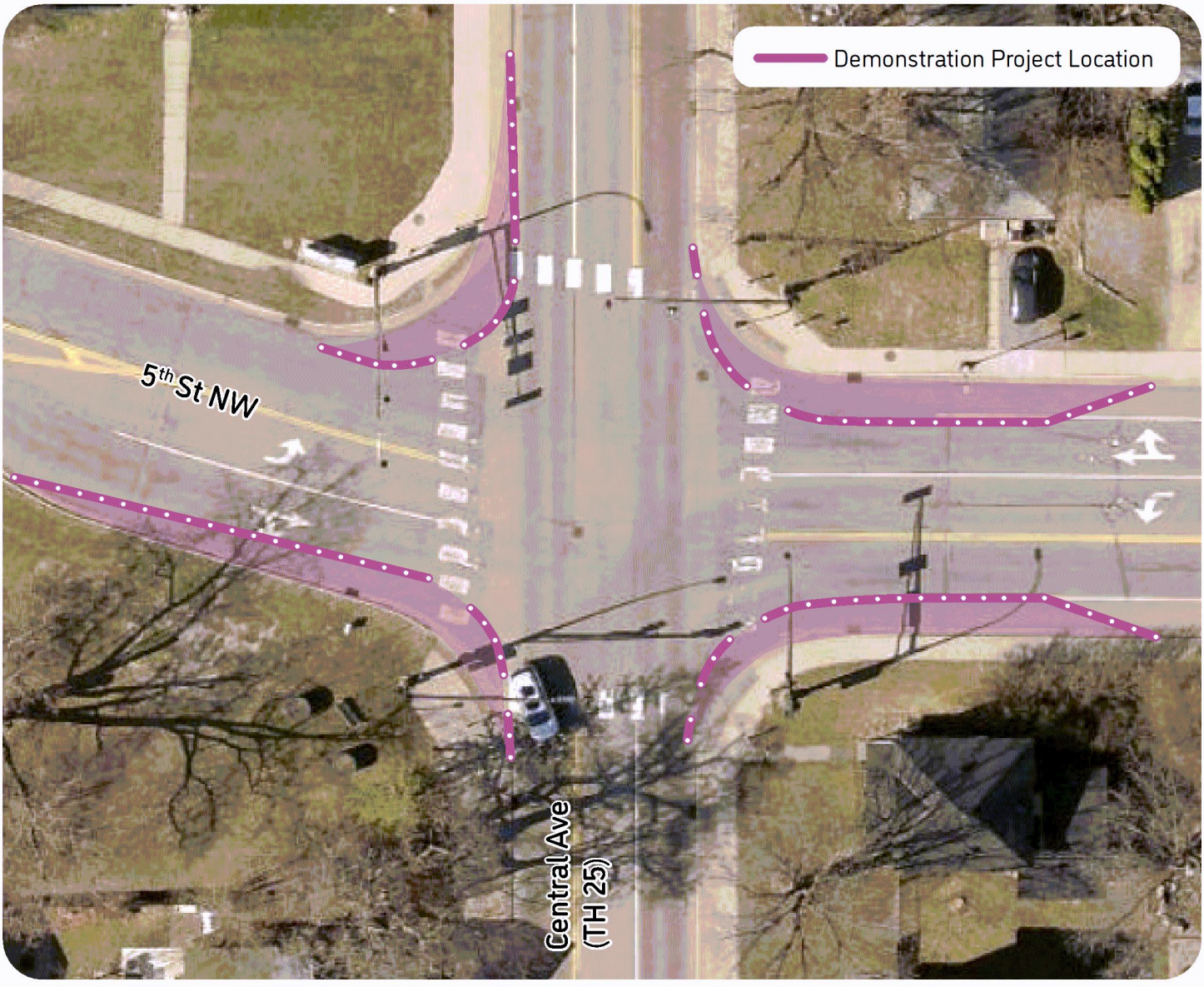
Potential Challenges

- 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.

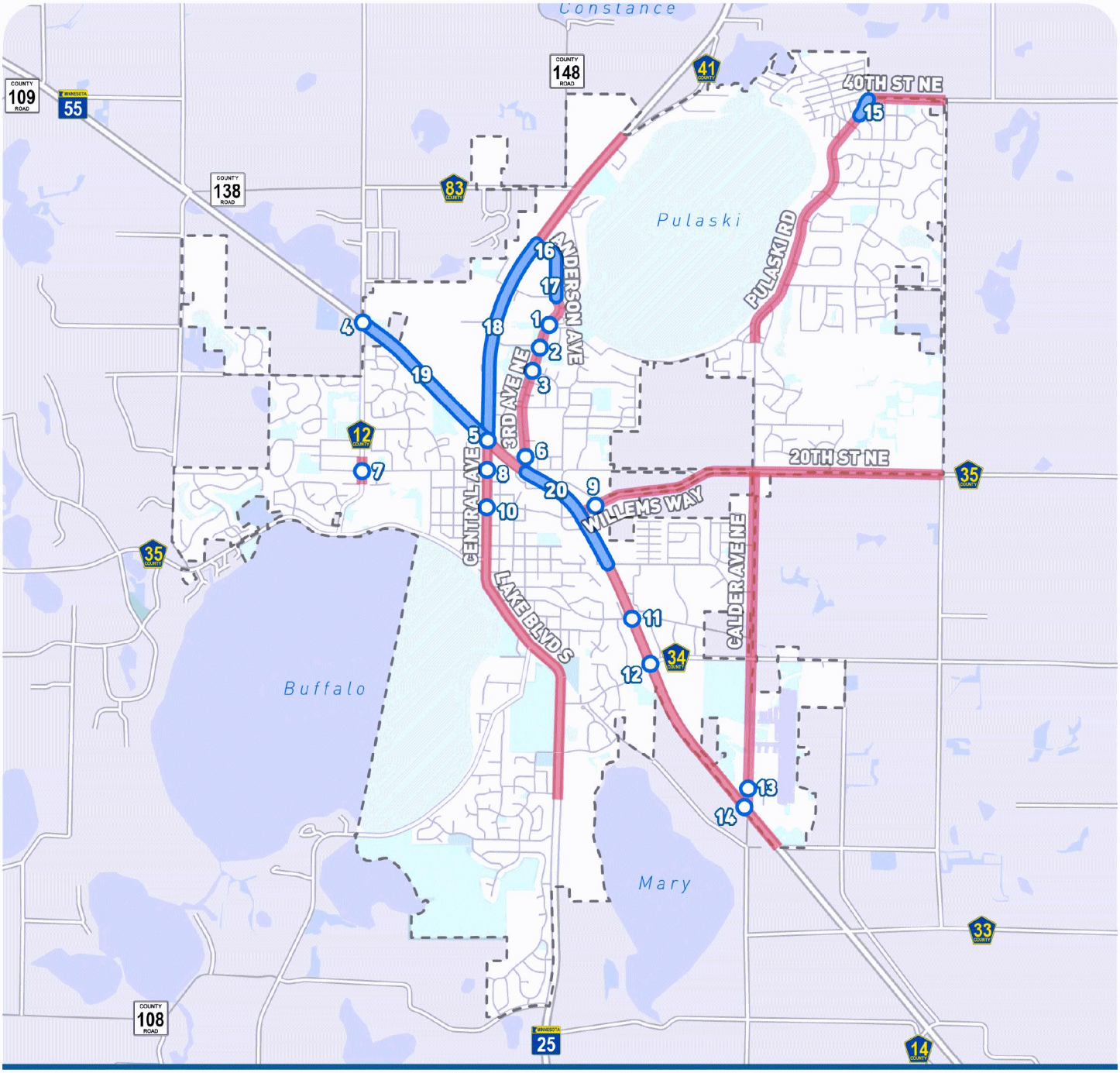
TABLE 8. INTERSECTIONS SELECTED FOR CONCEPTUAL DESIGN

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

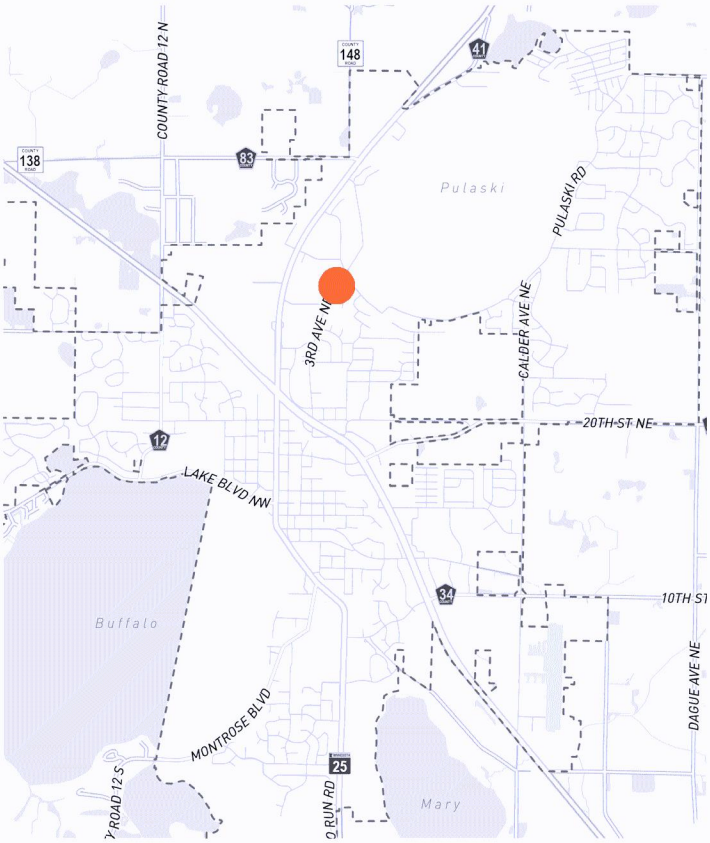
FIGURE 25. HIGH INJURY NETWORK AND PROPOSED DESIGN CONCEPT LOCATIONS



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)

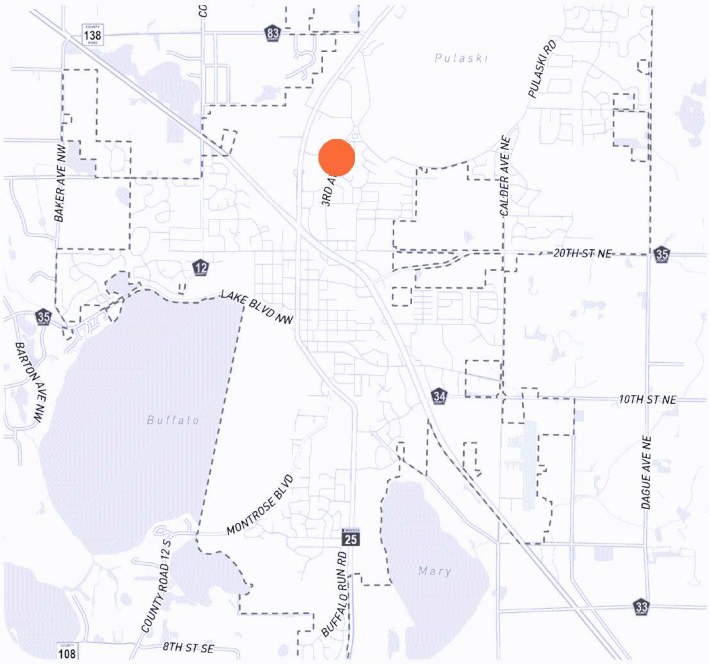




Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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)

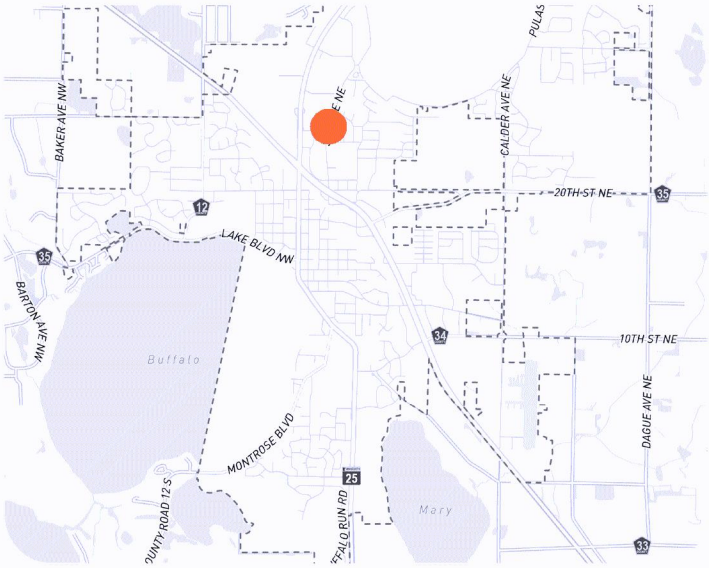


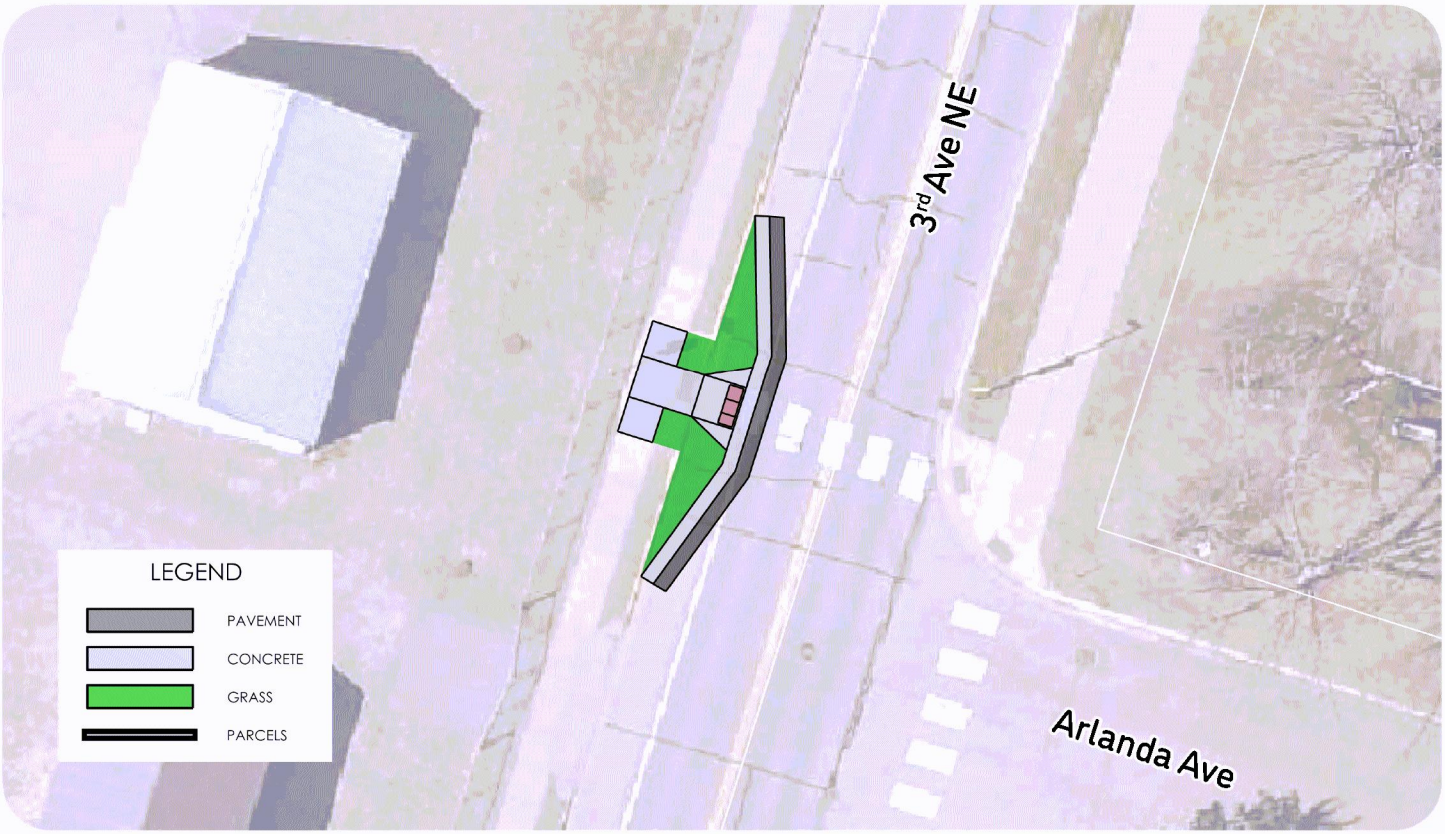


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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)

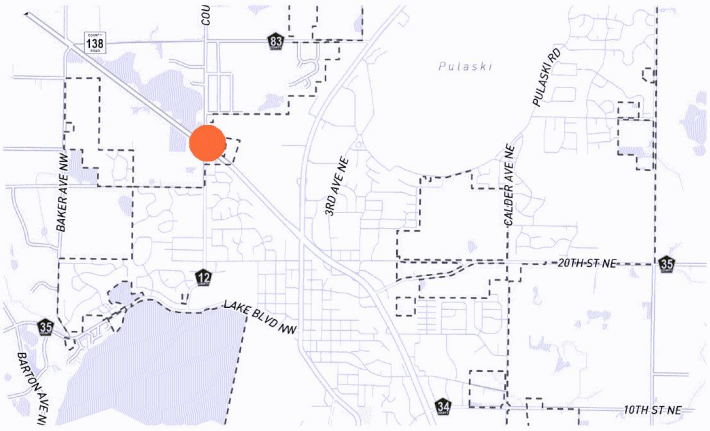




Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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%



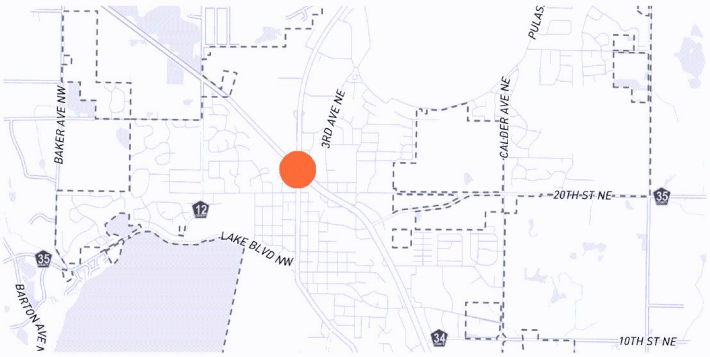
Cost Estimate (with assumptions)	$2,300,000 - $3,100,000 (single lane roundabout)
Other Information	Option 1: • Planning level review indicates acceptable operations with single lane roundabout • Aligns with MnDOT Central MN ATP Region 7W's long-range priorities Option 2: • Pre-signals reduce the likelihood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



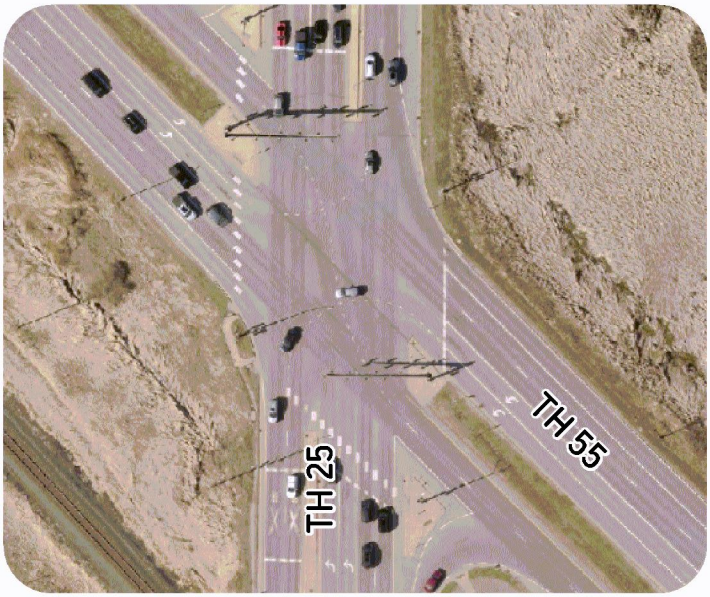
Note: Image for illustrative purposes (source: Dague Ave/CSAH 35 intersection reconstruction). Further analysis and engineering will be required prior to implementation.

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)



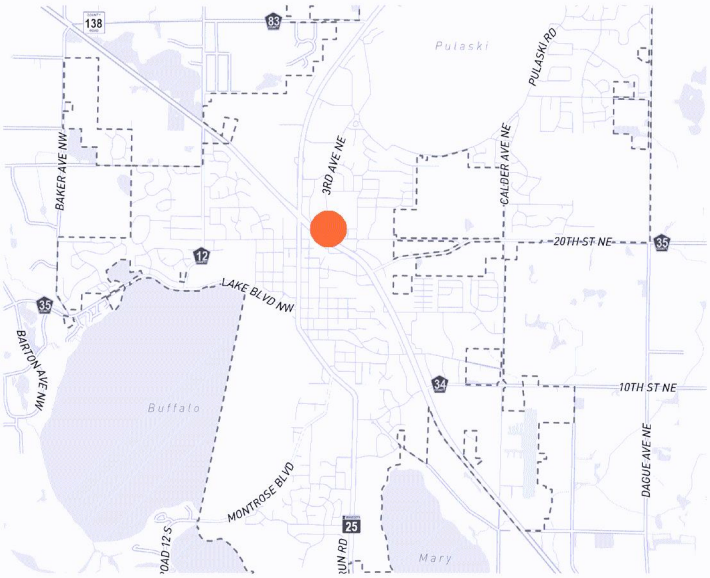
Anticipated Safety Benefit	Option 1: • MnDOT: Low-angle channels reduce rear-end crashes by 60% • Lower-angle channels improve sight lines • LPI reduces pedestrian-vehicle crashes by 13% (FHWA proven countermeasure) • Pre-signals reduce the likelihood of vehicles being stopped on the railroad tracks 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



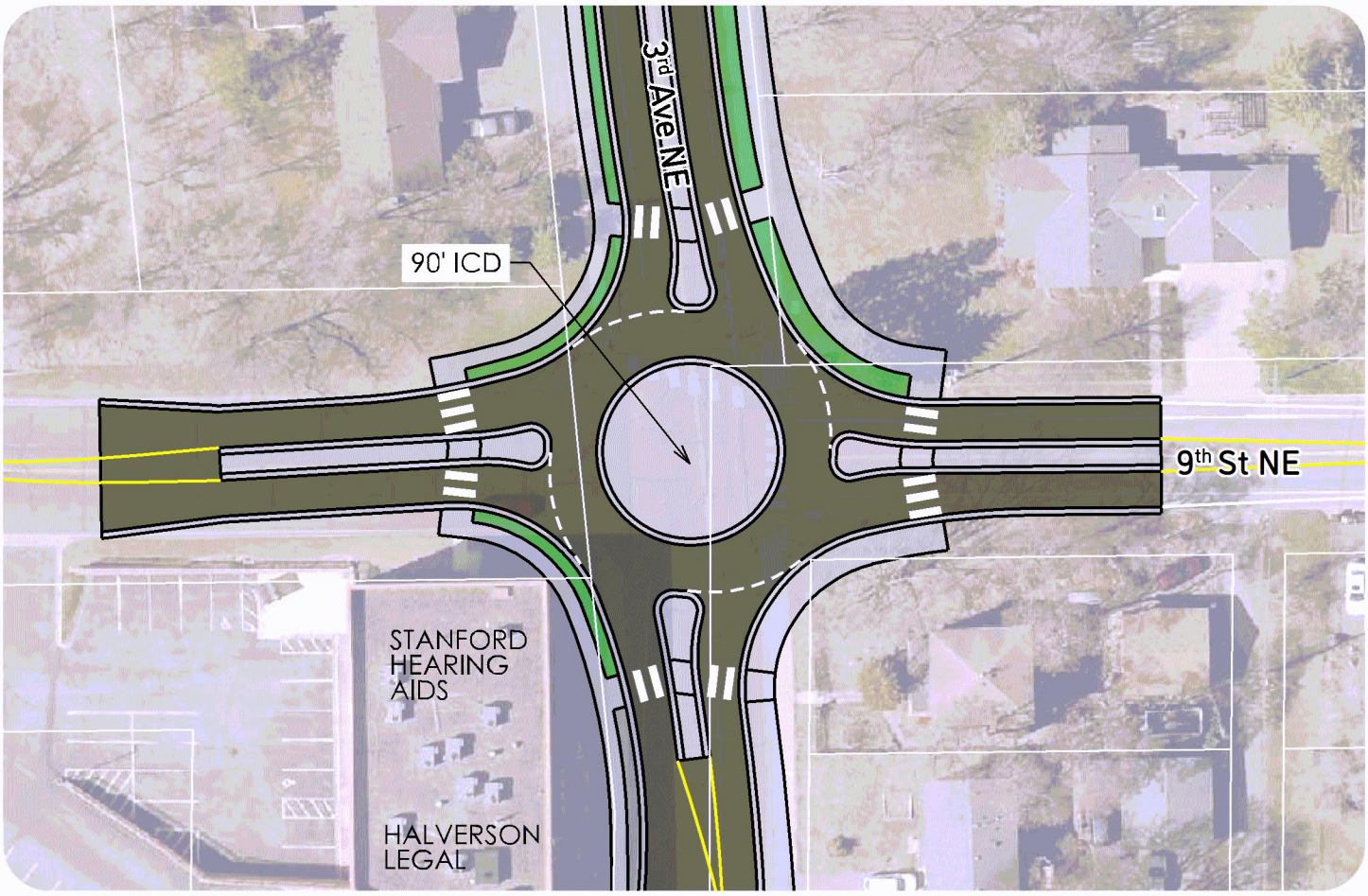
Existing Conditions at TH 25 / TH 55 Intersection

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)



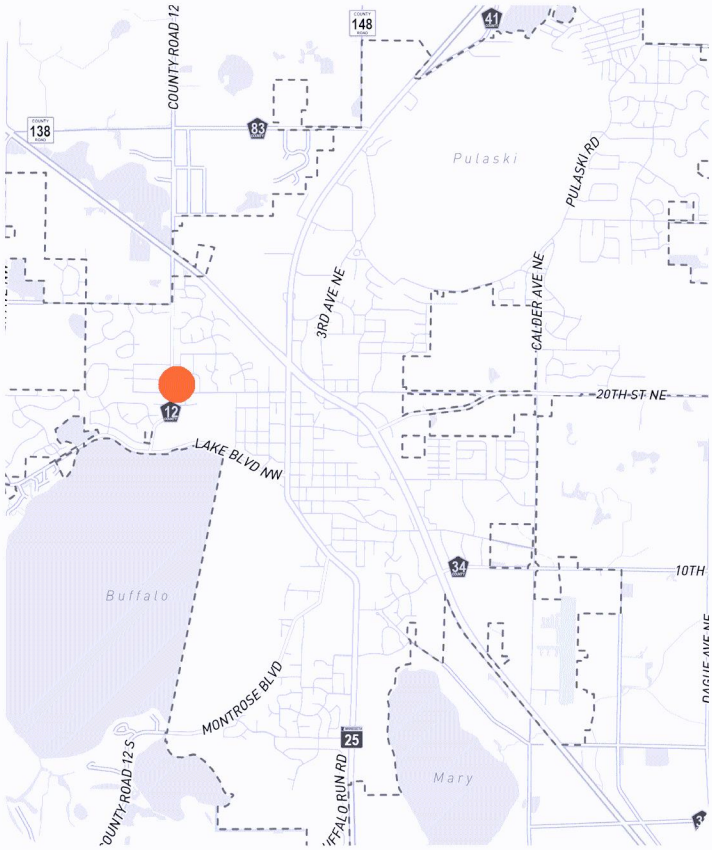
Other Information	• Queue potential on the south approach should be assessed with peak-hour traffic data due to proximity to TH 55 • Small impact to on-street parking supply • Further analysis and engineering will be required prior to implementation

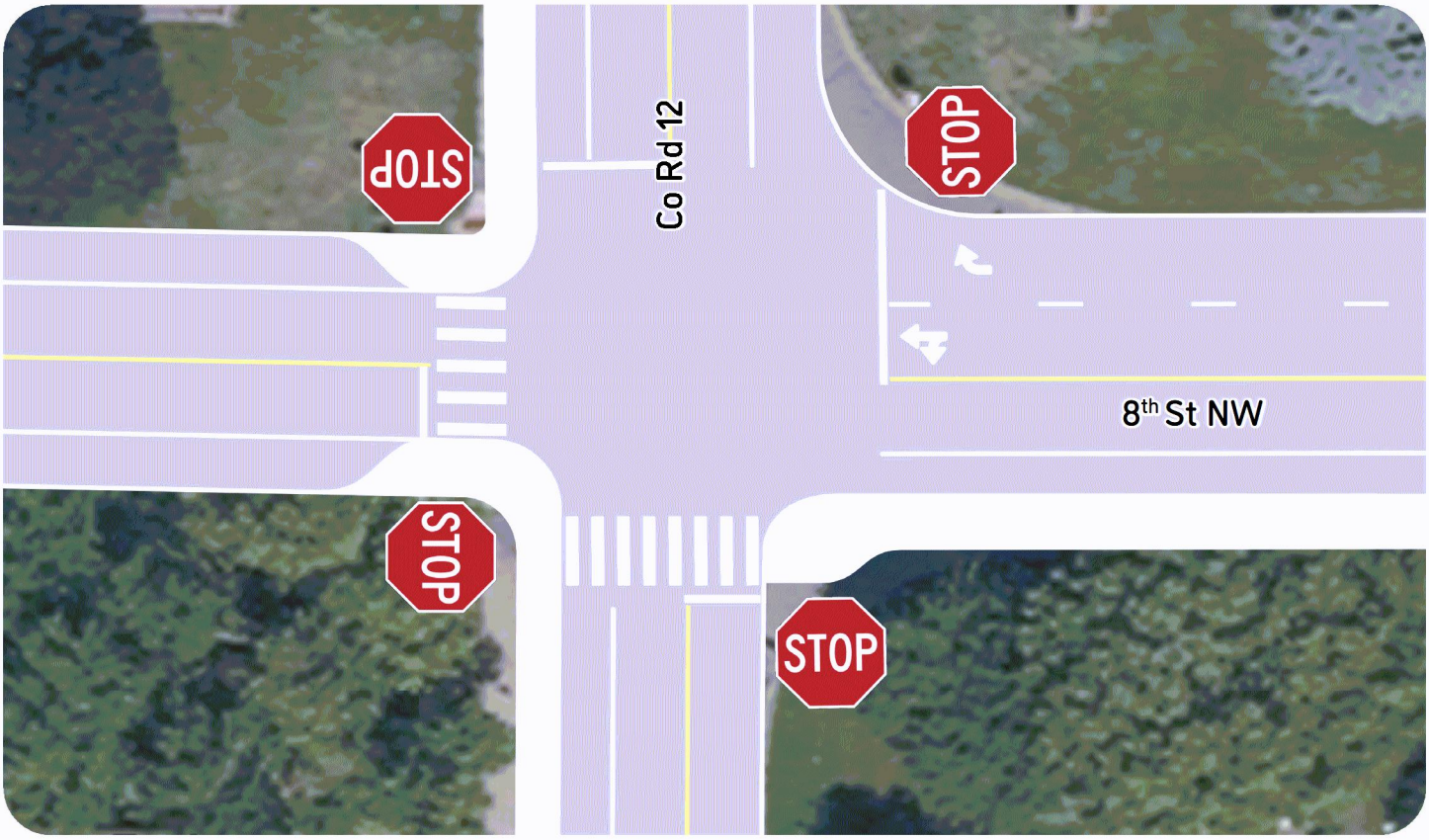


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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)

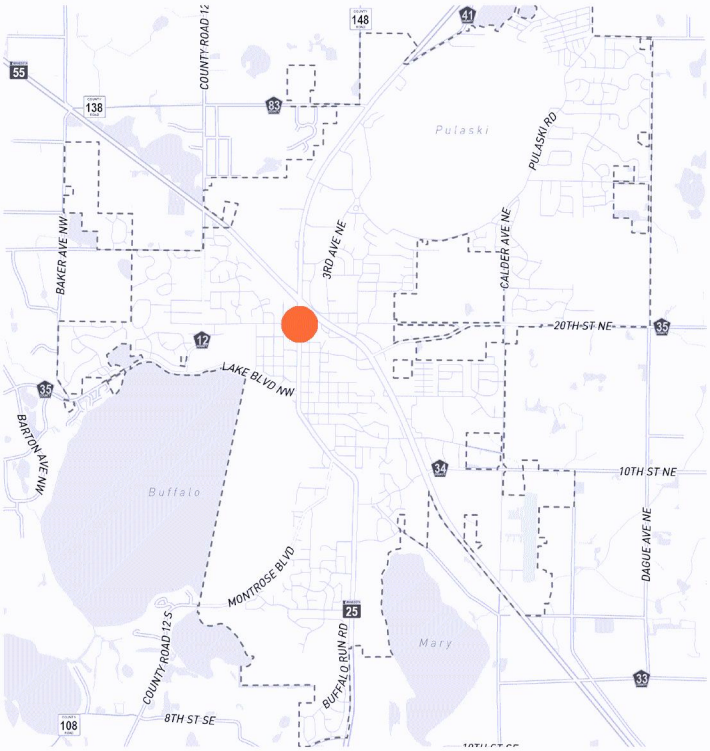


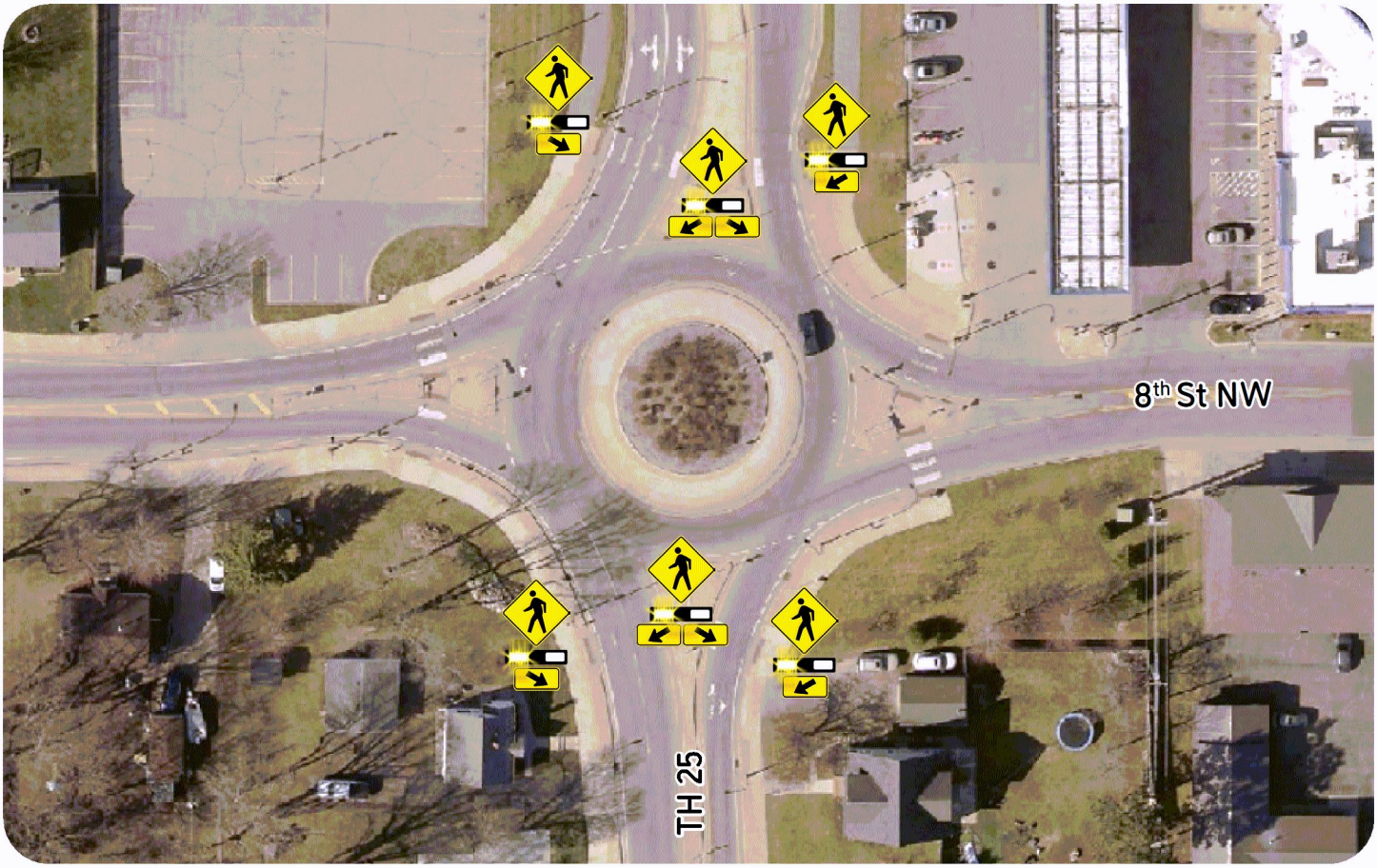


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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)

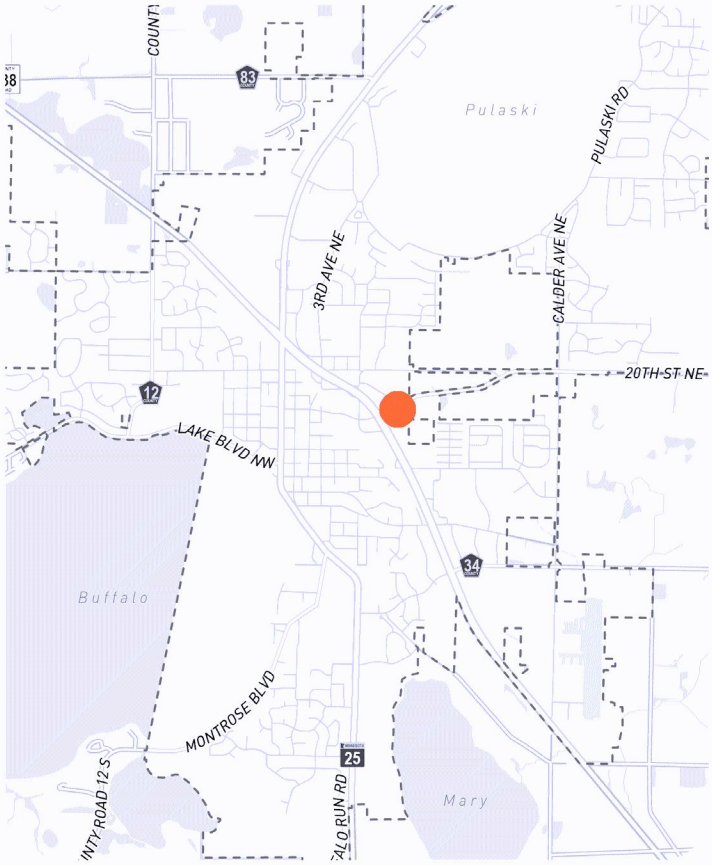


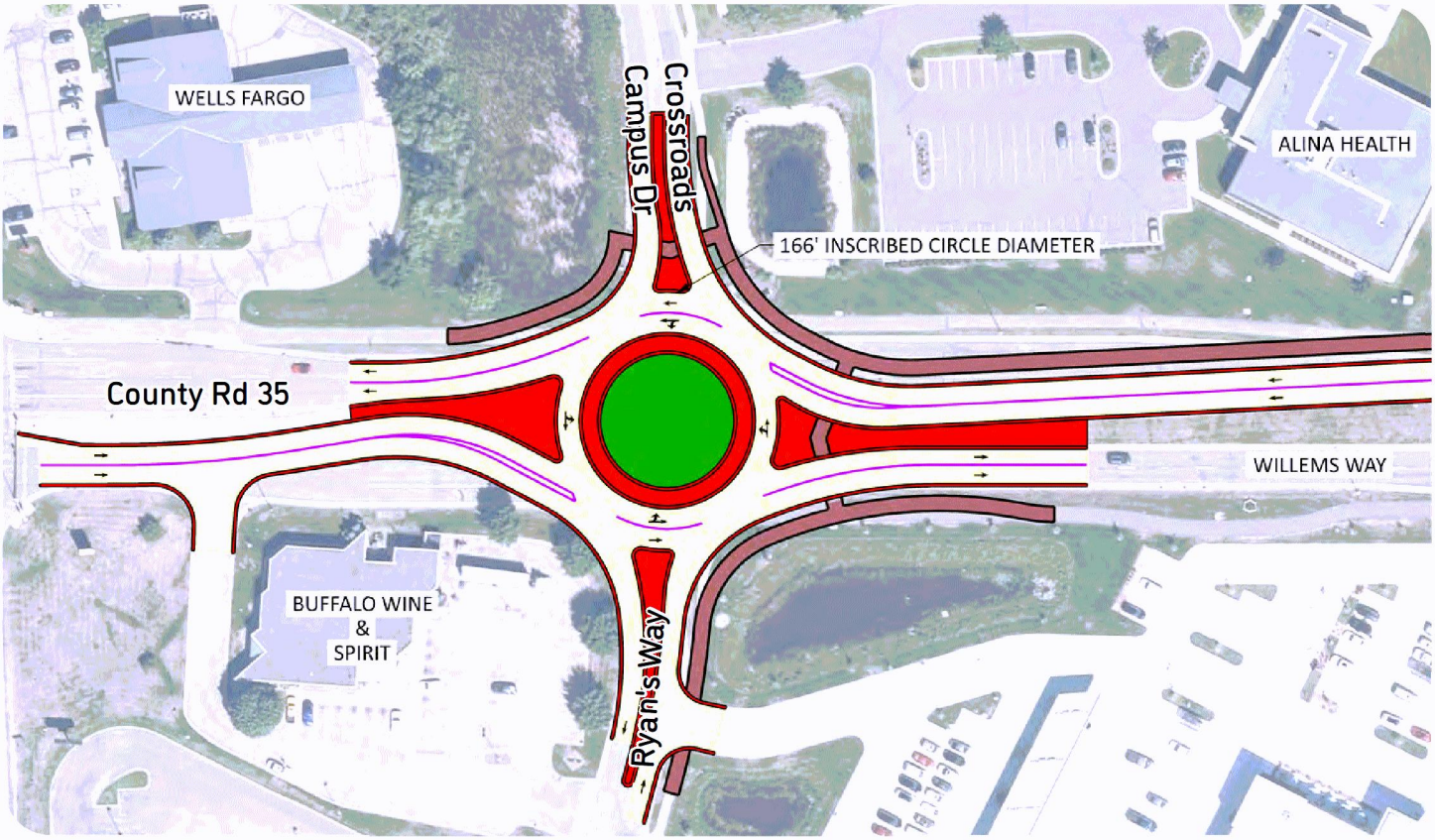


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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

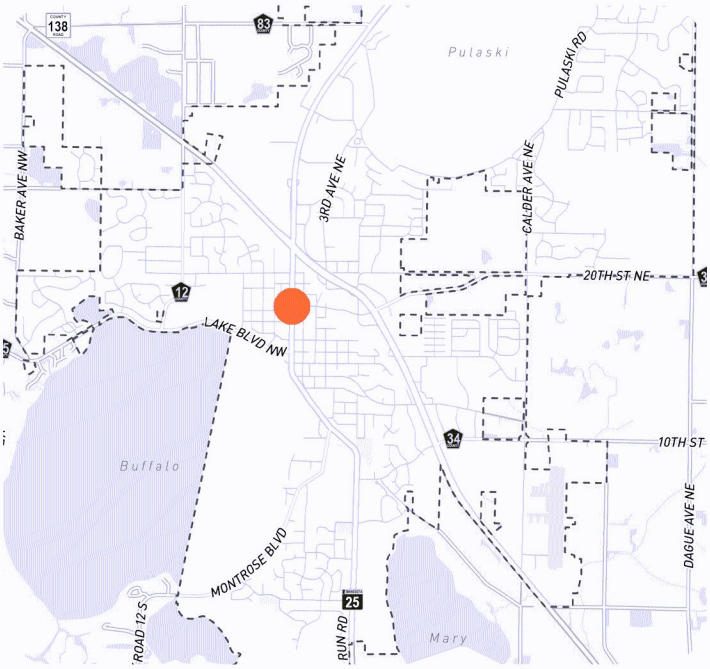




Conceptual drawing (subject to change): County Rd 35 & Ryan's Way / Crossroads Campus Dr (source: 2024 ICE Report)

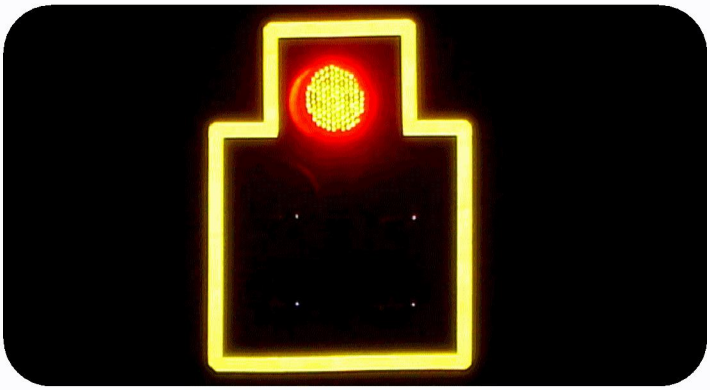
Trunk Highway 25 & 5th Street NE

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





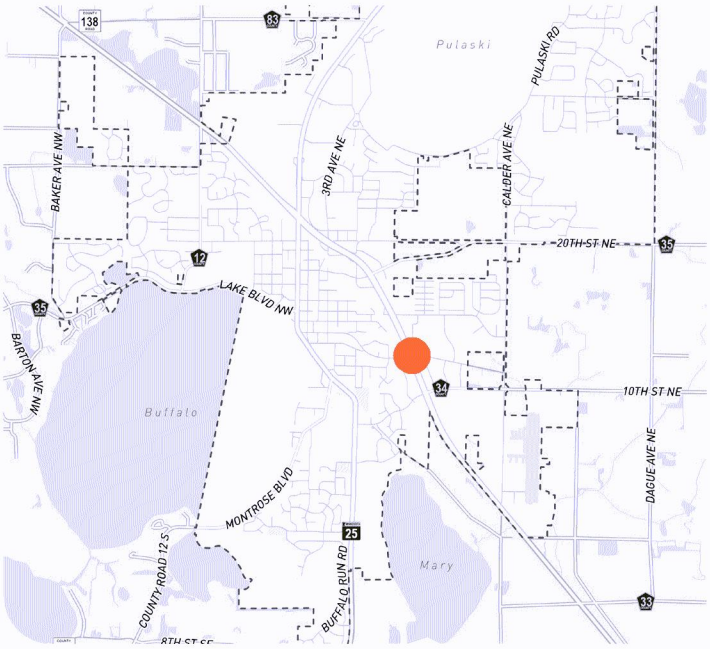
Note: Image of leading pedestrian interval for illustrative purposes. Further analysis and engineering will be required prior to implementation.



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

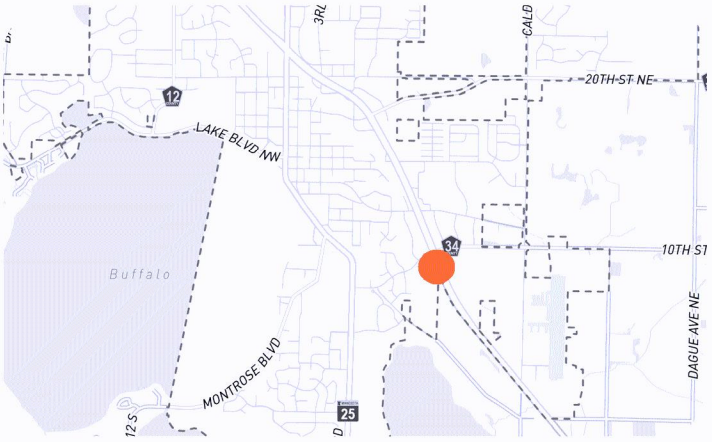




Note: Image of pedestrian refuge median for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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

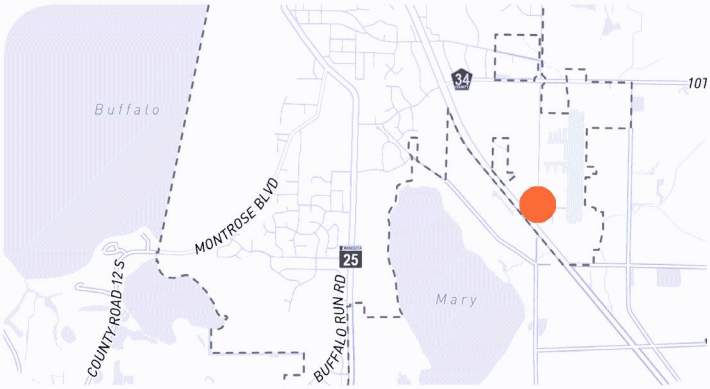




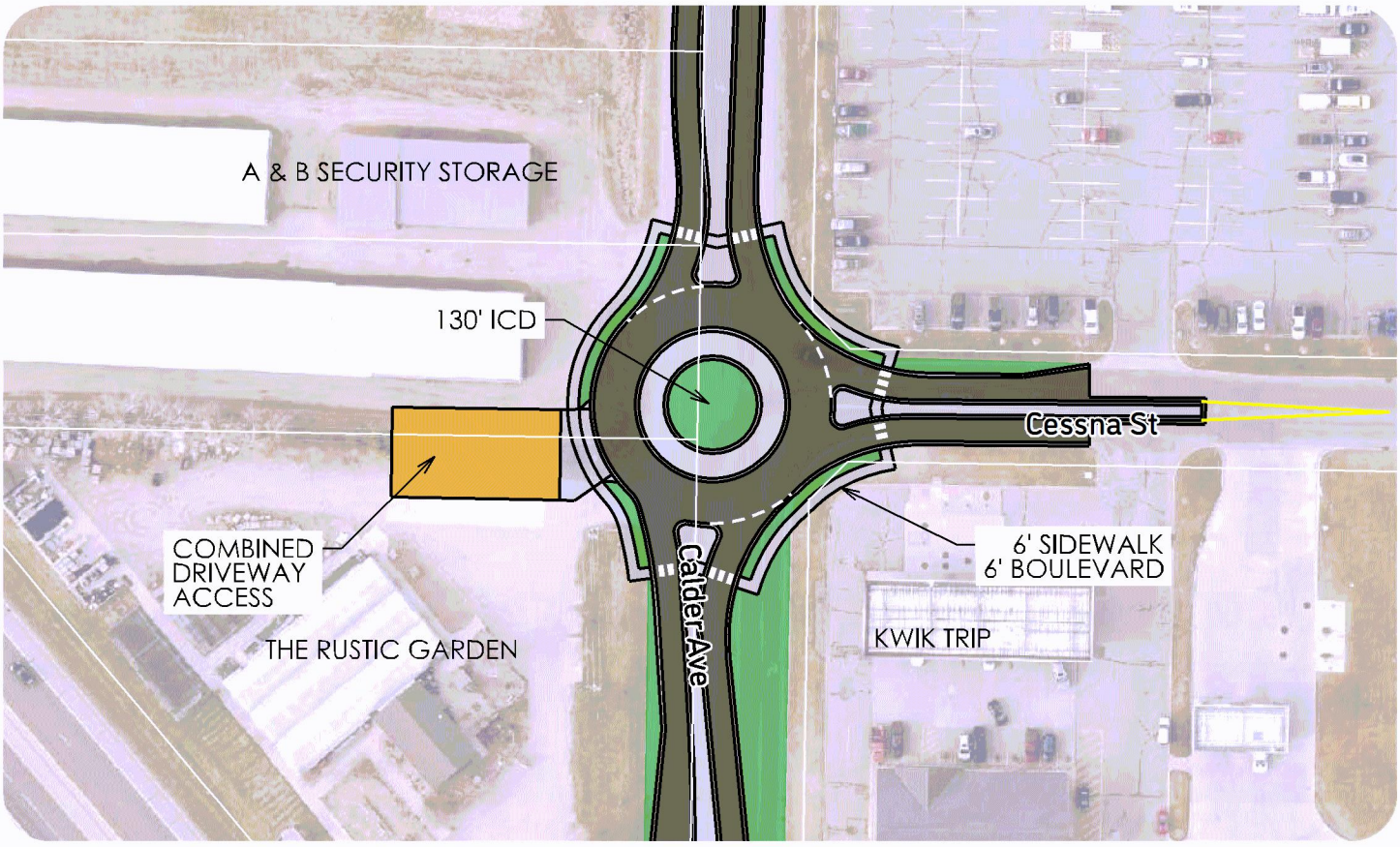
Note: Image of leading pedestrian interval for illustrative purposes (source: City of Long Beach). Further analysis and engineering will be required prior to implementation.

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)



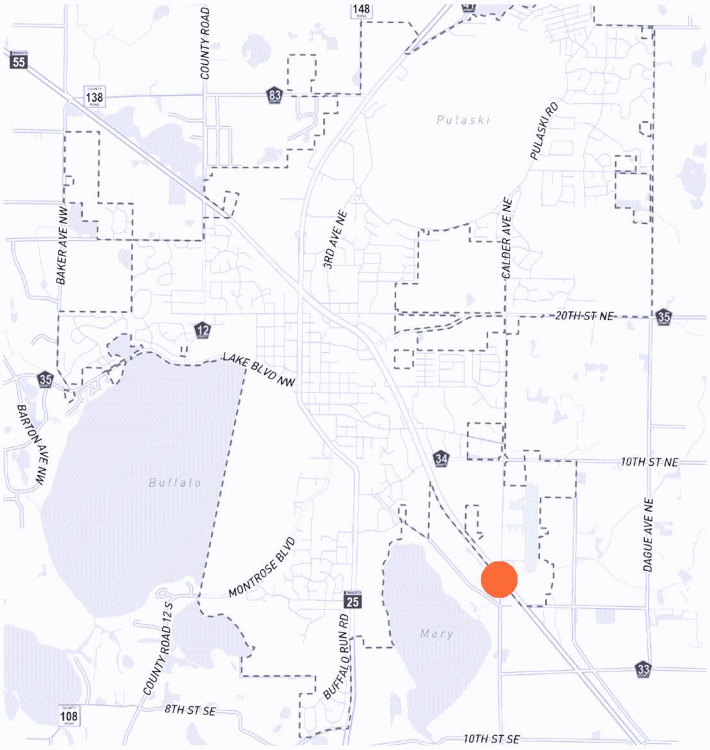
Other Information	• The proposed design consolidates two existing driveways on the west side of the intersection into a single, centered access point within the roundabout influence area, reducing conflict points and simplifying driver decision-making • The roundabout geometry gradually slows southbound 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)

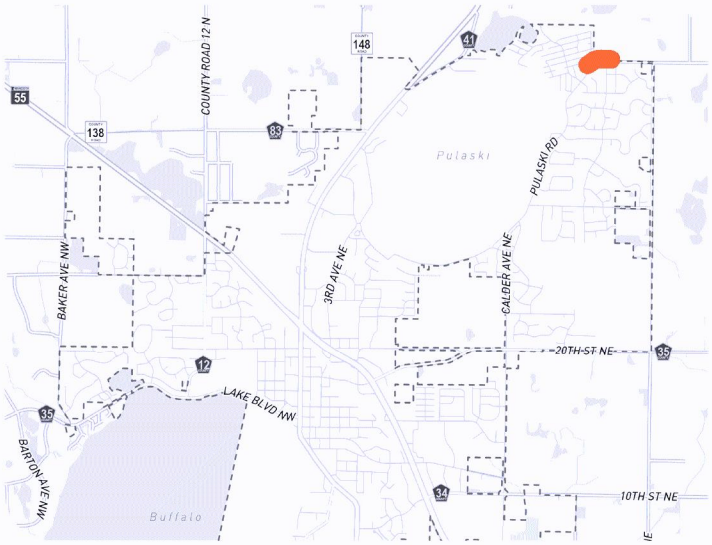


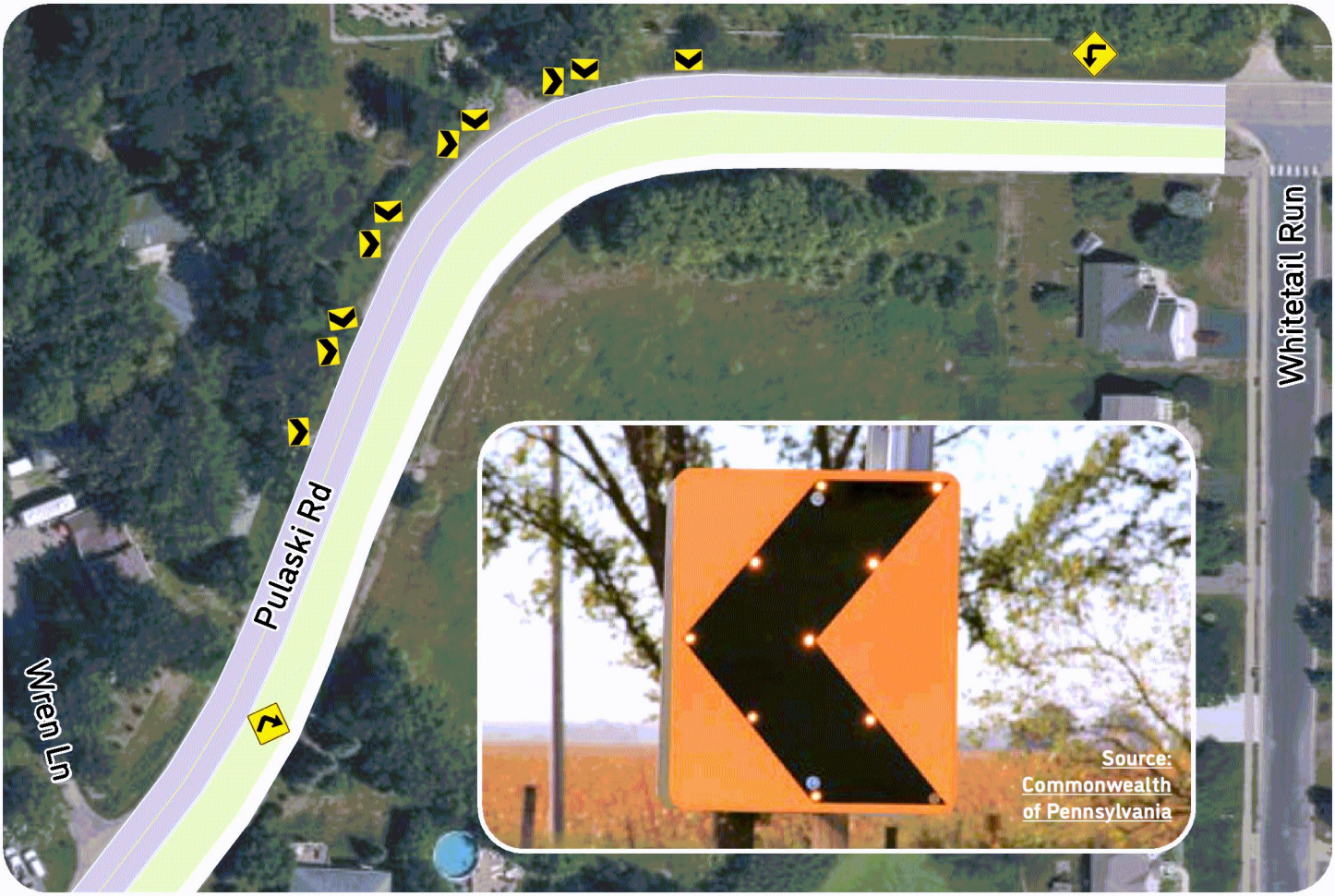


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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

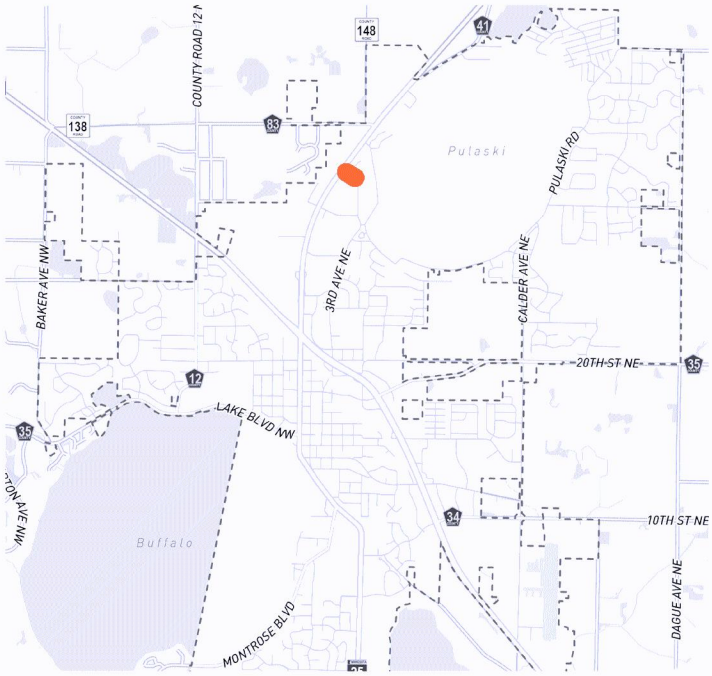


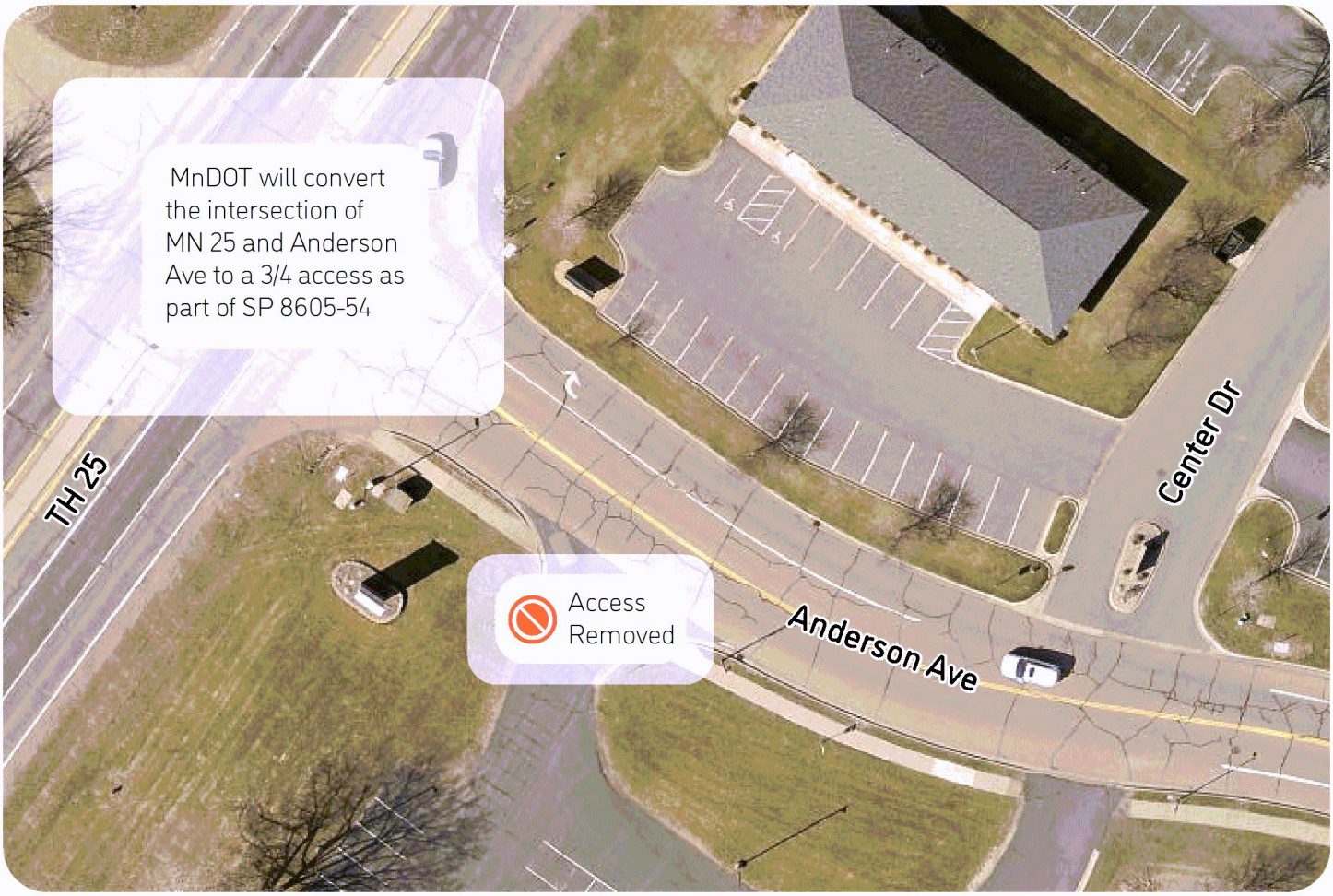


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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

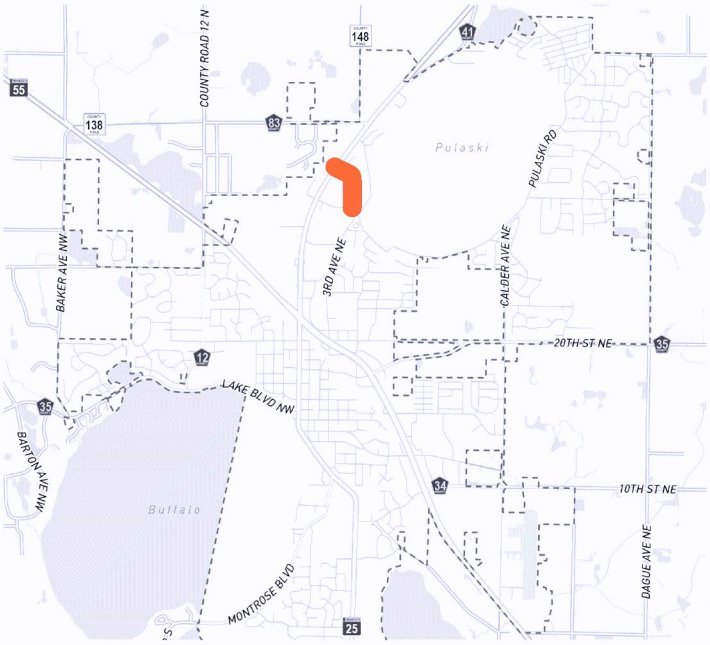


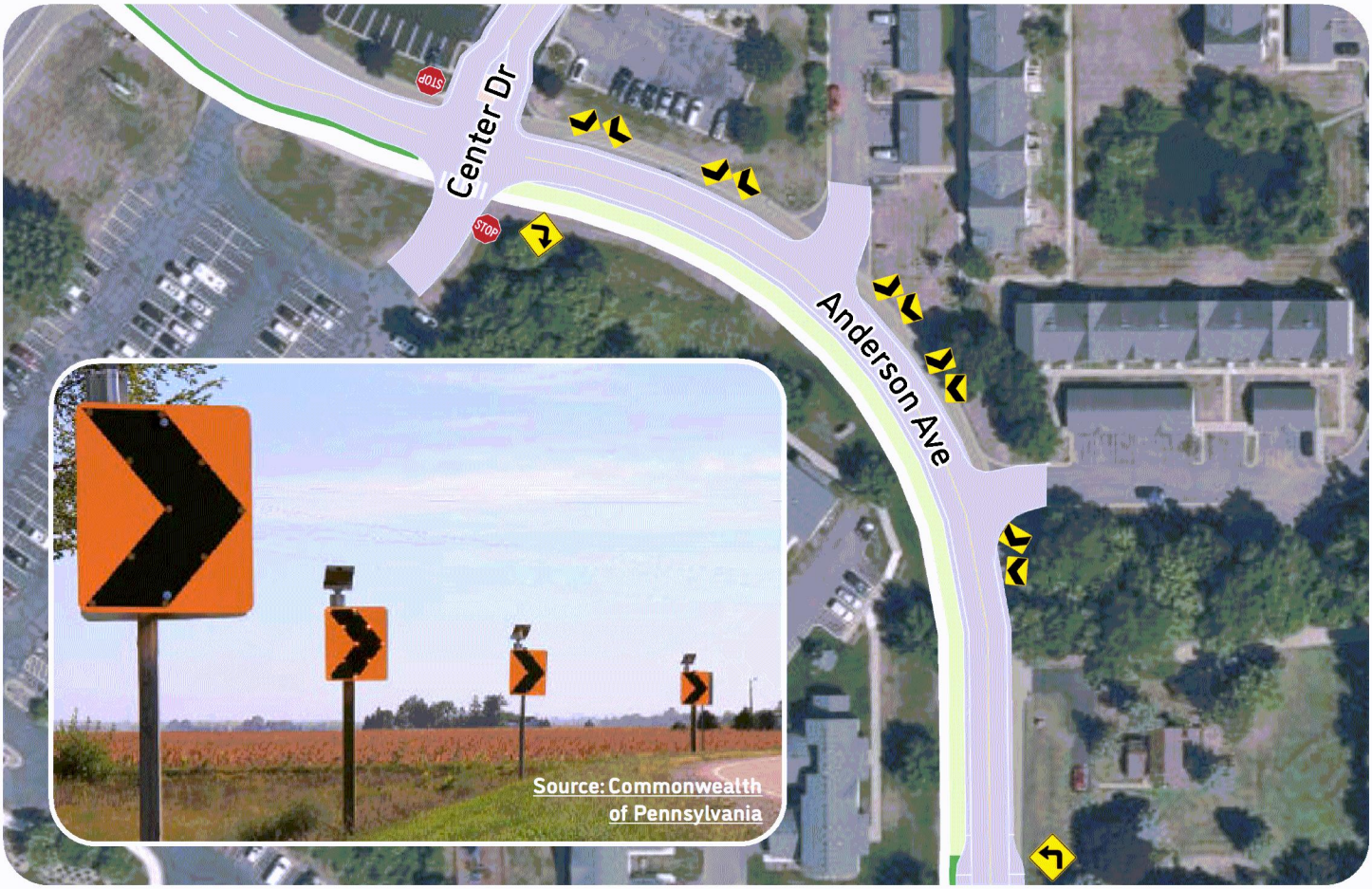


Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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

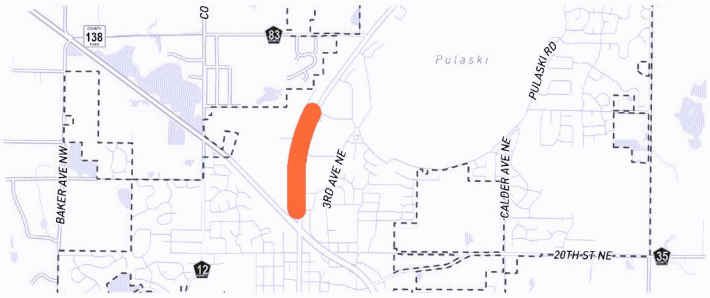




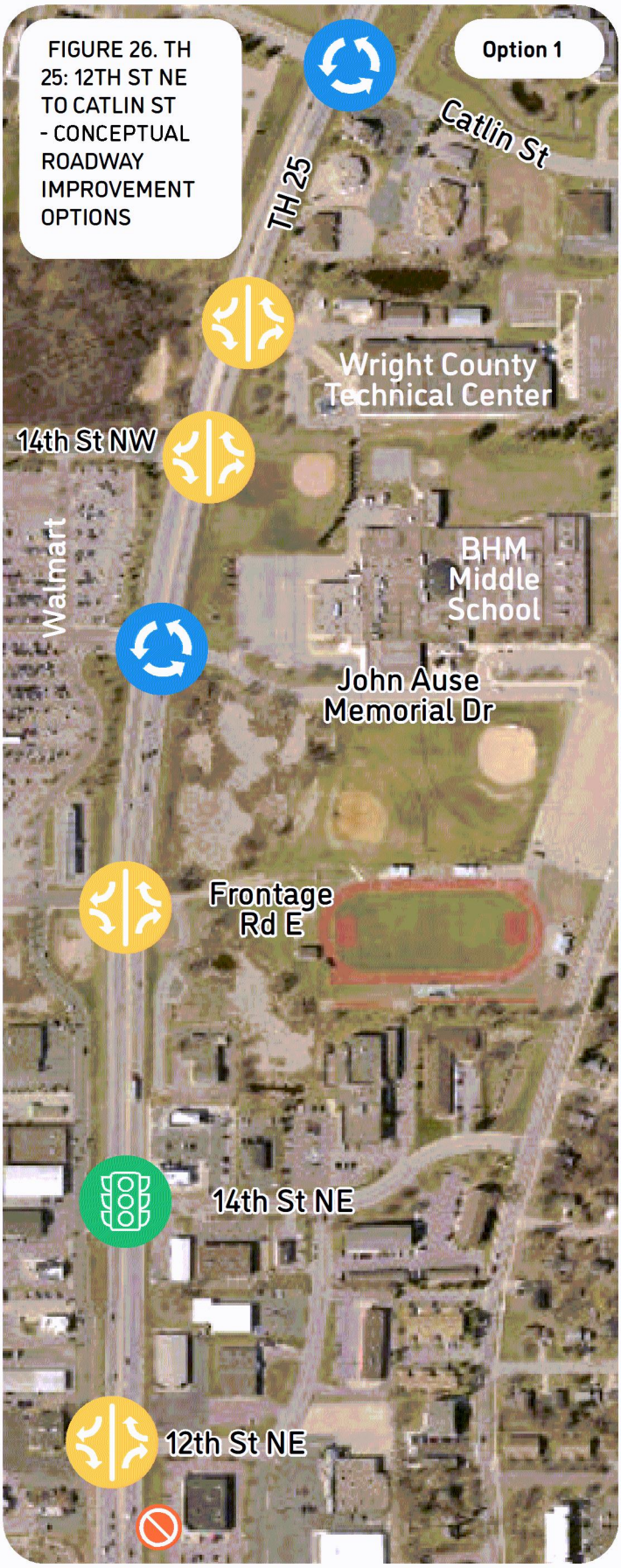
Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

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



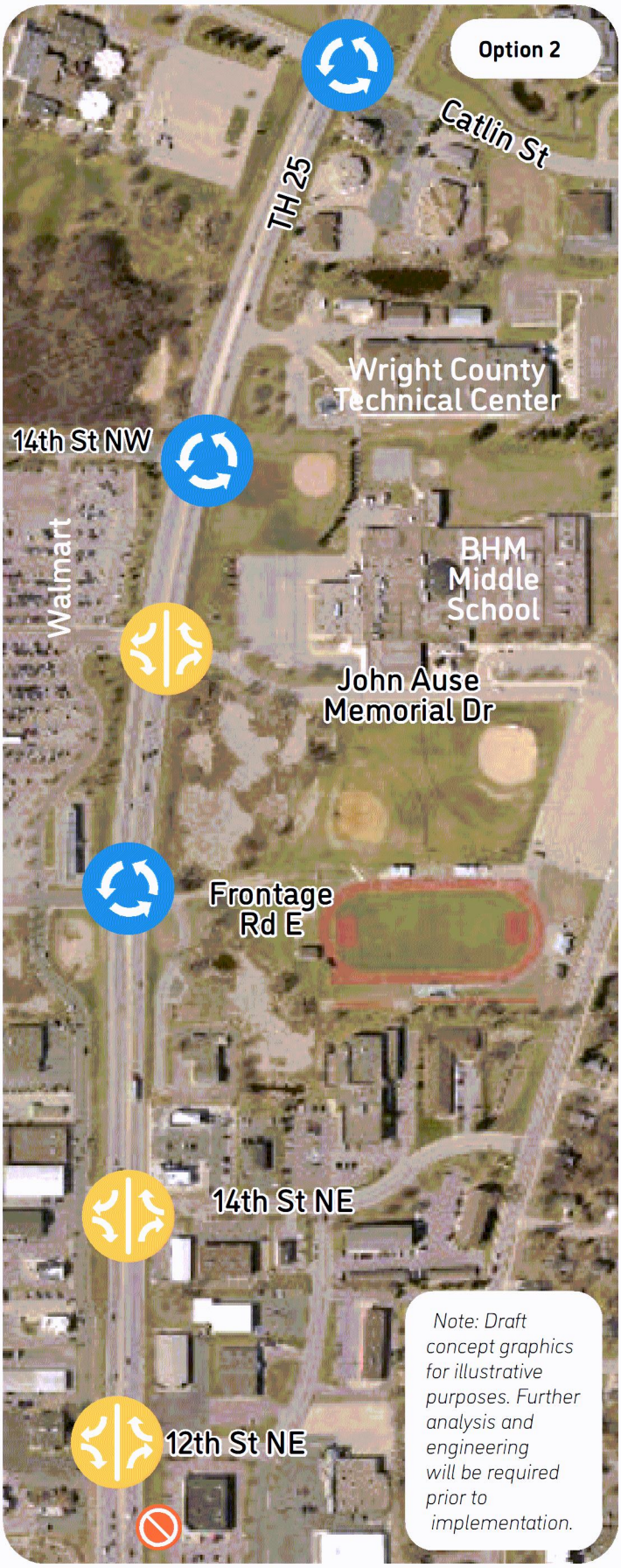


FIGURE 26. TH 25: 12TH ST NE TO CATLIN ST - CONCEPTUAL ROADWAY IMPROVEMENT OPTIONS

Legend

Roundabout

Right-In/ Right-Out

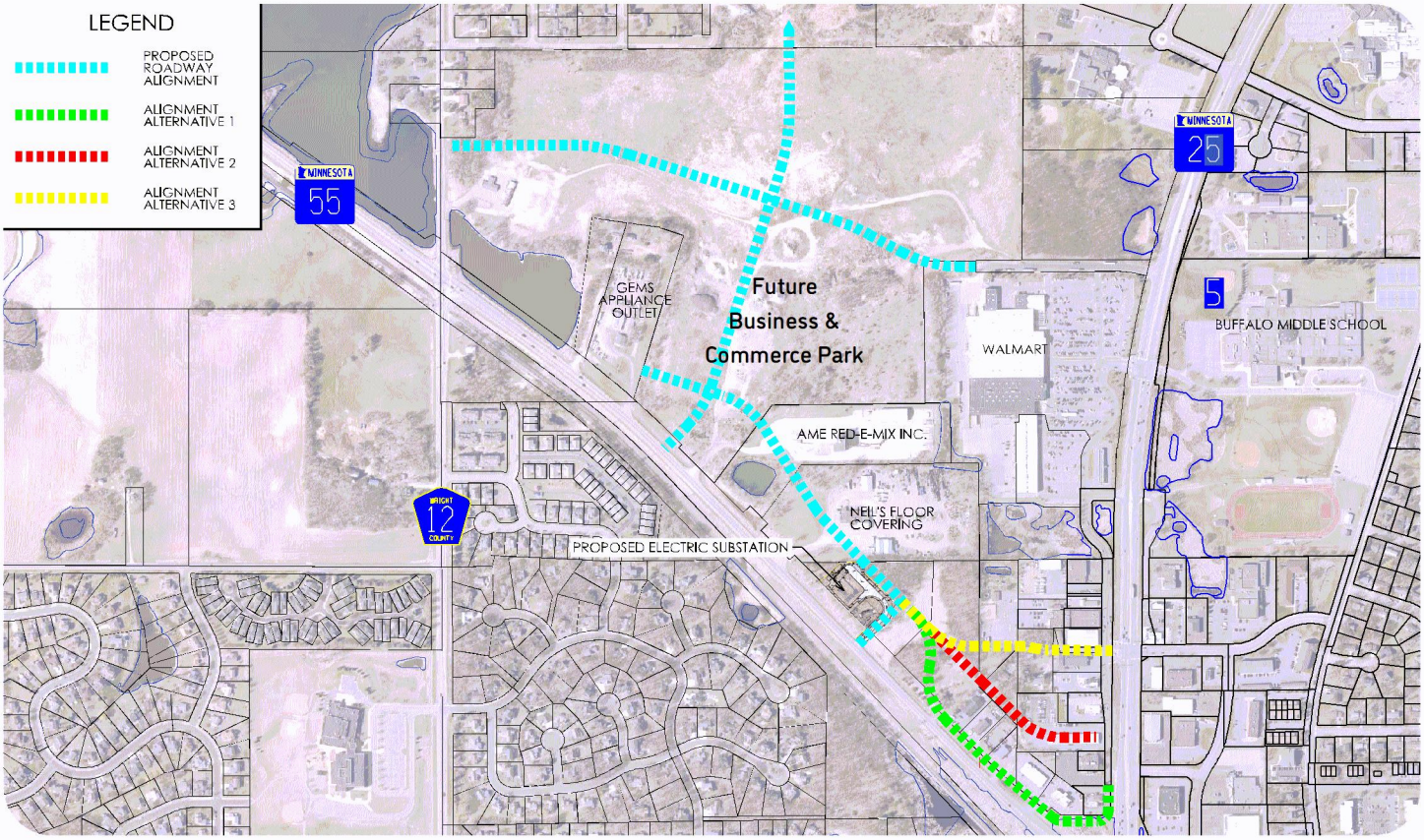
Signal

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



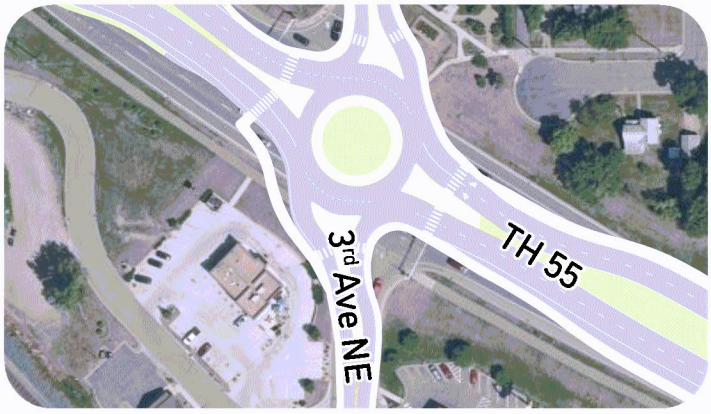
Note: Draft concept graphic for illustrative purposes. Further analysis and engineering will be required prior to implementation.

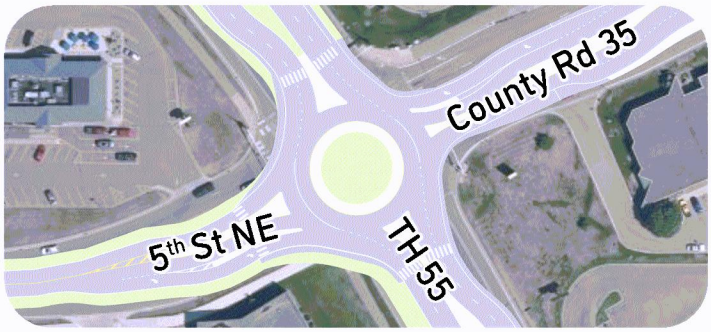
Trunk Highway 55: 3rd Avenue NE to 1st Street NE

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%





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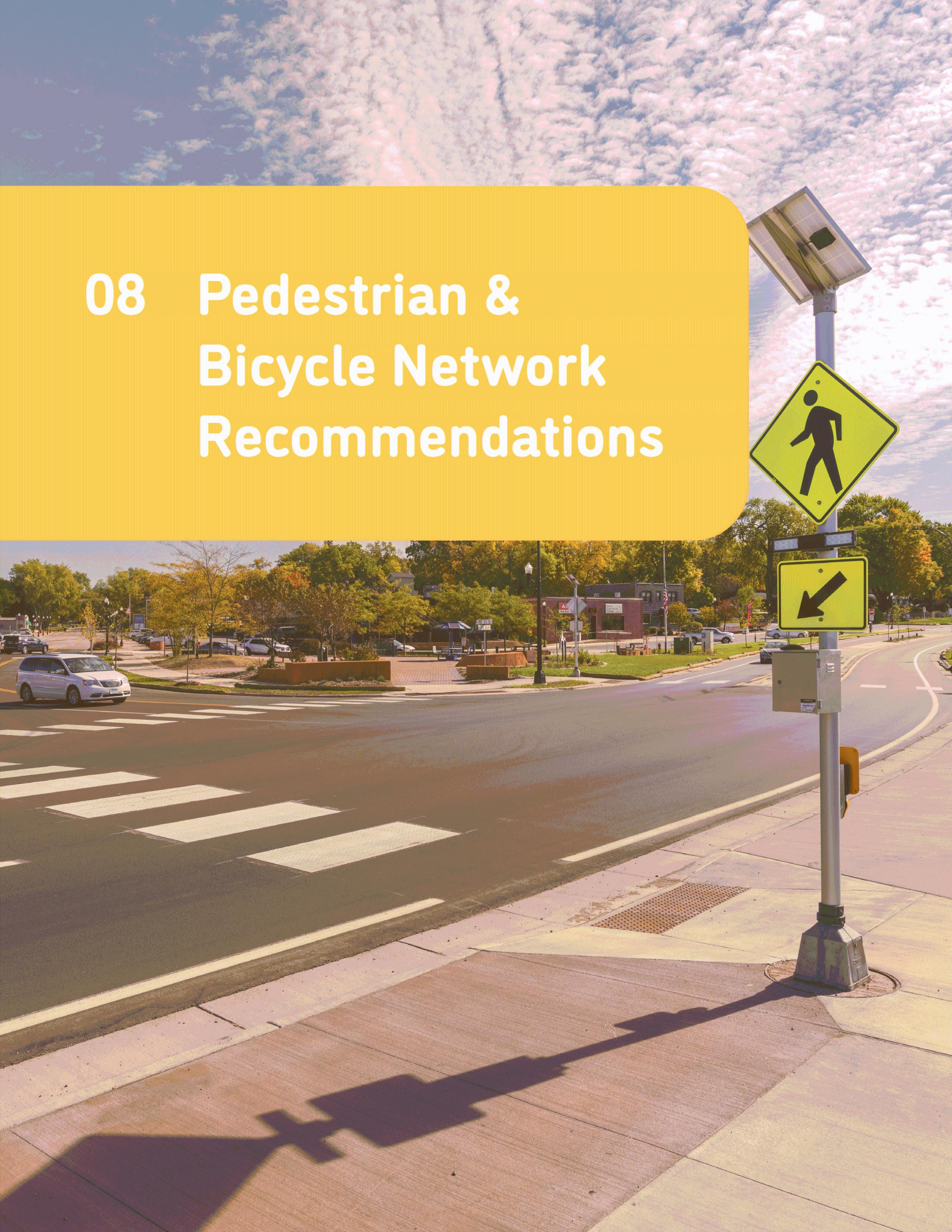
08 Pedestrian & Bicycle Network Recommendations



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

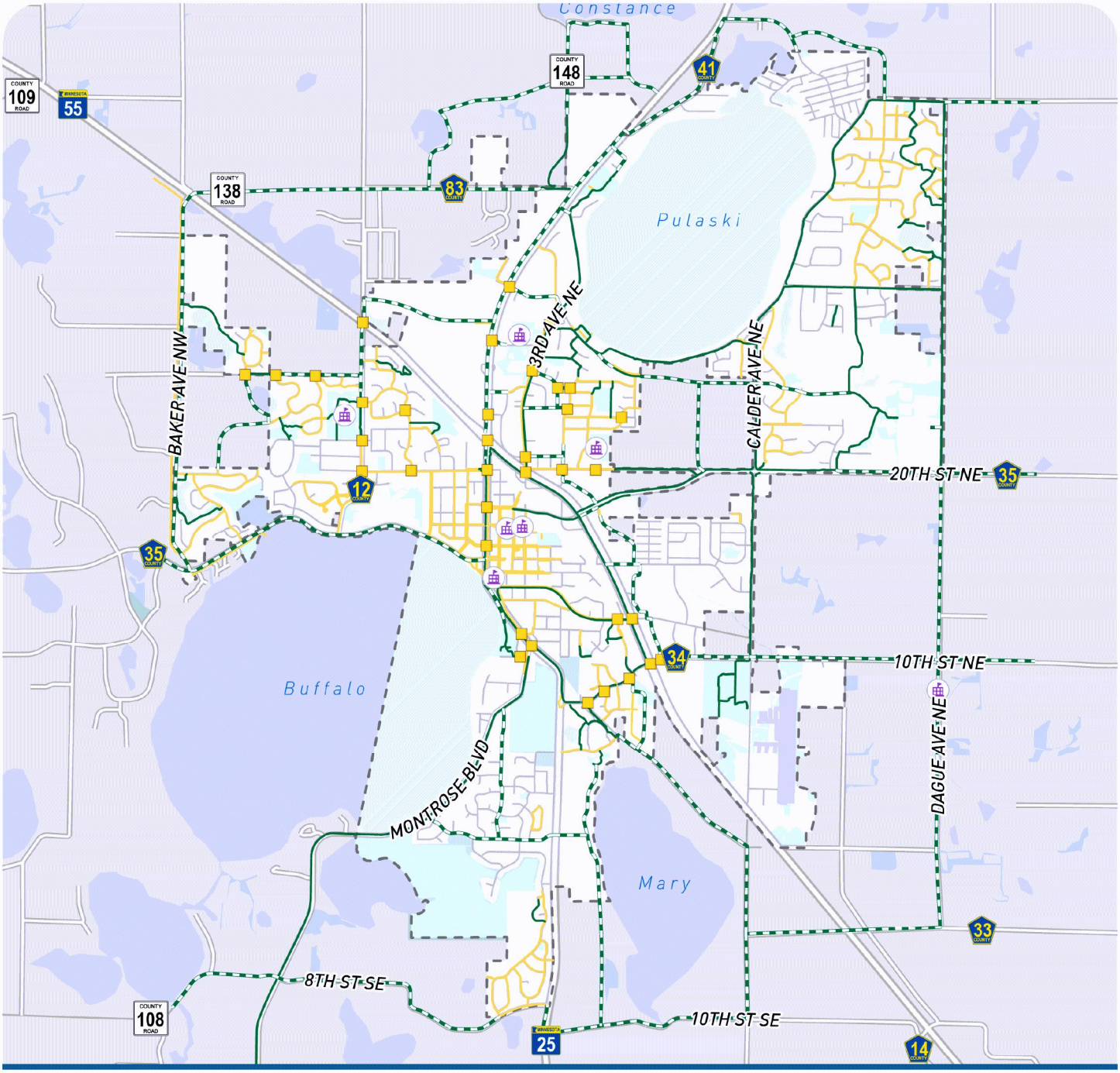
Priority locations were identified through a multi-step process that combined:

- 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

A Detailed Plan & Policy Review....A-1

B INPUTiD™ Comment Report....B-1

C Full Street & Intersection Prioritization Results....C-1

D Full Concept Design Preliminary Cost Estimates....D-1

E Leadership Commitment....E-1

F Seasonal Safety Campaigns....F-1

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.

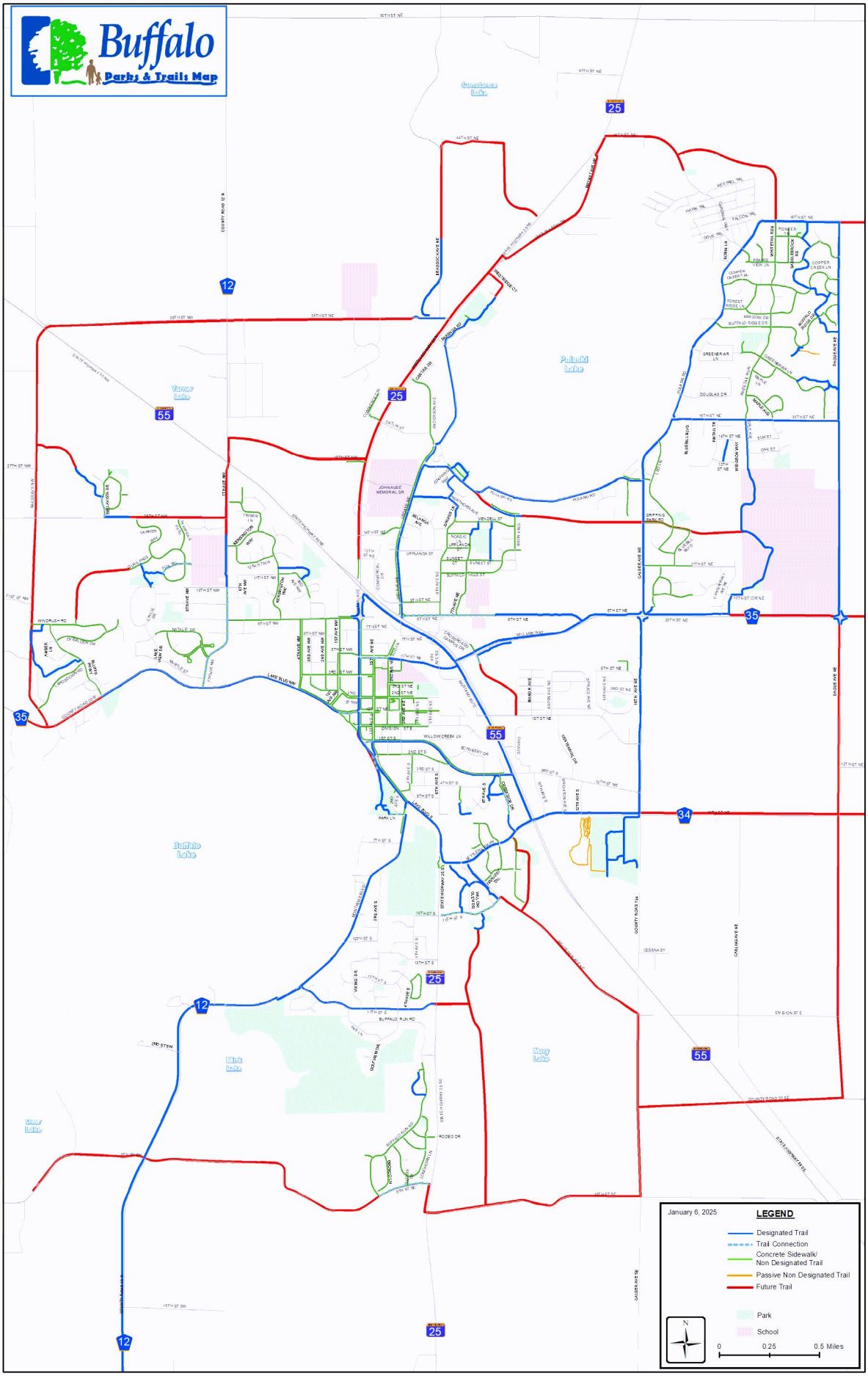
Relevance to Transportation Safety

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

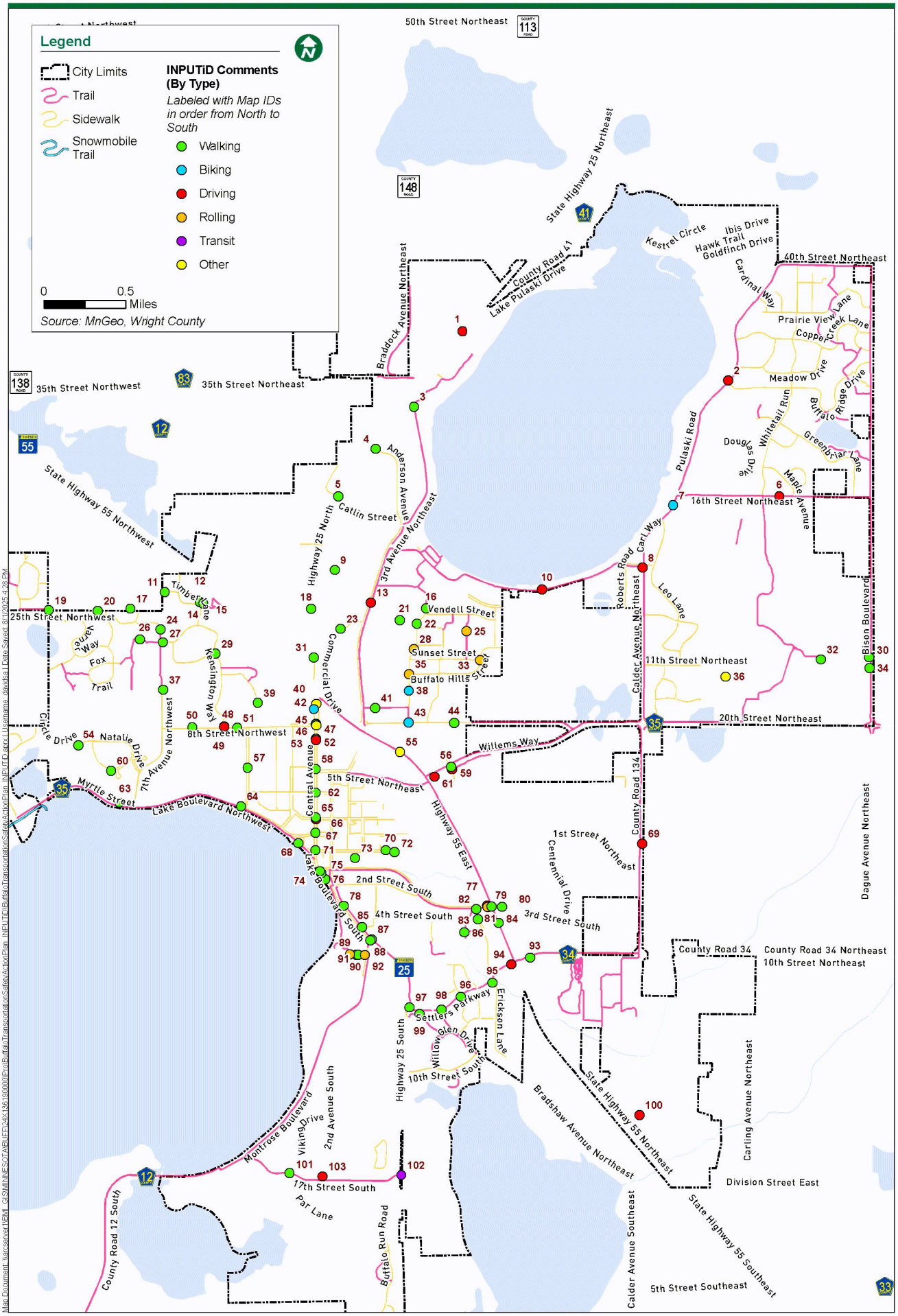
The SHSP emphasizes systemic, data-driven strategies that align with Buffalo's SS4A plan. Key strategies include:

- 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



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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
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	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
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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					
	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
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	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
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	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
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	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

PLACEHOLDER

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

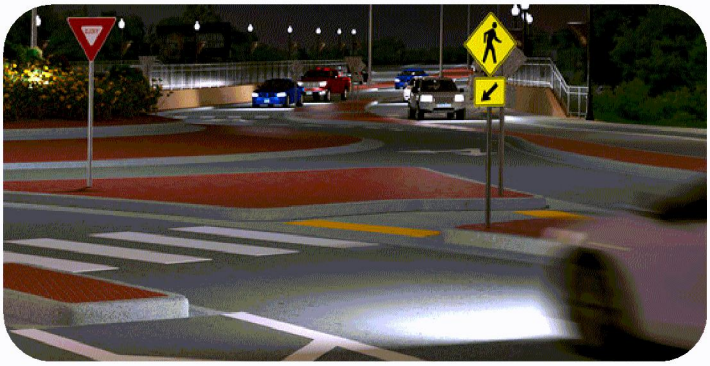
- Social + email campaign on headlights, speed, and pedestrian visibility; push quick videos featuring local crossings.
- Lighting pop-up at one high-use crossing (positive-contrast lighting, high-visibility markings); add "Yield Here to Pedestrians" signs and advance stop bars.
- Encourage reflective 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.

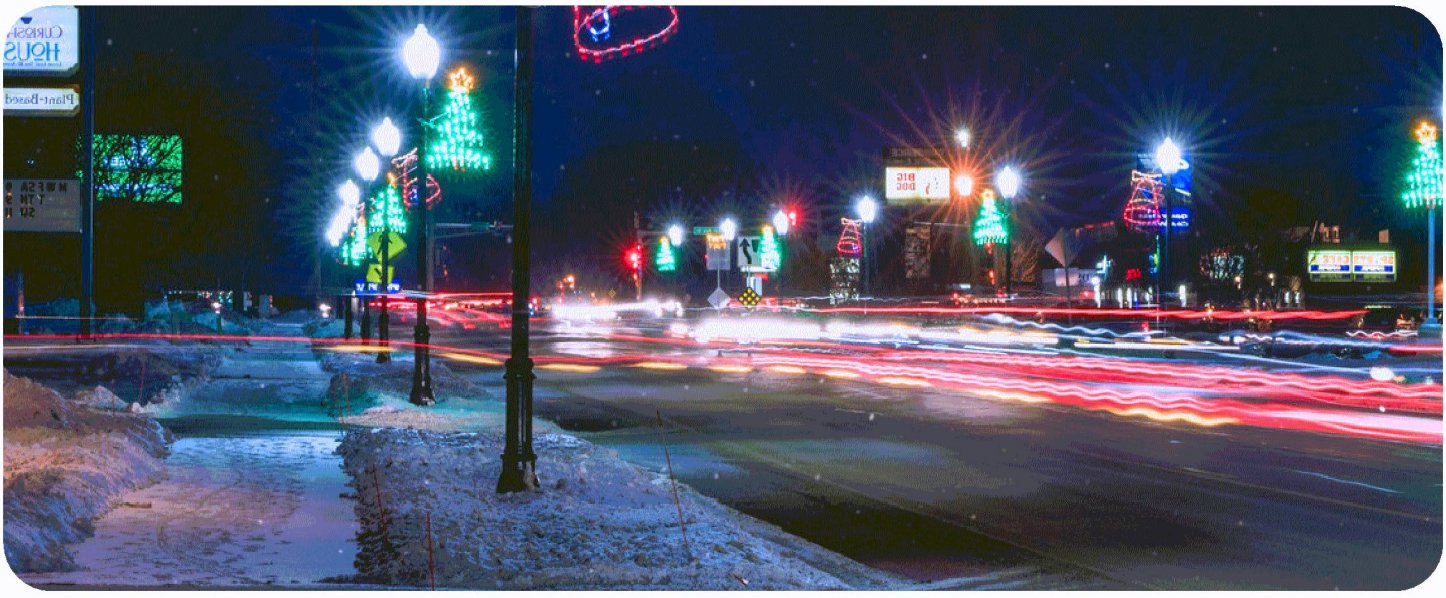


Metrics

- 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

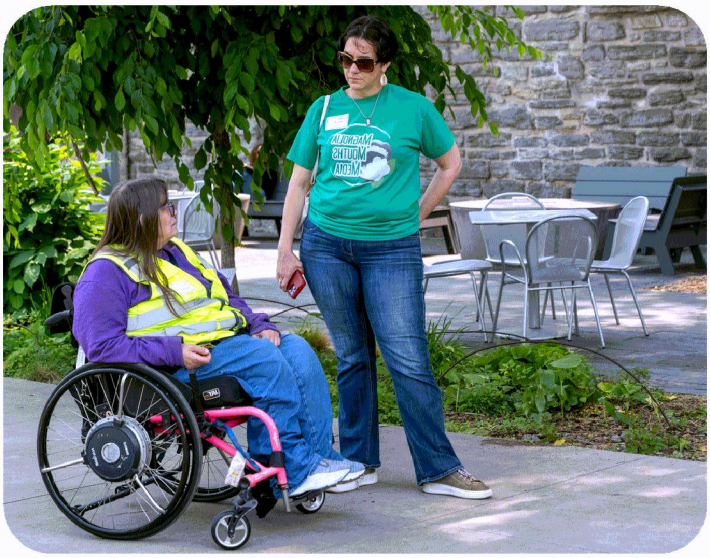
Make busy crossings safer during seasons with peak pedestrian activity, with a focus on downtown crossings and those near lakes or other recreation destinations.

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

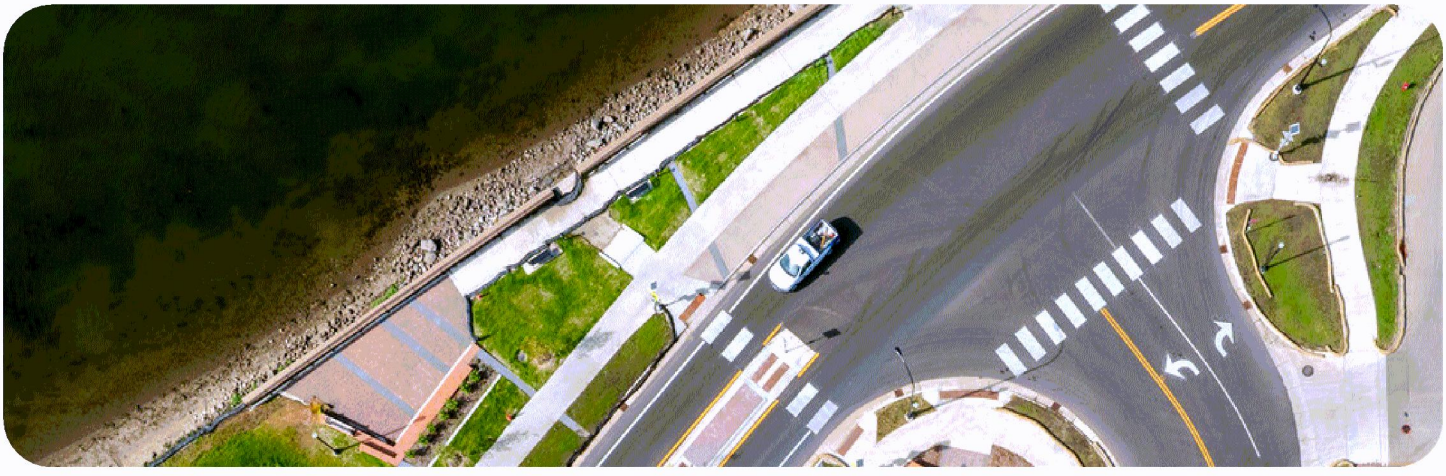
Downtown businesses, Farmers Market organizers, City Engineer, MnDOT (if on state highways).

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

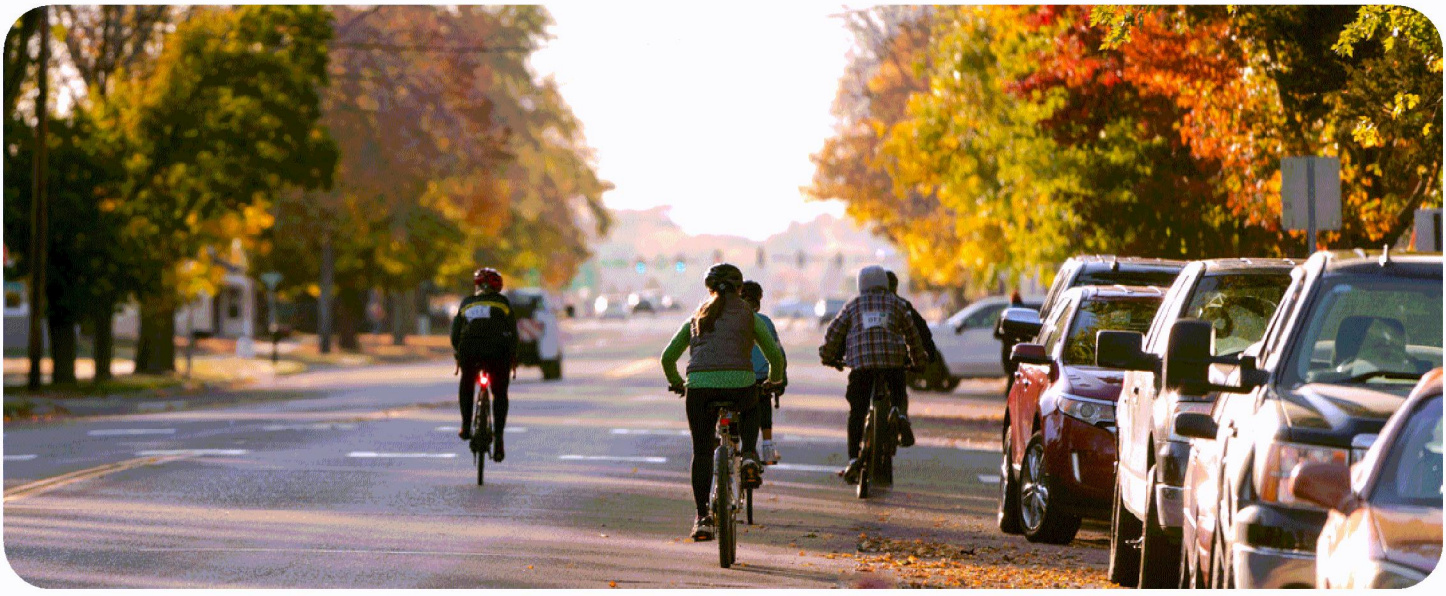
Buffalo Community Schools/PTOs, Buffalo PD, City Engineer, Wright County, MnDOT (if on state highways).

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.



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 2nd day of February 2026.

_____ ATTEST:_____

Steve Downer, Mayor Susan Johnson, City Clerk

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **City Administrator, Taylor Gronau**
PRESENTED BY: **City Administrator, Taylor Gronau; Utilities/IT Director, Jason Meusburger**
AGENDA ITEM: **Buffalo Municipal Utilities Commission Bylaws and Policies Manual**

BACKGROUND SUMMARY:

The City Council adopted Ordinance 2025-3 establishing the Buffalo Municipal Utilities Commission. Following adoption of the ordinance, bylaws and governance policies are needed to guide the Commission's internal operations and working relationships.

The attached Bylaws and Policy Manual address governance and process items not detailed in the ordinance, including:

- Meeting procedures and decision-making practices
- Officer roles, responsibilities, and succession
- Clear separation between Commission governance and staff operations
- Expectations for coordination and communication with the City Council

These documents provide clarity and consistency for the Commission as it begins operations and establish expectations aligned with City administrative practices. City Council approval is required for the bylaws to take effect.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

The proposed PUC aligns with the City Council's Strategic Plan by supporting several key goals:

- Innovative Governance: Promotes transparency, open meetings, and clear roles in utility oversight.
- Long-Term Sustainability: Enhances financial discipline and infrastructure planning through focused, cost-of-service rate setting.
- Community Engagement: Expands resident participation with public meetings and citizen Commission seats.

This model reflects the City's commitment to proactive planning, public accountability, and high-quality service delivery.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): NA
c. Budgeted: Yes

RECOMMENDED ACTION:
It s recommended the City Council approve the Buffalo Municipal Utilities Commission Bylaws and Policy Manual.

Back to Agenda

BUFFALO MUNICIPAL UTILITIES COMMISSION

BYLAWS AND POLICY MANUAL

Adopted: _____

BYLAWS

ARTICLE I – AUTHORITY

Section 1. The Buffalo Municipal Utilities Commission (the "Commission") was created on November 3, 2025, by an ordinance adopted by the City of Buffalo City Council.

Section 2. The Commission is a public utilities commission operating pursuant to and subject to Minnesota Statutes, Sections 412.321 to 412.391, and Buffalo City Code.

ARTICLE II – JURISDICTION

Section 1. T h e Commission has jurisdiction over:

A. The City of Buffalo electric utility; and

B. The City of Buffalo water utility; and

C. The City of Buffalo water reclamation utility.

ARTICLE III – PURPOSE

Section 1. The purpose of the Commission is to provide governance, policy direction, and oversight of the City of Buffalo's municipal utilities as defined in Article II. In fulfilling this role, the Commission is committed to ensuring that municipal utility services are delivered reliably, safely, efficiently, and at competitive rates, while maintaining and sustaining utility infrastructure for current and future use.

ARTICLE IV – COMMISSION MEMBERSHIP

Section 1. Pursuant to Minnesota Statutes and Buffalo City Code, the Commission shall consist of five (5) members. There shall be no fewer than one (1) and not more than two (2) members of the City Council on the Commission.

Section 2. Commissioners shall be appointed by the City Council to staggered terms.

Section 3. Each Commissioner shall serve for a term of three (3) years and until a successor is appointed and qualified.

Section 4. No member of the Commission shall receive a salary except as fixed by the City Council.

ARTICLE V – OFFICERS

Section 1. The Commission shall annually determine a Chair by election from and by its membership. The Chair shall perform such duties as delegated to

the Chair in the Commission's adopted policies. No person shall be elected Chair who has not completed at least one (1) year as a member of the Commission; however, this one-year requirement shall not apply during the first year following the establishment of the Commission.

Section 2. The Commission shall also determine a Vice-Chair of the Commission by election from and by its membership. The Vice-Chair shall perform such duties as delegated to the Vice-Chair in the Commission's adopted policies. The Vice-Chair shall preside at meetings of the Commission if the Chair is absent.

Section 3. The Commission shall also annually determine a Secretary of the Commission by election from and by its membership. The Secretary shall perform such duties as delegated to the Secretary in the Commission's adopted policies.

Section 4. The Commission shall have the power to revoke a Commission member's appointment as Chair, Vice-Chair, or Secretary and elect a replacement if the Commission determines, by a vote of a majority of its members, to do so.

ARTICLE VI – MEETINGS

Section 1. The Commission shall hold at least one (1) regular meeting each month, on the day and at the time designated by the Commission from time to time. Regular meetings shall be noticed as required by Minnesota Statutes.

Section 2. The Commission may hold special meetings from time to time at the request of the Chair or the request of two (2) other Commissioners. Special meetings shall be noticed as required by Minnesota Statutes.

Section 3. No action shall be taken by the Commission except by the affirmative vote of at least three (3) commissioners, which shall constitute a quorum. The votes of members on any action shall be taken by ayes and nays recorded in the minutes.

Section 4. Commission meetings are open to the public unless closed as authorized by Minnesota Statutes.

ARTICLE VII – POWERS

Section 1. The Commission shall have all the powers enumerated in Minnesota Statutes and Buffalo City Code, and, except as provided in the Bylaws and the Commission's adopted Policies, shall exercise those powers on its own behalf.

Section 2. The Commission is responsible for governance, policy direction, and oversight of the municipal utilities and shall act only as a collective body. The Commission delegates responsibility for the day-to-day administration, operation,

and management of the utilities to the City Administrator and Utilities Director, Individual Commissioners shall not direct or supervise utility staff or engage in operational decision-making except through the City Administrator and Utilities Director.

ARTICLE VIII – COMMITTEES

Section 1. The Chair shall appoint committees for study and/or projects as the need arises.

ARTICLE IX – Utilities Director

Section 1. The Commission shall employ a Utilities Director, who shall serve as the administrative officer of the municipal utilities and the primary employee reporting to the Commission. The Utilities Director shall be responsible for the day-to-day administration, operation, and management of the utilities, including staffing and the implementation of Commission-approved policies, budgets, and rates. The Utilities Director shall perform these duties subject to the overall authority of the City Administrator and shall coordinate with the City Administrator, Finance Director, and other City officials as required by law, City policy, or intergovernmental agreement.

ARTICLE X – FINANCES, FUNDS AND REPORTS

Section 1. The Commission shall provide financial governance and oversight, including approval of rates, budgets, financial policies, and acceptance of audits that are in conjunction with the City's policies, audits, and budgeting methods in accordance with Minnesota Statutes and City Code. The administration and maintenance of utility finances, including accounting, billing, internal controls, and day-to-day financial operations, shall be performed by staff under the direction of the City Administrator and Utilities Director in coordination with the City's Finance Department.

ARTICLE XI – APPLICATION AND AMENDMENT

Section 1. In the event that any provision of these Bylaws is or may be in conflict with the laws of any governmental body or power having jurisdiction over the Commission, or over the subject matter to which such provision of these Bylaws applies or may apply, such provision of these Bylaws shall be inoperative to the extent only that the operation thereof unavoidably conflicts with such law and shall in all other respects be in full force and effect.

Section 2. These Bylaws may be amended by the Commission at any regular meeting by a majority vote of the entire Commission, provided the proposed amendment is on the agenda and made public no later than three (3) days before the meeting. Amendments shall become effective when ratified by a majority vote of the Buffalo City Council.

Section 3. In addition to these Bylaws, the Commission may adopt, from time to time, Governance Policies (adopted Policies) that are not inconsistent with City Code, general City of Buffalo Administrative and Personnel Policies, or these Bylaws.

HISTORY:

Adopted: _____

BMU POLICY 2026 – 1

COMMISSION OFFICER ROLES, RESPONSIBILITIES, AND SUCCESSION

PURPOSE:

With this policy, the Commission communicates the functions for which BMU's officers are accountable and the limits of authority that the Commission delegates to its officers.

POLICY:

The offices of the Commission include a Chair, a Vice-Chair, and a Secretary. The Commission shall elect the Chair, Vice-Chair, and Secretary to one-year terms each year during its first regular meeting in the month of January. An officer's term begins that day and expires without action of the Commission upon resignation or death of the officer or upon failure of the officer to comply with the criteria necessary to hold the office. An officer's term is extended without action of the Commission until a successor is duly elected. Any Commission member is eligible for office at any time; however, a Commission member nominated for the position of Chair will normally have served at least one (1) year on the Commission.

Chair

The Chair is accountable to the Commission for the integrity of the Commission's governance process. The Commission authorizes the Chair to call and schedule special meetings, set its meeting agendas, preside over its meetings and, with limitations, represent the Commission to outside parties. The Commission expects the Chair to set and maintain a friendly, respectful and productive tone for all meetings, encouraging full participation of all Commission members, effective deliberation and decision-making, and constructive resolution of disagreements. More specifically:

a. The Commission empowers the Chair, exercising reasonable discretion, to control the conduct of all meetings. This includes, but is not limited to, determining the time to be devoted to any matter before the Commission, whether any person in attendance may address the Commission on any subject and the order or duration of any presentations or comments permitted, closure of discussion on any matter before the Commission, and expulsion of any person whose conduct is disruptive. The Commission may, by a motion and majority vote of the Commissioners present, overrule the Chair on decisions related to the conduct of meetings.

b. For purposes of meeting management, the Commission adopts the Rules contained in the current edition of Robert's Rules of Order Newly Revised for all situations to which they are applicable and in which they are not

inconsistent with City Code, general City of Buffalo Administrative and Personnel Policies, BMU Bylaws, or BMU Governance Policies. Failure to strictly adhere to the Rules shall not be cause to overturn Commission action.

c. The Commission authorizes the Chair to execute official documents on its behalf.

d. The Commission empowers the Chair to organize the work of the Commission, and to assign specific tasks to Commission members and to Committees established by the Commission.

e. The Chair may represent the Commission to outside parties in announcing Commission- stated positions and in stating decisions and interpretations of Commission policy within the areas delegated by the Commission. The Chair will report to the Commission, as soon as practical, any communications made on behalf of the Commission. Representation of the Commission to outside parties is subject to the following limitations:

   i. Communications must be consistent with BMU's core purpose, core values, and mission, and with the role and authority of the Commission as set forth by Commission policies.

   ii. Communications must, as far as practical, represent the collective wisdom or position of the Commission.

   iii. Communications must be limited to deliberations already conducted, actions taken, or decisions made. Communications must not be speculative in nature.

f. The Chair may delegate the authority granted in this policy to others (e.g. Vice-Chair) but remains accountable for its use.

Vice-Chair

The principal function of the Commission Vice-Chair is to prepare for the office of Chair and to take over the functions of the Chair when the Chair is unavailable, or otherwise at the request of the Chair.

Secretary

The secretary or, his/her designee, shall attend all meetings of the members and record all votes and the minutes of all proceedings. The secretary shall perform such other duties as may be prescribed by the members. The official record of the proceedings of the Commission shall be kept on file at the principal office of the Commission.

HISTORY:

Adopted: _____

BMU POLICY 2026 – 2

COMMISSION – CITY COUNCIL RELATIONSHIP AND ROLES

PURPOSE:

With this policy, the Commission describes its role in relation to the Buffalo City Council and the way in which it desires to interact with the City Council.

POLICY:

The Commission and the City Council share the responsibility for ensuring effective governance of Buffalo Municipal Utilities (BMU) for the benefit of the City, its citizens, and BMU's customers. The Commission desires to maintain a working relationship with the City Council that will enable both bodies to coordinate and carry out their separate responsibilities so that BMU is governed with excellence.

Although governed autonomously by the Commission, BMU is part of the City of Buffalo's City government. This creates opportunities for bringing greater value to the stakeholders of both the City and BMU through a hybrid of municipal utilities and city governance. It is the intent of the Commission to align its governance structures and processes with the city in ways that will realize opportunities for greater value.

Consistent with the preceding, the Commission will:

1. Routinely monitor, evaluate, and strive to improve its performance, keeping the City Council informed in a thorough and timely manner about the effectiveness of the Commission's governance with respect to the following:

    a. Compliance with legal and fiduciary responsibilities;

    b. Compliance with City Code, general City of Buffalo Administrative and Personnel Policies, Commission Bylaws, or Commission Governance Policies that are periodically reviewed and updated, and that set expectations for BMU's strategic and business results, governance, and management.

2. Support BMU's active participation in the City's Housing and Redevelopment Authority (HRA), representing the interests of BMU's stakeholders and working to develop common goals for economic development.

3. Provide an opportunity for the City Council to meet jointly with the

Commission at least once every year. The meeting will be held following completion of the annual independent financial audit. The focus of this joint meeting will be a report by the Commission to the Council on BMU's financial and operating results for the preceding fiscal year, along with an opportunity for the Council to provide input to the Commission on matters related to planning and budgeting for the next fiscal year. The Commission may request or recommend additional joint meetings for other specific purposes.

4. Develop, update as necessary, and provide to the Mayor and City Council documentation that is intended to ensure the appointment of qualified and committed BMU Commissioners. Such documentation will include relevant knowledge and experience, core competencies, and character traits that are consistent with the Commission's requirements and commitments to effective governance. The Commission's expectation is that the City Council will use this information to appoint persons who are appropriately qualified and well-informed about the expectations for service as a commissioner.

HISTORY:

Adopted: _____

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **City Administrator, Taylor Gronau**
PRESENTED BY: **City Administrator, Taylor Gronau; Utilities/IT Director, Jason Meusburger; Finance Director/Assistant City Administrator, Josh Kent**
AGENDA ITEM: **Payments in Lieu of Taxes, Donations and Shared Services Agreement with Buffalo Municipal Utilities**

BACKGROUND SUMMARY:

The City of Buffalo and Buffalo Municipal Utilities have historically maintained a cooperative financial and operational relationship that includes budgetary transfers, or payments in lieu of taxes (PILOT), shared services, and in-kind support. Municipal utilities commonly provide PILOT payments to the communities they serve to help support general governmental services.

The attached agreement establishes a clear and transparent framework governing PILOT payments, donations, shared services, and interfund loans between the City and BMU. The agreement is intended to support city services, help reduce reliance on property taxes, and ensure BMU remains financially sound, competitive, and capable of meeting infrastructure, personnel, and customer service needs.

This initial agreement is subject to approval by the City Council only. Any future amendments or successor agreements will require approval by both the City Council and the Buffalo Municipal Utilities Commission, consistent with the terms of the agreement. Key terms include:

PILOT Calculation:

- 5.5% of Electric Fund operating revenues to the City General Fund
- 0.25% of Electric Fund operating revenues to the HRA Fund for commercial/industrial park development
- 0.5% of Water Fund operating revenues to the City General Fund
- 0.5% of Sewer (Water Reclamation) Fund operating revenues to the City General Fund

Payment Structure:

- Beginning in 2027, PILOT amounts will be calculated using the three most recently completed annual audits and paid monthly.
- The 2026 PILOT amount remains as previously approved and budgeted, with the new methodology effective January 1, 2027.

Donations and In-Kind Assistance:

- Allows for operationally beneficial in-kind assistance between the City and BMU, with decisions made jointly by the City Administrator and Utilities Director.

Shared Services:

- Requires annual reporting of shared costs and projected allocations.

Interfund Loans:

- Establishes approval requirements and documentation standards consistent with City financial policies.

The PILOT amounts for calendar year 2026 have already been approved by the City Council and are included in the adopted 2026 budget. No budget amendment is required as a result of this action.

The 2026 budgeted PILOT allocations are as follows:

Fund Transfer	2026 Budgeted Amount
Electric Fund to General Fund	$1,055,000
Water Fund to General Fund	$27,500
Sewer (Water Reclamation) Fund to General Fund	$27,500

For informational purposes, staff evaluated what the 2026 PILOT allocations would have been if the calculation methodology outlined in the proposed agreement had been applied. Under the agreement formula, the estimated 2026 allocations would have been:

Fund Transfer	Estimated 2026 Under Agreement
Electric Fund to General Fund	$1,033,144
Electric Fund to HRA Fund	$46,961
Water Fund to General Fund	$22,378
Sewer (Water Reclamation) Fund to General Fund	$28,765

The 2026 PILOT amounts are generally consistent with the proposed methodology, with the new calculation taking effect January 1, 2027 through the normal budget process.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

This agreement supports the City Council's Strategic Plan by promoting long-term financial sustainability, transparency, economic development, and effective intergovernmental coordination.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): See above.
c. Budgeted: Yes

RECOMMENDED ACTION:
It is recommended the City Council approve the Payments in Lieu of Taxes, Donations and Shared Services Agreement between the City of Buffalo and Buffalo Municipal Utilities (BMU).

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City of Buffalo and Buffalo Municipal Utilities
Payments in Lieu of Taxes, Donations and Shared Services Agreement

PURPOSE:
The success of Buffalo Municipal Utilities (BMU) is linked with the success of the City of Buffalo and our community. It is common for a municipal utility to provide a Payment in Lieu of Taxes (PILOT) and other contributions to the city it serves, regardless of separation of governance. Although common, this contribution should not inhibit BMU's ability to make repayment on debt, cause BMU to become non-competitive, inhibit needed investment in personnel and infrastructure, or hurt BMU's ability to meet the needs of their customers. For these reasons, this Agreement should be reviewed at least once every three (3) years by the City Council and Municipal Utilities Commission. Except for the first agreement as established by the City Council, any changes made to this Agreement are required to be approved by both the City of Buffalo and BMU in this agreement.

SCOPE:
The purpose of the Agreement is to define the basis of the PILOT payment remitted to the City of Buffalo by BMU, donations, and shared services.

PILOT CALCULATION:
The PILOT transfer from BMU to the City of Buffalo shall be as follows:

1. Five and a half percent (5.5%) of the operating revenues generated by BMU's Electric Fund to the City's General Fund.
2. Quarter percent (.25%) of operating revenues generated by BMU's Electric Fund to the Housing & Redevelopment Authority (HRA) Fund to be used for buildout of the new commercial/industrial park.
3. Half percent (.5%) of operating revenues generated by BMU's Water Fund to the City's General Fund.
4. Half percent (.5%) of operating revenues generated by BMU's Water Reclamation Fund to the City's General Fund.

FUNDING:
Beginning in 2027, the annual PILOT amount shall be calculated based on the three (3) most recently completed annual audits. The recalculated PILOT amount shall become effective at the start of the next fiscal year.

The annual PILOT amount shall be paid to the City on a monthly basis, with BMU remitting one-twelfth (1/12) of the annual amount each month.

The PILOT amount for calendar year 2026 has been previously approved and budgeted and shall remain in effect for that year. The PILOT calculation methodology set forth in this Agreement shall become effective January 1, 2027.

DONATIONS:
Because of specialized skills, equipment, and products, BMU and the City of Buffalo may from time to time provide in-kind assistance to one another when it improves operational efficiency. Such assistance may include, but is not limited to, BMU providing water for use by the Buffalo Fire Department (BFD) for fire suppression within the City of Buffalo, maintenance of street lighting, assistance with locating and installing underground fiber optics, etc.

Decisions regarding in-kind assistance or donations between BMU and the City of Buffalo shall be made jointly by the City Administrator and the Utilities Director, based on operational needs and community benefit.

SHARED SERVICES:
Certain employees, facilities, contracts, and services are shared between the City of Buffalo and BMU. The City Administrator and Utilities Director, in coordination with the Finance Department, shall be responsible for determining the appropriate allocation of these shared costs.

An annual report detailing the prior year's actual shared costs and projected allocations for the upcoming year shall be prepared and presented to the City Council and the Municipal Utilities Commission.

Any new or renewed shared expenses between the City of Buffalo and BMU must receive approval from both the City Council and the Municipal Utilities Commission and shall comply with the City's adopted financial policies.

INTERFUND LOANS:
From time to time, it may be necessary and beneficial to loan cash from one fund to another. Any such interfund loan shall be documented through a separate Interfund Loan Agreement. Interfund loans between City governmental funds and BMU funds shall require approval by both the City Council and the Municipal Utilities Commission. Interfund loans between BMU utility funds, including electric, water, and water reclamation funds, shall require approval by the Municipal Utilities Commission only. Each Interfund Loan Agreement shall specify the amount of the loan, the permitted uses of the funds, and the repayment terms, including the amortization schedule and applicable interest rate. All interfund loans shall be conducted in compliance with the City's financial policies and procedures.

EFFECTIVE DATE:
This Agreement is effective February _____, 2026.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on this _____ day of February 2026.

CITY OF BUFFALO

By_____
Its Mayor

By_____
Its City Administrator

BUFFALO MUNICIPAL UTILITIES COMMISSION

By_____
Its Chair

By_____
Its Utilities Director

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **Airport Manager Chris Fredrick**
PRESENTED BY: **Airport Manager Chris Fredrick**
AGENDA ITEM: **Runway 18/36 Stormwater Modeling Project**

BACKGROUND SUMMARY:

The intent of the Runway 18/36 Stormwater Modeling Project is to establish measurable goals to address specific water rate and volume management issues in and around the Buffalo Municipal Airport and set in motion a sustainable approach to stormwater rate control, addressing existing deficiencies and providing opportunities for future growth of the Buffalo Municipal Airport.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

This alligns with City Council Strategic Plan to help alleviate water issues at the airport and throughout the City of Buffalo watershed areas.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $6040.80
b. Funding Source(s): MnDOT Aeronautics Grant: State 70% and Local Share of 30%
c. Budgeted: Yes

RECOMMENDED ACTION:

It is recommended that the Council accept the State of Minnesota grant agreement for Runway 18/36 Stormwater Modeling Project at the Buffalo Municipal Airport including approval of Resolution 2026-4.

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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

December 16, 2025

Taylor Gronau, City Administrator
City of Buffalo, MN
212 Central Avenue
Buffalo, MN 55313

RE: Proposal for Airport Stormwater Modeling

Dear Taylor,

Bolton & Menk is pleased to submit our proposal for Professional Services for the Stormwater Modeling project at the Buffalo Municipal Airport.

Project Description

The intent of the Stormwater Modeling is to establish measurable goals to address specific water rate and volume management issues in and around the Buffalo Municipal Airport and set in motion a sustainable approach to stormwater rate control, addressing existing deficiencies and providing opportunities for future growth of the Buffalo Municipal Airport.

The project will be broken into two phases.

Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities
Phase 2: Develop Proposed Runoff Rate and Storage Solutions

Airport/Willow Creek Floodplain Assessment

During Phase 1, we will begin our work developing a more detailed existing conditions model in the airport and Willow Creek subwatershed area. This will expedite the flood assessment in this region, and support questions and answers surrounding future airport development.

Once the results of the airport/Willow Creek assessment is complete, we will schedule a meeting to discuss next steps. This could mean initiating a portion of the Phase 2 work to develop volume management solutions in the subwatershed area.

Scope of Services

Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities

Task 1.1: Populate Existing Conditions – GIS Model

- Data from the city's SWMP (~2003) will be leveraged to update the hydraulic modeling. This data includes subwatershed delineations and HydroCAD models.
- Additional delineations, or modifications/updates based on development since 2003 will enhance the current data.
- Bolton & Menk will also explore our database and history of modeling to populate subwatersheds and expedite the delineation process.
- We will utilize available as-built data to bridge any gaps in the GIS data. We will also highlight any gaps that may require future survey data.

Task 1.2: Develop Existing Conditions – Hydraulics Model

- Build a new hydraulic and hydrologic model using PCSWMM. This will leverage other active studies in motion, including the airport flood assessment and stormwater reuse studies.
- The goal will be to develop enough resolution to identify future water rate management solutions and prepare the tool for future updates and increased detail.

Task 1.3: Identify System Deficiencies

- Leverage hydraulic modeling results to identify potential system capacity issues. We anticipate the following modeling outputs.
    - 10-year pipe capacity. Use results to map pipes that have flows less than the gravity capacity, those that are operating under pressure flow but not causing surface flooding, and those that are over capacity and causing surface flooding.
    - 100-year pond and surface storage capacity. Use modeling results to identify ponds and surface storage areas that have bounce elevations less than the "top of pond" elevation, those that bounce high enough to use the emergency overflow but do not impact adjacent structures, and those that may bounce high enough to be within 1-foot of a structure.
    - 100-year pond outlet pipe capacity. For pipes that are connected to the pond or surface storage outlet, we will test the downstream pipe capacity for the 100-year storm. As flows accumulate in the pipe and are routed downstream, sustainable solutions should provide 100-year capacity to ensure upstream structures are protected.
- Potential system issues may also correlate to subwatershed areas that generate the highest volume of runoff and the highest potential for pollution. This assessment will be validated by the results of the P8 model, especially in untreated subwatersheds.
- Develop a map of highest pollutant loading, locations of largest access to stormwater, availability of public land/parcels, and their proximity to other natural resources.
- Meet with City Staff to describe and validate the observed system deficiencies and to discuss the potential for proposed BMP locations. This step is critical in building confidence in the modeling results.

NOTE: We will model the current Atlas 14 rainfall depths with MSE3 rainfall distribution for the 2-year, 5-year, 10-year, 25-year, 50-year, and 100-year events. Our primary system capacity assessment will focus on the current 10-year and 100-year storms. Additional items to consider for future system assessments and resiliency planning can include looking at future projected storms, or using storm translation methods; surface and pond flooding inundation mapping; other future infrastructure improvements; etc. Furthermore, Atlas 15 is imminent. If Atlas 15 is released during this study, we will work with the city to understand its impacts to the modeling efforts and develop an appropriate plan of action to incorporate it.

Task 1.4: Finalize Modeling Results and Discuss Proposed Water Rate and Storage Needs

- Finalize modeling results and generate deliverables that tell the story of the current conditions and set the stage for future improvements.

Phase 2: Develop Proposed Runoff Rate Solutions

Task 2.1: Develop Proposed Runoff Rate and Storage Solutions

- Analyze modeling results and systems deficiencies to target stormwater runoff rate management solutions.
- Develop concept-level storage solutions, infrastructure improvements, flow rerouting, etc. to mitigate surface impacts and protect downstream resources.
- Identify and highlight other potential volume solutions, including potential infiltration (limited), conversion of existing impervious, etc. or identifying potential policy changes where additional peak flow mitigation, or overall impervious construction limits, could improve future runoff conditions.

Fees

Bolton & Menk, Inc. understands the importance of delivering project tasks on time and within budget. We closely monitor our time, budget, and efficiency of our staff to provide value and savings to our clients. We propose to provide the described work on an HOURLY NOT TO EXCEED contract up to a total fee of **$20,136**. The following table describes the anticipated Phase and Task breakdown to complete the project. Hours will be billed monthly only for work completed on the project.

Bolton & Menk, Inc. understands the proposed scope of work is dynamic and subject to modification; therefore, our scope of services and estimated fee is open to further negotiation. Fees that are normal and customary expenses associated with operating a professional business will not be charged separately. Unless otherwise agreed, the above rates include vehicle and personal expenses, mileage, telephone, and routine expendable supplies; and no separate charges will be made for these activities and materials.

TASK NO.	WORK TASK DESCRIPTION	City Engineer	Project Manager	Design Engineer	Total Hours	Total Cost
Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities						
1.1	Populate Existing Conditions – GIS Model	1	0	8	9	$1,380
1.2	Develop Existing Conditions – Hydraulics Model	0	5	49	54	$8,485
1.3	Identify System Deficiencies	1	6	10	17	$3,042
1.4	Finalize Modeling Results & Discuss Proposed Water Rate & Storage Needs	2	2	2	6	$1,114
	SUBTOTAL HOURS	4	13	69	86	
	SUBTOTAL FEE	$720	$2,951	$10,350		$14,021
Phase 2: Develop Proposed Runoff Rate Solutions						
2.1	Develop Proposed Runoff Rate and Storage Solutions	2	4	31	37	$6,115
	SUBTOTAL HOURS	2	4	31	37	
	SUBTOTAL FEE	$370	$940	$4,805		$6,115
	TOTAL HOURS					**123**
	TOTAL FEE					**$20,136**

Bolton & Menk, Inc. puts a high priority on ensuring that our company's efforts are consistent with our clients' needs. If you find this proposal acceptable, please return a signed and dated copy of this proposal.

Sincerely,

Bolton & Menk, Inc.

Justin Kanas, P.E.
Municipal Project Manager – Principal

****

Authorization and acceptance of this letter proposal.

City of Buffalo, Minnesota

Mr. Taylor Gronau
City Administrator

12/17/2025
Date

STATE OF MINNESOTA
STATE AIRPORTS FUND
GRANT AGREEMENT

This agreement is between the State of Minnesota, acting through its Commissioner of Transportation ("State"), and the City of Buffalo, 212 Central Ave Buffalo MN 55313-1627 ("Grantee").

RECITALS

1. Minnesota Statutes Chapter 360 authorizes State to provide financial assistance to eligible airport sponsors for the acquisition, construction, improvement, marketing, maintenance, or operation of airports and other air navigation facilities.
2. Grantee owns, operates, controls, or desires to own an airport ("Airport") in the state system, and Grantee desires financial assistance from the State for an airport improvement project (State Project #8601-47) ("Project").
3. Grantee represents that it is duly qualified and agrees to perform all services described in this agreement to the satisfaction of the State. Pursuant to Minn.Stat.§16B.98, Subd.1, Grantee agrees to minimize administrative costs as a condition of this Agreement.

AGREEMENT TERMS

1. **Term of Agreement, Survival of Terms, Project Plans, and Incorporation of Exhibits**
   - 1.1 **Effective Date.** This Agreement will be effective on the date the State obtains all required signatures under Minn. Stat.§16B.98, Subd. 5. As required by Minn.Stat.§16B.98 Subd. 7, no payments will be made to Grantee until this Agreement is fully executed. Grantee must not begin work under this Agreement until it is fully executed, and Grantee has been notified by the State to begin the work.
   - 1.2 **Expiration Date.** This Agreement will expire on **June 30th, 2030**, or when all obligations have been satisfactorily fulfilled, whichever occurs first.
   - 1.3 **Survival of Terms.** All clauses which impose obligations continuing in their nature and which must survive in order to give effect to their meaning will survive the expiration or termination of this Agreement, including, without limitation, the following clauses: Airport Operations, Maintenance and Conveyance; Transfer of Interest; Indemnification; State Audits; Government Data Practices and Intellectual Property; Workers Compensation; Publicity and Endorsement; Governing Law, Jurisdiction and Venue; and Data Disclosure.
   - 1.4 **Project Plans, Specifications, Descriptions.** Grantee has provided the State with the plans, specifications, and a detailed description of the Project which are on file with the State's Office of Aeronautics and are incorporated into this Agreement by reference.
   - 1.5 **Exhibits.** Exhibit(s) **A** through **B are** attached and incorporated into this Agreement.
2. **Grantee's Duties**
   - 2.1 **Project Completion and Changes.** Grantee will complete the Project in accordance with the plans, specifications, and detailed description of the Project. Grantee will notify State's Authorized Representative in advance of any meetings taking place relating to the Project. Any changes to the plans or specifications of the Project after the effective date of this Agreement will be valid only if made by written amendment signed by the same parties who executed the original agreement, or their successors in office.
   - 2.2 **Registered Engineer Designation.** If the Project involves construction, Grantee will designate a registered engineer to oversee the Project work. If, with the State's approval, Grantee elects not to have such services performed by a registered engineer, then Grantee will designate another responsible person to oversee such work.
   - 2.3 **Policy Compliance.** Grantee will comply with all the required grants management policies and procedures of Minn.Stat.§16B.97, Subd. 4(a)(1).

2.4 **Publication of Grantee Contact Information.** Under Minnesota Statute § 16B.98, if a grantee has a website, the names and contact information for the grant administrator(s) and organization's leadership must be clearly published.

2.5 **Asset Monitoring.** If Grantee uses funds obtained through this Agreement to acquire a capital asset, the Grantee is required to use that asset for a public aeronautical purpose for the normal useful life of the asset. Grantee may not sell or change the purpose of use for the capital asset(s) obtained with grant funds under this Agreement without prior written consent of the State and an amendment to this Agreement executed and approved by the same parties who executed and approved this Agreement, or their successors in office.

2.6 **Airport Operations, Maintenance, and Conveyance.** Pursuant to Minnesota Statutes §360.305, subd. 4(d)(1), Grantee must operate the Airport as a licensed, municipally-owned public airport at all times of the year for a period of **20 years** from the date Grantee receives final reimbursement under this Agreement. The Airport must be maintained in a safe, serviceable manner for public aeronautical purposes only.

2.7 **Transfer of Interest.** Without prior written approval from the State, Grantee will not transfer, convey, encumber, assign, or abandon its interest in the Airport or in any real or personal property purchased or improved under this Agreement. If the State approves such a transfer or change in use, the State may impose, at its sole discretion, conditions and/or restrictions on such transfer, with which Grantee must comply.

3. **Time.** Grantee must comply with all the time requirements described in this Agreement. In the performance of this Agreement, time is of the essence.

4. **Cost Participation and Payment**

4.1 **Cost Participation.** Costs for the Project will be proportionate and allocated accordingly between the federal government, the State, and Grantee as described in Exhibit B.

4.1.1 **Federal Funding.** No federal funds are authorized for the Project. In the event federal reimbursement becomes available for the Project, the State will be entitled to recover from such federal funds an amount not to exceed the state funds advanced for this Project. No more than 95% of the amount due under this Agreement will be paid by the State until the State determines that Grantee has complied with all terms of this Agreement and furnished all necessary records.

4.2 **Sufficiency of Funds**. Pursuant to Minnesota Rule 8800.2500, Grantee certifies that: (1) it presently has sufficient unencumbered funds available to pay for its share of the Project; (2) it has the legal authority to engage in the Project as proposed; and (3) the Project will be completed without undue delay.

4.3 **Total Obligation.** The State's total obligation for all compensation and reimbursements to Grantee under this Agreement will not exceed **$14,095.20.**

4.4 **Payment**

4.4.1 **Invoices.** Grantee will submit invoices for payment by credit application via email. The form Grantee will use to submit invoices can be found on the Airport development forms website: https://www.dot.state.mn.us/aero/airportdevelopment/forms.html. The State's Authorized Representative, as named in this Agreement, will review each invoice against the approved grant budget and grant expenditures to-date before approving payment. The State will promptly pay Grantee after Grantee presents an itemized invoice for the services actually performed and the State's Authorized Representative accepts the invoiced services. Invoices must be submitted timely and according to the following schedule: **Upon completion of the services.**

4.4.2 **All Invoices Subject to Audit.** All invoices are subject to audit, at the State's discretion.

4.4.3 **Expiration of Reimbursement.** Grantee must submit all final invoices for reimbursement no later than ninety (90) calendar days after the expiration date of this Agreement. Any invoices received after this 90-day period will not be eligible for payment.

4.4.4 **State's Payment Requirements**. The State will promptly pay all valid obligations under this Agreement as required by Minnesota Statutes §16A.124. The State will make undisputed payments no later than thirty (30) days after receiving Grantee's invoices for services performed. If an invoice is incorrect, defective or

otherwise improper, the State will notify Grantee within ten (10) days of discovering the error. After the State receives the corrected invoice, the State will pay Grantee within thirty (30) days of receipt of such invoice.

4.4.5 **Grantee Payment Requirements.** Grantee must pay all Project contractors promptly. Grantee will make undisputed payments no later than thirty (30) days after receiving an invoice. If an invoice is incorrect, defective, or otherwise improper, Grantee will notify the contractor within ten (10) days of discovering the error. After Grantee receives the corrected invoice, Grantee will pay the contractor within thirty (30) days of receipt of such invoice.

4.4.6 **Grant Monitoring Visit and Financial Reconciliation**. If the State's total obligation is greater than $50,000.00, the State will conduct at least one monitoring visit and financial reconciliation of Grantee's expenditures. If the State's total obligation is greater than $250,000.00, the State will conduct annual monitoring visits and financial reconciliations of Grantee's expenditures.

4.4.6.1 The State's Authorized Representative will notify Grantee's Authorized Representative where and when any monitoring visit and financial reconciliation will take place, which state employees and/or contractors will participate, and which Grantee staff members should be present. Grantee will be provided notice prior to any monitoring visit or financial reconciliation.

4.4.6.2 Following a monitoring visit or financial reconciliation, Grantee will take timely and appropriate action on all deficiencies identified by the State.

4.4.6.3 At least one monitoring visit and one financial reconciliation must be completed prior to final payment being made to Grantee.

4.4.7 **Closeout.** The State will determine, at its sole discretion, whether a closeout audit is required prior to final payment approval. If a closeout audit is required, final payment will be held until the audit has been completed. Monitoring of any capital assets acquired with grant funds will continue following grant closeout.

4.4.8 **Closeout Deliverables.** At the close of the Project, Grantee must provide the following deliverables to the State before the final payment will be released by the State:

4.4.8.1 Electronic files of construction plans as both PDF and MicroStation compatible formats.

4.4.8.2 Electronic files of as-builts as both PDF and MicroStation compatible formats.

4.4.8.3 Electronic files of planning documents, including without limitation, airport layout plans and airport zoning plans, as PDF, MicroStation and GIS compatible formats.

4.5 **Contracting and Bidding Requirements.** Prior to publication, Grantee will submit to the State all solicitations for work to be funded by this Agreement. Prior to execution, Grantee will submit to the State all contracts and subcontracts between Grantee and third parties to be funded by this Agreement. The State's Authorized Representative has the sole right to approve, disapprove, or modify any solicitation, contract, or subcontract submitted by Grantee. All contracts and subcontracts between Grantee and third parties must contain all applicable provisions of this Agreement. The State's Authorized Representative will respond to a solicitation, contract, or subcontract submitted by Grantee within ten (10) business days.

5. **Conditions of Payment.** All services provided by Grantee under this Agreement must be performed to the State's satisfaction, as determined at the sole discretion of the State's Authorized Representative and in accordance with all applicable federal, state, and local laws, ordinances, rules, and regulations. Grantee will not receive payment for work found by the State to be unsatisfactory or performed in violation of federal, state, or local law. No more than 95% of the amount due to Grantee under this Agreement will be paid by the State until it determines that Grantee has complied with all terms and conditions of this Agreement and has furnished all necessary records. In the event the Airport fails to pass any periodic inspection conducted by a representative of the State's Office of Aeronautics, Grantee will not receive payment under this Agreement until all deficiencies identified by any such inspection have been rectified to the Office of Aeronautics' satisfaction.

6. **Authorized Representatives**
   6.1 The State's Authorized Representative is:
   John Fleming, Regional Planner - Central, 395 JOHN IRELAND BOULEVARD, MS 410 ST. PAUL, MINNESOTA 55155-1800, 612-289-4106, john.fleming@state.mn.us, or their successor. The State's Authorized Representative, or their designee, is responsible for monitoring Grantee's performance and is authorized to accept the services provided under this Agreement. If the services are satisfactory, the State's Authorized Representative will certify acceptance on each invoice submitted for payment.

   6.2 Grantee's Authorized Representative is:
   Taylor Gronau, City Administrator, 212 Central Ave Buffalo MN 55313-1627, 763-682-0296, Taylor.Gronau@ci.buffalo.mn.us, or their successor. If Grantee's Authorized Representative changes at any time during the term of this agreement, Grantee must immediately notify the State.

7. **Assignment; Amendments; Waiver; Agreement Complete; Electronic Records; Certification**
   7.1 **Assignment.** Grantee may neither assign nor transfer any rights or obligations under this Agreement without the prior written consent of the State and a fully executed Assignment Agreement, executed and approved by the same parties who executed and approved this Agreement, or their successors in office.

   7.2 **Amendments.** Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original agreement, or their successors in office.

   7.3 **Waiver.** If the State fails to enforce any provision of this Agreement, that failure does not waive the provision or the State's right to subsequently enforce it.

   7.4 **Agreement Complete.** This Agreement contains all negotiations and agreements between the State and Grantee. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

   7.5 **Electronic Records and Signatures.** The parties agree to contract by electronic means. This includes using electronic signatures and converting original documents to electronic records.

   7.6 **Certification.** By signing this Agreement, Grantee certifies that it is not suspended or debarred from receiving federal or state awards.

8. **Liability and Indemnification.** Each party is responsible for its own acts, omissions, and the results thereof to the extent authorized by law and will not be responsible for the acts or omissions of others, or the results thereof. Minnesota Statutes § 3.736 and other applicable law govern liability of the State. Minnesota Statutes Chapter 466 and other applicable law govern liability of Grantee. Notwithstanding the foregoing, Grantee will indemnify, hold harmless, and defend (to the extent permitted by the Minnesota Attorney General) the State against any claims, causes of actions, damages, costs (including reasonable attorneys' fees), and expenses arising in connection with the services performed under this Agreement, asserted by, or resulting from the acts or omissions of, Grantee's contractors, consultants, agents or other third parties under the direct control of Grantee.

9. **State Audits.** Under Minn. Stat. § 16B.98 Subd. 8, the books, records, documents, and accounting procedures and practices of Grantee, or those of any other party relevant to this Agreement, or transactions resulting from this Agreement, are subject to examination by the State and/or the State Auditor, Legislative Auditor, or Attorney General as appropriate, for a minimum of six (6) years from: (1) the expiration or termination of this Agreement, (2) the receipt and approval of all final reports, or (3) the period of time required to satisfy all state and program retention requirements (available at: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=10358099), whichever is later. Grantee will take timely and appropriate action on all deficiencies identified by an audit.

10. **Government Data Practices and Intellectual Property Rights**
    10.1 **Government Data Practices.** Grantee and the State must comply with the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, as it applies to all data provided by the State under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by Grantee under this Agreement. The civil remedies of Minn. Stat. §13.08 apply to the release of the data referred to in this clause by either Grantee or the State. If Grantee receives a request to release the data referred to herein, Grantee must

immediately notify the State and consult with the State as to how Grantee should respond to the request. Grantee's response to the request must comply with applicable law.

10.2 **Intellectual Property Rights.**

10.2.1 **Ownership.** The State owns all rights, title and interest in all of the intellectual property rights, including copyrights, patents, trade secrets, trademarks and service marks in the Works and Documents created and paid for under this Agreement. "Works" means all inventions, improvements, discoveries (whether or not patentable), databases, computer programs, reports, notes, studies, photographs, negatives, designs, drawings, specifications, materials, tapes and disks conceived, reduced to practice, created or originated by Grantee, its employees, agents and subcontractors, either individually or jointly with others in the performance of this Agreement. Works includes Documents. "Documents" are the originals of any databases, computer programs, reports, notes, studies, photographs, negatives, designs, drawings, specifications, materials, tapes, disks or other materials, whether in tangible or electronic forms, prepared by Grantee, its employees, agents or subcontractors, in the performance of this Agreement. The Documents will be the State's exclusive property, and Grantee must immediately return all such Documents to the State upon completion or cancellation of this Agreement. To the extent possible, those Works eligible for copyright protection under the United States Copyright Act will be deemed to be "works made for hire." Grantee assigns all right, title and interest it may have in the Works and the Documents to the State. Grantee must, at the request of the State, execute all papers and perform all other acts necessary to transfer or record the State's ownership interest in the Works and Documents.

10.2.2 **Obligations**

10.2.2.1 **Notification**. Whenever any invention, improvement or discovery (whether or not patentable) is made or conceived for the first time or actually or constructively reduced to practice by Grantee, including its employees and subcontractors, in the performance of this Agreement, Grantee will immediately give the State's Authorized Representative written notice thereof and must promptly furnish the State's Authorized Representative with complete information and/or disclosure thereon.

10.2.2.2 **Representation**. Grantee must perform all acts and take all steps necessary to ensure that all intellectual property rights in the Works and Documents are the sole property of the State and that neither Grantee nor its employees, agents or subcontractors retain any interest in and to the Works and Documents. Grantee represents and warrants that the Works and Documents do not and will not infringe upon any intellectual property rights of other persons or entities. Other indemnification obligations of this Agreement notwithstanding, Grantee will indemnify, defend, to the extent permitted by the Attorney General, and hold harmless the State from any action or claim brought against the State to the extent such action is based on a claim that all or part of the Works or Documents infringe upon the intellectual property rights of others. Grantee will be responsible for payment of any and all such claims, demands, obligations, liabilities, costs and damages, including but not limited to, attorneys' fees. If such a claim or action arises, or in either party's opinion is likely to arise, Grantee, at the State's discretion, must either: (1) procure for the State the right or license to use the intellectual property rights at issue, or (2) replace or modify the allegedly infringing Works or Documents as necessary and appropriate to obviate the infringement claim. This remedy of State will be in addition to and not exclusive of other remedies provided by law.

11. **Workers' Compensation**. Grantee certifies that it is in compliance with Minn. Stat. §176.181 subd. 2, pertaining to workers' compensation insurance coverage. Grantee's employees and agents will not be considered State employees. Any claims that may arise under the Minnesota Workers' Compensation Act on behalf of Grantee's employees, as well as any claims made by any third party as a consequence of any act or omission on the part of Grantee's employees are in no way the State's obligation or responsibility.

12. **Publicity and Endorsement**

12.1 **Publicity.** Any publicity regarding the subject matter of this Agreement must identify the State as the sponsoring agency and must not be released without prior written approval from the State's Authorized Representative. For purposes of this provision, publicity includes notices, informational pamphlets, press

releases, research, reports, signs, and similar public notices prepared by or for Grantee individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Agreement. All projects primarily funded by state grant appropriation must publicly credit the State of Minnesota, including on Grantee's website when practicable.

12.2 **Endorsement.** Grantee must not claim that the State endorses its products or services.

13. **Governing Law, Jurisdiction, and Venue.** Minnesota law, without regard to its choice-of-law provisions, governs this Agreement. Venue for all legal proceedings arising out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

14. **Termination; Suspension**

14.1 **Termination.** The State or Commissioner of Administration may unilaterally terminate this Agreement at any time, with or without cause, upon written notice to Grantee. Upon termination, Grantee will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed.

14.2 **Termination for Cause.** The State may immediately terminate this Agreement if the State finds that there has been a failure to comply with the provisions of this Agreement, that reasonable progress has not been made, that fraudulent or wasteful activity has occurred, that Grantee has been convicted of a criminal offense relating to a state grant agreement, or that the purposes for which the funds were granted have not been or will not be fulfilled. The State may take action to protect the interests of the State of Minnesota, including the refusal to disburse additional funds and requiring the return of all or part of the funds already disbursed.

14.3 **Termination for Insufficient Funding.** The State may immediately terminate this Agreement if:

14.3.1 It does not obtain funding from the Minnesota Legislature; or

14.3.2 If funding cannot be continued at a level sufficient to pay for the services contracted for under this Agreement. Termination must be by written or fax notice to Grantee. The State is not obligated to pay for any services that are performed after notice and effective date of termination. However, Grantee will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed to the extent that funds are available. The State will not be assessed any penalty if the Agreement is terminated because of the decision of the Minnesota Legislature, or other funding source, not to appropriate funds. The State will provide Grantee notice of the lack of funding within a reasonable time of the State's receiving that notice.

14.4 **Suspension.** The State may immediately suspend this Agreement:

14.4.1 In the event of a total or partial government shutdown due to its failure to pass an approved budget by the legal deadline. Asset Acquisitions completed by the Grantee during a period of suspension will be deemed unauthorized and undertaken at risk of non-payment; or

14.4.2 If funding is canceled, withdrawn, or terminated, the State may suspend its performance until funding is restored. Suspension of performance under these circumstances will be temporary until funds become available again and does not release the State from its obligations under this Agreement.

15. **Data Disclosure.** Under Minn. Stat. § 270C.65 subd. 3, and other applicable law, Grantee consents to disclosure of its social security number, federal employer tax identification number, and/or Minnesota tax identification number, already provided to the State, to federal and state tax agencies and state personnel involved in the payment of state obligations. These identification numbers may be used in the enforcement of federal and state tax laws which could result in action requiring Grantee to file state tax returns and pay delinquent state tax liabilities, if any.

16. **Fund Use Prohibited.** Grantee will not utilize any funds received pursuant to this Agreement to compensate, either directly or indirectly, any contractor, corporation, partnership, or business, however organized, which is disqualified or debarred from entering into or receiving a state contract. This restriction applies regardless of whether the disqualified or debarred party acts in the capacity of a general contractor, a subcontractor, or as an equipment or material supplier. This restriction does not prevent Grantee from utilizing these funds to pay any party who might be disqualified or debarred after Grantee has been awarded funds for the Project. For a list of disqualified or debarred vendors, see www.mmd.admin.state.mn.us/debarredreport.asp.

17. **Discrimination Prohibited by Minnesota Statutes §181.59.** Grantee will comply with the provisions of Minnesota Statutes §181.59 which requires that every contract for or on behalf of the State, or any county, city, town, township, school, school district or any other district in the state, for materials, supplies or construction will contain provisions by which Grantee agrees that:
    17.1 In the hiring of common or skilled labor for the performance of any work under any contract, or any subcontract, no Grantee, material supplier or vendor, will, by reason of race, creed or color, discriminate against the person or persons who are citizens of the United States or resident aliens who are qualified and available to perform the work to which the employment relates;

    17.2 No Grantee, material supplier, or vendor, will, in any manner, discriminate against, or intimidate, or prevent the employment of any person or persons identified herein, or on being hired, prevent or conspire to prevent, the person or persons from the performance of work under any contract on account of race, creed or color;

    17.3 A violation of this Section is a misdemeanor; and

    17.4 This Agreement may be canceled or terminated by the State, or any county, city, town, township, school, school district or any other person authorized to enter into agreements for employment, and all money due, or to become due under said agreements, may be forfeited for a second or any subsequent violation of the terms or conditions of this Agreement.

18. **Limitation.** Under this Agreement, the State is only responsible for receiving and disbursing funds. Nothing in this Agreement will be construed to make the State a principal, co-principal, partner, or joint venturer with respect to the Project(s) covered herein. The State may provide technical advice and assistance as requested by Grantee, however, Grantee will remain responsible for providing direction to its contractors and consultants and for administering its contracts with such entities. Grantee's consultants and contractors are not intended to be third party beneficiaries of this Agreement.

19. **Telecommunications Certification.** By signing this Agreement, Grantee certifies that, consistent with Section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. 115-232 (Aug. 13, 2018), and 2 CFR 200.216, Grantee will not use funding covered by this Agreement to procure or obtain, or to extend, renew, or enter into any contract to procure or obtain, any equipment, system, or service that uses "covered telecommunications equipment or services" (as that term is defined in Section 889 of the Act) as a substantial or essential component of any system or as critical technology as part of any system. Grantee will include this certification as a flow down clause in any contract related to this Agreement.

20. **Title VI/Non-discrimination Assurances.** Grantee agrees to comply with all applicable US DOT Standard Title VI/Non-Discrimination Assurances contained in DOT Order No. 1050.2A, and in particular Appendices A and E, which can be found at: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=11149035. Grantee will ensure the appendices and solicitation language within the assurances are inserted into contracts as required. The State may conduct a review of Grantee's compliance with this provision. Grantee must cooperate with the State throughout the review process by supplying all requested information and documentation to the State, making Grantee staff and officials available for meetings as requested, and correcting any areas of non-compliance as determined by the State.

21. **Additional Provisions**
    [Intentionally left blank.]

[The remainder of this page has intentionally been left blank.]

MnDOT ENCUMBRANCE VERIFICATION
The individual certifies funds have been encumbered as required by Minn. Stat. 16A.15 and 16C.05.
By:
Date:
SWIFT Contract #_____

SWIFT Purchase Order # _____

COMMISSIONER OF TRANSPORTATION
as delegated

By:

Date:

GRANTEE
Grantee certifies that the appropriate person(s) have executed the Agreement on behalf of Grantee as required by applicable articles, bylaws, resolutions, or ordinances.
By:_____

Title:_____

Date:_____

By:_____

Title:_____

Date:_____

MnDOT CONTRACT MANAGEMENT

By:

Date:

Docusign Envelope ID: 4376AF80-1572-4A54-8195-CDC6A3318B22

EXHIBIT A

Buffalo

CITY OF BUFFALO, MINNESOTA

December 18, 2025

Mr. Jason Radde, P.E.
Airport Development Engineer
MnDOT Office of Aeronautics
395 John Ireland Boulevard
St. Paul, MN 55155

RE: Grant Application
Buffalo Municipal Airport (CFE)
Runway 18/36 Storm Water Modeling

Dear Mr. Radde:

Please find enclosed the proposal for professional services for the project at Buffalo Municipal Airport in Buffalo, Minnesota.

The scope of the project is to complete storm water modeling for Runway 18/36.

The city of Buffalo respectfully requests a State grant agreement in the amount of **$14,095.20** for the Runway 18/36 Storm Water Modeling project. If you need any additional information or documentation, please feel free to contact me at taylor.gronau@ci.buffalo.mn.us or (763) 684-5406.

Sincerely,

Signed by:

6T4AFFCA1E47418...

Taylor Gronau
City Administrator

cc: Chris Fredrick, City of Buffalo
Travis Haskell, MnDOT Aeronautics
Arika Johnson, MnDOT Aeronautics
Silas Parmar, Bolton & Menk, Inc.

Enclosures:

- Professional Services Proposal
- State Cost Split

Docusign Envelope ID: 4376AF80-1572-4A54-8195-CDC6A3318B22

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

December 16, 2025

Taylor Gronau, City Administrator
City of Buffalo, MN
212 Central Avenue
Buffalo, MN 55313

RE: Proposal for Airport Stormwater Modeling

Dear Taylor,

Bolton & Menk is pleased to submit our proposal for Professional Services for the Stormwater Modeling project at the Buffalo Municipal Airport.

Project Description

The intent of the Stormwater Modeling is to establish measurable goals to address specific water rate and volume management issues in and around the Buffalo Municipal Airport and set in motion a sustainable approach to stormwater rate control, addressing existing deficiencies and providing opportunities for future growth of the Buffalo Municipal Airport.

The project will be broken into two phases.

Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities
Phase 2: Develop Proposed Runoff Rate and Storage Solutions

Airport/Willow Creek Floodplain Assessment

During Phase 1, we will begin our work developing a more detailed existing conditions model in the airport and Willow Creek subwatershed area. This will expedite the flood assessment in this region, and support questions and answers surrounding future airport development.

Once the results of the airport/Willow Creek assessment is complete, we will schedule a meeting to discuss next steps. This could mean initiating a portion of the Phase 2 work to develop volume management solutions in the subwatershed area.

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Scope of Services

Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities

Task 1.1: Populate Existing Conditions – GIS Model

- Data from the city's SWMP (~2003) will be leveraged to update the hydraulic modeling. This data includes subwatershed delineations and HydroCAD models.
- Additional delineations, or modifications/updates based on development since 2003 will enhance the current data.
- Bolton & Menk will also explore our database and history of modeling to populate subwatersheds and expedite the delineation process.
- We will utilize available as-built data to bridge any gaps in the GIS data. We will also highlight any gaps that may require future survey data.

Task 1.2: Develop Existing Conditions – Hydraulics Model

- Build a new hydraulic and hydrologic model using PCSWMM. This will leverage other active studies in motion, including the airport flood assessment and stormwater reuse studies.
- The goal will be to develop enough resolution to identify future water rate management solutions and prepare the tool for future updates and increased detail.

Task 1.3: Identify System Deficiencies

- Leverage hydraulic modeling results to identify potential system capacity issues. We anticipate the following modeling outputs.
    - 10-year pipe capacity. Use results to map pipes that have flows less than the gravity capacity, those that are operating under pressure flow but not causing surface flooding, and those that are over capacity and causing surface flooding.
    - 100-year pond and surface storage capacity. Use modeling results to identify ponds and surface storage areas that have bounce elevations less than the "top of pond" elevation, those that bounce high enough to use the emergency overflow but do not impact adjacent structures, and those that may bounce high enough to be within 1-foot of a structure.
    - 100-year pond outlet pipe capacity. For pipes that are connected to the pond or surface storage outlet, we will test the downstream pipe capacity for the 100-year storm. As flows accumulate in the pipe and are routed downstream, sustainable solutions should provide 100-year capacity to ensure upstream structures are protected.
- Potential system issues may also correlate to subwatershed areas that generate the highest volume of runoff and the highest potential for pollution. This assessment will be validated by the results of the P8 model, especially in untreated subwatersheds.
- Develop a map of highest pollutant loading, locations of largest access to stormwater, availability of public land/parcels, and their proximity to other natural resources.
- Meet with City Staff to describe and validate the observed system deficiencies and to discuss the potential for proposed BMP locations. This step is critical in building confidence in the modeling results.

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NOTE: We will model the current Atlas 14 rainfall depths with MSE3 rainfall distribution for the 2-year, 5-year, 10-year, 25-year, 50-year, and 100-year events. Our primary system capacity assessment will focus on the current 10-year and 100-year storms. Additional items to consider for future system assessments and resiliency planning can include looking at future projected storms, or using storm translation methods; surface and pond flooding inundation mapping; other future infrastructure improvements; etc. Furthermore, Atlas 15 is imminent. If Atlas 15 is released during this study, we will work with the city to understand its impacts to the modeling efforts and develop an appropriate plan of action to incorporate it.

Task 1.4: Finalize Modeling Results and Discuss Proposed Water Rate and Storage Needs

- Finalize modeling results and generate deliverables that tell the story of the current conditions and set the stage for future improvements.

Phase 2: Develop Proposed Runoff Rate Solutions

Task 2.1: Develop Proposed Runoff Rate and Storage Solutions

- Analyze modeling results and systems deficiencies to target stormwater runoff rate management solutions.
- Develop concept-level storage solutions, infrastructure improvements, flow rerouting, etc. to mitigate surface impacts and protect downstream resources.
- Identify and highlight other potential volume solutions, including potential infiltration (limited), conversion of existing impervious, etc. or identifying potential policy changes where additional peak flow mitigation, or overall impervious construction limits, could improve future runoff conditions.

Fees

Bolton & Menk, Inc. understands the importance of delivering project tasks on time and within budget. We closely monitor our time, budget, and efficiency of our staff to provide value and savings to our clients. We propose to provide the described work on an HOURLY NOT TO EXCEED contract up to a total fee of **$20,136**. The following table describes the anticipated Phase and Task breakdown to complete the project. Hours will be billed monthly only for work completed on the project.

Bolton & Menk, Inc. understands the proposed scope of work is dynamic and subject to modification; therefore, our scope of services and estimated fee is open to further negotiation. Fees that are normal and customary expenses associated with operating a professional business will not be charged separately. Unless otherwise agreed, the above rates include vehicle and personal expenses, mileage, telephone, and routine expendable supplies; and no separate charges will be made for these activities and materials.

Docusign Envelope ID: 4376AF80-1572-4A54-8195-CDC6A3318B22

TASK NO.	WORK TASK DESCRIPTION	City Engineer	Project Manager	Design Engineer	Total Hours	Total Cost
Phase 1: Update Existing Conditions Models, Report System Deficiencies and Develop Preliminary Opportunities						
1.1	Populate Existing Conditions – GIS Model	1	0	8	9	$1,380
1.2	Develop Existing Conditions – Hydraulics Model	0	5	49	54	$8,485
1.3	Identify System Deficiencies	1	6	10	17	$3,042
1.4	Finalize Modeling Results & Discuss Proposed Water Rate & Storage Needs	2	2	2	6	$1,114
	SUBTOTAL HOURS	4	13	69	86	
	SUBTOTAL FEE	$720	$2,951	$10,350		$14,021
Phase 2: Develop Proposed Runoff Rate Solutions						
2.1	Develop Proposed Runoff Rate and Storage Solutions	2	4	31	37	$6,115
	SUBTOTAL HOURS	2	4	31	37	
	SUBTOTAL FEE	$370	$940	$4,805		$6,115
	TOTAL HOURS					**123**
	TOTAL FEE					**$20,136**

Bolton & Menk, Inc. puts a high priority on ensuring that our company's efforts are consistent with our clients' needs. If you find this proposal acceptable, please return a signed and dated copy of this proposal.

Sincerely,

Bolton & Menk, Inc.

Justin L Kanas

Justin Kanas, P.E.
Municipal Project Manager – Principal

****

Authorization and acceptance of this letter proposal.

City of Buffalo, Minnesota

Taylor Gronau

Mr. Taylor Gronau
City Administrator

12/17/2025
Date

EXHIBIT B

Airport: Buffalo Municipal Airport
Ident: CFE
Sponsor: City of Buffalo, MN
State Project: A8601-47
State Agreement #: 1062105
Description: Runway 18/36 Storm Water Modeling
Version Date: 12/22/2025

Construction	Description	Total	State Funding Rate	State	Local
		$ -	70%	$ -	$ -
		$ -	70%	$ -	$ -
		$ -	70%	$ -	$ -
	CONSTRUCTION SUBTOTAL	**$ -**		**$ -**	**$ -**

Engineering	Description	Total	State	Local
	Runway 18/36 Storm Water Modeling - Bolton & Menk, Inc.	$ 20,136.00	70%	$ 14,095.20	$ 6,040.80
		$ -	70%	$ -	$ -
		$ -	70%	$ -	$ -
	ENGINEERING SUBTOTAL	**$ 20,136.00**		**$ 14,095.20**	**$ 6,040.80**

Administration	Description	Total	State	Local
		$ -	70%	$ -	$ -
		$ -	70%	$ -	$ -
		$ -	70%	$ -	$ -
	ADMINISTRATION SUBTOTAL	**$ -**		**$ -**	**$ -**

Grant Amounts	**$ 20,136.00**	**$ 14,095.20**	**$ 6,040.80**
Grant Percentages	**100.00%**	**70.00%**	**30.00%**

CITY OF BUFFALO, MINNESOTA

RESOLUTION 2026-4
RESOLUTION APPROVING
STATE AIRPORT FUND GRANT AGREEMENT
WITH THE MINNESOTA DEPARTMENT OF TRANSPORTATION

It is resolved by the **City of Buffalo** as follows:

- That it has applied for and been awarded a State Airport Fund grant by the Minnesota Department of Transportation, Agreement Number **1062105** ("Agreement");

- That it hereby agrees to the terms and conditions of the Agreement; and
- That the proper signing officers are hereby authorized to execute the above-referenced Agreement and any amendments thereto on behalf of the **City of Buffalo**.

Adopted by the **City of Buffalo** on this 2nd day of February 2026.

By: _____

Print Name: Steve Downer

Title: Mayor

Date: 2/2/2026

ATTESTATION:
(different authorized signer than above)

By: _____

Print Name: Susan Johnson

Title: City Clerk

Date: 2/2/2026

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **City Administrator, Taylor Gronau**
PRESENTED BY: **City Administrator, Taylor Gronau**
AGENDA ITEM: **Airport Advisory Board Appointment**

BACKGROUND SUMMARY:

Brad Johnson has declined his appointment to the Airport Advisory Board.

Following this, staff and Council Liaison Brad Dahl reviewed applications from individuals who were not originally selected for appointment. Based on that review, staff reached out to Thomas Rasmussen to gauge his interest in serving on the board.

While Mr. Rasmussen was not initially interested at the time of application, he has since indicated that he would be excited to serve if appointed.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

The supports the City Council Strategic Plan by providing opportunities for community and resident engagement.

FISCAL CONSIDERATIONS:

a. Estimated Cost: $0.00
b. Funding Source(s): NA
c. Budgeted: Yes

RECOMMENDED ACTION:

Staff recommends appointing Thomas Rasmussen to the Airport Advisory Board for a three-year term.

Back to Agenda

From: noreply@civicplus.com
To: CityOffices
Subject: Online Form Submittal: Advisory Board Application Form
Date: Wednesday, October 29, 2025 7:36:58 PM

Warning: Unusual sender <noreply@civicplus.com>
You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Advisory Board Application Form

Name	Thomas H. Rasmussen
Email Address	[redacted]
Address	1808 10th Street Northeast, Buffalo, MN 55313
Phone Number	[redacted]
Are you over 18 years old?	Yes
Previous Public Experience	Worked for a private consulting Engineer firm that served cities in both MN and ND as City Engineer
Employment (Occupation/Profession)	Civil Engineer/Project Manager in Land Development and Civil Specialties
Educational Background	Bachelors of Science from the College of Engineering with a degree in Civil Engineering from North Dakota State University
Select boards/commission you wish to apply for.	Parks Advisory Board, Planning Commission
What experience or education do you have for serving on these boards/commission?	Four years of experience working as a Civil Engineer/Project Manager. Avid outdoorsman
Because advisory boards/commissions need a quorum (a majority of members) to vote and take action on matters before them, regular attendance is	Yes

important. Are you willing to commit to attending the meetings of the boards/commission you are applying for?

Email not displaying correctly? View it in your browser.

CITY COUNCIL
AGENDA REPORT

MEETING DATE: **February 2, 2026**
PREPARED BY: **Parks and Recreation Director, Lee Ryan**
PRESENTED BY: **Parks and Recreation Director, Lee Ryan**
AGENDA ITEM: **Parks Advisory Board Appointment**

BACKGROUND SUMMARY:

The Parks Advisory Board (Aka "Park Board") had three terms end at the end of 2025. We had six applicants apply for the 3 terms, including three incumbent members. In December, we had Council approve our recommendation to reappoint the three current members. Around that same time, we decided that Sarina Siljander should be removed, as she moved out of City limits. (There was confusion at the time because she was still renting out her house in Buffalo.)

We then went back and reviewed the three applications that had received rejection notices- all three would be worthy candidates. Staff is recommending Luke Edlund to fill the empty three-year term. Luke is a marketing professional with a small business, enjoys community events, and has a young family. He expressed wanting to help in the Community he loves. Additionally, Luke leads A/V production and contributes to the Buffalo Community Podcast.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN:

Safe, Welcoming, and Connected Community :
• Foster a respectful atmosphere where all residents feel valued and included through community events, public engagement, and volunteer opportunities. • Encourage civic participation and strong neighborhood connections to build a sense of belonging and shared responsibility for the community's success. • Support community connectivity by investing and executing on a variety of communications mediums to engage with residents.

FISCAL CONSIDERATIONS:

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

RECOMMENDED ACTION:

Staff recommends approval of Luke Edlund to the Parks Advisory Board.

Back to Agenda

From: noreply@civicplus.com
To: CityOffices
Subject: Online Form Submittal: Advisory Board Application Form
Date: Friday, November 7, 2025 9:09:03 AM

External sender <noreply@civicplus.com>
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Advisory Board Application Form

Name	Luke Edlund
Email Address	[redacted]
Address	1604 Whitetail Run, Buffalo, MN 55313
Phone Number	[redacted]
Are you over 18 years old?	Yes
Previous Public Experience	None
Employment (Occupation/Profession)	Marketing Manager for LPG & NH3 Supply
Educational Background	Bachelors degree from Crown College
Select boards/commission you wish to apply for.	Community Center Advisory Board, Parks Advisory Board
What experience or education do you have for serving on these boards/commission?	I have a lot of experience marketing small businesses and community events. I bring some unique insights as a parent of young children just buying my first house in town. We love Buffalo and I would like to help where I can.
Because advisory boards/commissions need a quorum (a majority of members) to vote and take action on matters before them, regular attendance is important. Are you	Yes

willing to commit to attending the meetings of the boards/commission you are applying for?

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