



## **TRANSPORTATION: HOW WE MOVE**

### **Why This Matters For Sartell: Be Connected**

The purpose of the Transportation Plan is to provide a means to better connect the community, provide guidance to make appropriate transportation-related decisions, and determine when elements of the transportation system need to be improved. The Transportation Plan demonstrates how the City of Sartell will work towards an integrated transportation system to serve the needs of its residents and businesses, support the City’s development plans and complement the portion of the St. Cloud area transportation system that lies within the City’s boundaries.

The City of Sartell maintains public roadways, as well as some of the trails and a limited amount of sidewalks within the City. Connecting the community with this multi-modal transportation system is important to the on-going quality of life and economic health of the City as well as offering more options for people to travel easily and safely to work and other destinations.

### **Major Trends and Influencing Factors**

Several social, economic, and environmental trends will have an effect on the entire St. Cloud area and Sartell transportation systems over the next 20 years. These include population growth, changes in household size, increases in transportation fuel costs and environmental efforts/concerns. With increased population growth and limited new and/or expanded transportation facilities, congestion on the regional highway system is expected to increase.

Specific transportation issues the City of Sartell faces includes:

- Growing congestion on regional routes such as Trunk Highway 10 and 15 causing diversion of traffic to county roads and local streets.
- Changing transportation needs due to an aging population.
- Lack of continuity/connectivity of north/south roadways and east/west within the City.
- Increasing need for mode choice opportunities (vehicles, bicycle/pedestrian, transit, etc.).
- Increasing competition for space among modes (vehicles and bicycle/pedestrian interests).
- Reduced regional funding due to budgetary constraints at the state level, directly affecting the corresponding City budgets to maintain and improve the transportation system.

The two most commonly cited transportation issues are “TRAFFIC” and “HORRIBLE INTERSECTIONS.” The City’s local transportation actions can be summarized in four primary focus areas: 1) connectivity; 2) safety; 3) maintenance; and 4) alternative transportation. All modes of transportation are included in this plan: highways and roads, transit, trails, and sidewalks. This plan attempts to provide guidance in the development of a transportation system that supports land use and provides safe and efficient movement of people and resources.

The City’s role is not to create large, multi-lane highways crisscrossing Sartell. Rather, the City’s efforts are primarily focused on alternatively (i.e. other than roads) connecting destinations (jobs, schools, services, etc.) throughout the community (and region) to minimize the need for a car for every trip and thus alleviate traffic. Due to these initiatives and proactive land use planning, Sartell residents spend less time traveling to stores, restaurants, and other amenities than they did 20 years ago. These kinds of services are simply closer to where residents live which provides the possibility of getting to them without driving. During roundtable discussions about transportation, dealing with traffic, especially at LeSauk Drive, Pinecone Road and through various intersections (PCR and Heritage Drive, LeSauk and County Road 1), and implementing the sidewalk and trail plan were paramount.

Reducing the need for car travel means making it safer, convenient and more sustainable to use other forms of mobility. Currently, many of Sartell’s major roads divide rather than connect areas and are more challenging for pedestrians to cross. The City also is reviewing its Pedestrian and Bicycle Plan, which focuses on improving and building sidewalks and greenways.

### **Jurisdiction of Roadways**

Roadways in Sartell are administered by different agencies depending upon their jurisdiction. The Minnesota Department of Transportation (Mn/DOT) maintains state highways, which include Trunk Highways. Stearns and Benton County maintains the County State Aid Highway System (CSAH) and other County Roads (CR). The remaining roads are maintained by the City of Sartell or are private streets maintained by the property owners. The three jurisdictions cooperate in the planning and improvement of the roadway system in the City.

The jurisdictional classification system is intended to maintain a balance of responsibility among the agencies. It is organized around the principle that the highest volume limited access roadways carrying regional trips are primarily maintained by Mn/DOT (i.e., Highway 10 and Highway 15), the intermediate volume roadways carrying medium length trips are often maintained by the Counties (and occasionally the City) and the local street system providing access to individual properties is maintained by the City. Occasionally, because of development, changes in traffic patterns or the

construction of new facilities, the jurisdictional classification needs to be adjusted to reflect changes in the way certain roadways are used.

**FUNCTIONAL CLASSIFICATION**

Roadway functional classification categories are defined by the role they play in serving the flow of trips through the overall roadway system. There are generally four types of roads and streets in and around the City of Sartell, each of which has a different function. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the regional highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access and connect to higher functioning roadways. A balance of all functions of roadways is important to any transportation network.

The City’s functional classification designations are illustrated in the map in the appendix and complies with the APO’s guidelines, criteria and characteristics for transportation systems described as follows:

**Principal Arterials:** Principal arterials are part of the State Highway and Interstate System and provide high mobility through and between regional centers across the State and Country. Principal arterials are constructed as high-speed, grade-separated, limited access freeways or multiple-lane divided at-grade, limited access expressways.

- Highway 15
- Highway 10

**Minor Arterials:** Minor arterial roadways provide major connections for travel through and to the City of Sartell. These roadways provide more direct access than the principal arterials; however, they too emphasize mobility over access. Minor arterials provide for medium to short trips or serve as a portion of longer trips connecting to the principal arterial system. Both local and limited-stop transit will use minor arterials.

- Pinecone Road
- Riverside Ave/County Road 1
- County Road 120
- County Road 133/2<sup>nd</sup> Street South
- County Road 29
- Benton Drive
- County Road 4

New minor arterial streets proposed in development will be partially paid for by the developer (to the extent of the costs associated with constructing a local street). The remaining costs to construct utilities and roadways (only those under the jurisdiction of Sartell) are funded through general taxes, state aid, assessments, federal/state funds and with 1/2 cent sales tax collections.

**Collector:** Collectors are designed to serve shorter trips within City boundaries and provide connections to the Arterial roadway system. The importance of mobility and direct land access serving largely residential and commercial developments are almost equal. Typically, collectors serve short trips of one to four miles. Local transit service uses these streets. Collector roadways also connect the local street system to major collectors and arterial roadways. Slow speeds and lower volumes are expected on minor collectors.

- 15<sup>th</sup> Street North and South
- 19<sup>th</sup> Avenue North and South
- 2 1/2 Street South
- Pinecone Central Boulevard
- 35<sup>th</sup> Street North
- 27<sup>th</sup> Street North
- 12<sup>th</sup> Street North
- 7<sup>th</sup> Street North
- Heritage Drive
- Robert’s Road
- Scout Drive
- 23<sup>rd</sup> Street South
- Connecticut Avenue South
- Dehler Drive
- LeSauk Drive
- 4<sup>th</sup> Avenue South/Leander Avenue
- 13<sup>th</sup> Avenue North (from 2 1/2 Street to Pinecone Central Boulevard)

New collector streets proposed in development will be partially paid for by the developer (to the extent of the costs associated with constructing a local street). The remaining costs to construct utilities and roadways are funded through general taxes, state aid, assessments, federal/state funds and with 1/2 cent sales tax collections.

**Local Streets:** Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed and designed to discourage through traffic. All of the remaining roadways in the city that were not listed under the previous functional classifications above fall under the local road designation. New local streets, which are part of a new or proposed development, are constructed at the expense of the developer. If reconstruction of a local road becomes

necessary, the benefiting properties may be assessed for a portion of those improvements based on the current assessment policy reviewed and approved by the City Council.

**ANALYSIS OF ROADWAY SYSTEM NEEDS:**

**Transportation North and South Plans**

In 2004 and 2007, WSB and Associates, Inc. updated the City’s Transportation Plans based on the citywide population and employment forecasts for 2030. These forecasts include the population and employment growth assumed with the development of the Medical Park area and additional housing. This plan(s) are available in the Appendix.

Presently the most heavily used roadways in the Sartell area are TH 15 south of the Mississippi River and TH 10 adjacent to the east city limits. These roads are also anticipated to be the most heavily traveled roads in the future. Currently, these roadways are under MN/DOT’s jurisdiction. Identifying the infrastructure improvement needed is crucial to effectively minimize traffic congestion. Other roads where future forecasts project increases in usage include parts of CSAH 4, most of CSAH 1, portions of Pine Cone Road, most of CSAH 133, all of CSAH 29, CSAH 120, Heritage Drive, 50<sup>th</sup> Avenue/Leander Avenue, Robert’s Road, 19<sup>th</sup> Avenue and some other outlying roads.

**ROADWAY PLAN AND FUTURE IMPROVEMENTS**

**Regional Transportation Strategies**

The St. Cloud Area Planning Organization’s 2040 Transportation Plan presents proposed projects and policies to help implement the Regional Development Framework. The City of Sartell’s transportation policies supports the regional transportation policies while meeting the City’s specific objectives.

The St Cloud Area Planning Organization (APO) lists six key alternative management strategies to help minimize traffic congestion:

1. Bicycling Improvements  
Sartell’s Safe Routes to School Plan can help provide incremental improvements to the cycling infrastructure in the area while promoting the benefits of an active lifestyle. Continue to explore the feasibility of infrastructure improvements through SRTS.

2. Transit Improvements  
Improving transit amenities can be beneficial to the environment and our health. Metro Bus’s switch to compressed natural gas for improved air quality is one example. Advocate for increased routes to and from Sartell.

3. Mixed-use – Transit Oriented Development  
The Epic Center Development can be Sartell's own Transit Oriented Development. Increasing Transit-Oriented Development can help create more walkable, mixed-use growth. This mixed-use growth can encourage alternative modes of transportation. Alternative modes of transportation can create walkable, multi-modal, livable communities.

4. Complete Streets  
The St. Cloud Area Planning Organization (APO) has adopted a resolution supporting complete streets in the area. Sartell has adopted the St. Cloud Area Sustainability Framework Plan, which helps address multimodal transportation provisions thus giving the city the ability to incorporate complete streets framework into new development proposals. The Sustainability Framework Plan will allow the city to improve the

transportation infrastructure to help encourage walking, bicycling, and other transit options.

5. Park and Ride  
Park and Ride facilities remove single occupancy vehicles from the roadway. Promoting Park and Ride facilities can lessen traffic bottlenecks. Explore locations in Sartell where it would be feasible to have a park and ride.

6. Traffic Calming  
Traffic Calming strategies help to reduce speed and traffic volumes. Sartell has installed some roundabouts at high volume locations. Look at other intersections where traffic calming strategies would be logical. Incorporating complete street elements, such as landscaping, decorative lightings, bike and pedestrian facilities and narrowing lane widths can also have a calming effect on traffic volumes and speed.

**DIRECT SARTELL ROADWAY IMPROVEMENTS**

The following projects are on the City's street system and are the City's responsibility (or as development occur):

- Pinecone Road (7<sup>th</sup> Street North to 35<sup>th</sup> Street North). Proposed reconstruction to a rural standard, trail.
- 27<sup>th</sup> Street North. Proposed reconstruction to a rural standard. No trail.
- 4<sup>th</sup> /50<sup>th</sup> Avenue South. Proposed construction and reconstruction to an urban standard, trail, lighting.
- Scout Drive, Dehler Drive, 23<sup>rd</sup> Street South. Proposed construction to an urban standard, trail, and lighting.
- 15<sup>th</sup> Street North (Pinecone Road to Townline Road). Proposed construction, trail, lighting to an urban standard.
- 19<sup>th</sup> Avenue South (County Road 133 to County Road 4). Proposed reconstruction to an urban standard, trail, and lighting.
- Signal at County Road 133 and County Road 78.

## TRANSPORTATION GOALS

### GOAL 1: IMPROVE TRAFFIC MANAGEMENT

Traffic management is a complicated and sometimes costly endeavor to tackle. Minnesota Department of Transportation (MnDOT) and Stearns/Benton County own major roads in Sartell and are, therefore, responsible for funding improvements to ease traffic. Although Sartell does not control the sources of major traffic concerns like Highway 15 or County Road 1, 120 or 29, there are things that the City can and should do to improve traffic management. To maintain the quality of life, growth and infrastructure must be in balance, and targeted measures are needed to slow traffic, reduce conflicts, and improve safety. Traffic calming is one strategy being utilized by Sartell. Implementing innovative solutions to eliminate traffic concerns like the diverging diamond interchange on County Road 120 over Highway 15 or the roundabouts along Pinecone Road can help traffic flow more safely and efficiently.

#### Potential Strategies May Include These And Other Future Cool Ideas:

##### 1.1 Improve Traffic Safety Around Schools

Install crosswalks walk signs and pedestrian signals where possible. Develop a specific improvement plan for each school and work with school principals to improve traffic safety for kids. Include education and awareness programs targeted toward students and their parents. Erect digital speed reader signs to raise awareness to drivers about how fast they are going.



Sartell has established Safe Routes to School Plans for Pine Meadow Elementary, and Sartell Middle School. These plans are continually monitored and updated. Safe Routes to School uses a variety of strategies to make it easy, fun and safe for children to walk and bike to school. By educating children and the youth about the benefits of walking or biking to school, individuals will be ingrained with the environmental, physical, and mental benefits of alternative transportation. There are many concerns parents have when it comes to letting their children walk or bike to school including the safety of intersections and crossings, the amount of traffic on the route, distance, and the climate. Identifying roadways with the most urgent infrastructure needs is critical.

**1.2 Collaborate With the APO for Other Regionally Significant Roadway and Trail Connections**

Make sure that local needs are considered as part of regional transportation plans. The City will actively participate with other jurisdictions in regional planning efforts.

Trails like the Mississippi River Trail, which connect to other cities and destinations, are a vital asset for the city of Sartell. Improving the infrastructure of these trails can lead to increased tourism, economic development, and a more attractive bicycle/pedestrian network. Continue to look at possible ways to increase roadway and trail connections.



**1.3 Financially and Otherwise (through platting) Plan for the Following Recommended Future Roadway Projects:**

Monitor and maintain the existing transportation system by making adequate improvements to accommodate anticipated growth or to replace worn or obsolete components of the system. Seek opportunities to improve existing roadways through land use changes or redevelopment opportunities, coordinating improvements with roadway partners (e.g. Stearns and Benton County and MnDOT) and their funding programs.

**Intersection Improvement and Monitoring (Signals, Roundabouts or Other)**

- Pinecone Road and Troop Drive, Robert’s Road at Pinecone Drive, 2 ½ Street N, 5th Street North, 7th Street North, 12<sup>th</sup> Street North, 15<sup>th</sup> Street North, 27th Street North, 35<sup>th</sup> Street North, 25<sup>th</sup> Street North, Central Park Boulevard.
- 4th Avenue S and 2<sup>nd</sup> Street
- Benton Drive and County Road 29

**Upgrade Existing Two-way Roadway**

- LeSauk Drive
- 35<sup>th</sup> Street North (from Savanna Oaks development to Townline Road).
- County Road 120 from Leander Avenue to County Road 4 (with trail and lighting).
- County Road 1 (per Stearns County)

- Benton Drive (per Benton County)
- County Road 29 (per Benton County)

New Roadway

- Robert’s Road from Pinecone Road to 322nd Street and from 4<sup>th</sup> Avenue South to County Road 1
- 15<sup>th</sup> Street South from Pinecone Road to Scout Drive
- Then Avenue from County Road 120 to Dehler Drive
- 35<sup>th</sup> Street North (from Pinecone Road to County Road 1)
- 11<sup>th</sup> Street South from Pinecone Road to 19<sup>th</sup> Avenue South.
- 27<sup>th</sup> Street from 13<sup>th</sup> Avenue to Townline Road
- 13<sup>th</sup> Avenue from 15<sup>th</sup> Street North to 35<sup>th</sup> Street North
- 19<sup>th</sup> Avenue from 11<sup>th</sup> Street North to 27<sup>th</sup> Street North
- North/South Roadways from County Road 29 to Scenic Drive
- Extension of County Road 133 to 19<sup>th</sup> Avenue (per Stearns County)

Complete Connections

- Dehler Drive
- 15<sup>th</sup> Street North (Pinecone Road to Townline Road)
- 9<sup>th</sup> Street NE from 2<sup>nd</sup> Ave to future N/S roadway.
- 23<sup>rd</sup> Street South

The City should consider alternative funding strategies to alleviate the significant burden of constructing or reconstruction minor arterials and collectors. Those alternative funding strategies could include road access charges on new developments or transportation utility billing (similar to NPDES Fund).

**1.4 Identify and Review Potential Transportation Safety Deficiencies**

Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility). Continually monitor and analyze the transportation system and assess its condition and effectiveness in addressing these critical trend areas.

Establish a complete roadway network based on balancing the principals of sustainable infrastructure and roadway functional classification.

The City’s sign maintenance practices shall meet all requirements, including federal sign retro-reflectivity standards, and ensure appropriate signing for the traveling public.

Where applicable, the City will integrate safety features into pedestrian/bicycle improvements.

The City’s land use development standards will promote safe and efficient access to the transportation system.

Require new development to provide an adequate system of local streets while limiting direct access to major thoroughfares in order to maintain safe and efficient roadway operations.



Require the dedication or preservation of right-of-way consistent with adopted right of- way standards when the property is platted or subdivided, and work with landowners/developers during the site planning and platting process to implement safe and efficient roadway designs that look first to provide access via a local roadway rather than a regional roadway.

The City will continue the implementation of access management guidelines to assist in preserving future roadway capacity and improving safety along all roadways (reference St. Cloud APO Management Guidelines and as adopted by the City within the Subdivision Code)

The City will periodically survey the residents of Sartell on their perception of the local transportation system including its strengths, areas of concerns, and opportunities for improvement.

**1.5 Public Transportation Accessibility**

**St. Cloud MTC.** The St. Cloud Metropolitan Transit Commission provides fixed route and dial a ride bus lines that serve the greater St. Cloud area. As transit use expands, Metro Bus has identified the following issues to meet the anticipated demand:

- Improvements at major transfer points including the Epic Center site.

- New town circulators, either fixed route or demand response to provide service to various neighborhoods in the entire service area that currently are not served. The circulators would interface with regular routes to provide service to downtown St. Cloud.
- The City should work closely with the MTC to coordinate capital improvement programs with planned new development to ensure that the transit agency is informed of any activity generators that may affect future service demand.

Promote increased use of transit, through the support of a multi-modal system including buses, commuter rail, local circulators, and access via sidewalk and trails. Work with employers to encourage the use of transit programs to increase transit usage.



Work with MTC to provide comfortable, safe and accessible transit stops for pedestrians along transit lines including bicycle parking, benches, and shelters where warranted and feasible. Develop strategies for short- and long-term funding of proposed improvements to increase pedestrian and bicycle access to transit stops.

**North Star Commuter Rail.** Future passenger rail from Minneapolis could occur through the extension of the North Star Commuter Rail. Initial plans propose expanding the line from Big Lake to St. Cloud. St. Cloud is actively seeking the extension of the line by supporting the actions of the North Star Corridor Development Authority (NCDA) in seeking funding for engineering and environmental reviews, property acquisition and construction. If funding is available, an extension of the line to the former mill property could

be a possible location for a future Northstar transit stop, depending on redevelopment studies.

**Freight Rail.** BNSF operates a very active line in Sartell, many that carry local ore and Bakken crude oil from North Dakota.

Minimize impacts of railroad operations in Sartell. Address noise and vibration impacts by working with agencies and railroads to implement such measures as improving the tracks, adding landscaping and berming, and soundproofing homes and/or other effective measures.

## **GOAL 2: MAKE LOCAL CONNECTIONS**

Sometimes Sartell can feel disconnected. The major roads that link Sartell to the region also divide neighborhoods from one another and, because they are designed to accommodate cars, make it difficult and dangerous to walk or bike to local stores and services. Sartell's role from a transportation perspective is to overcome these barriers and provide opportunities for residents to safely move about town with or without a car. The trail connections and sidewalk improvements have helped to improve connectivity but much more remains to be done. Fill in the missing gaps and ensure that all Sartell residents can safely access local parks, schools, City services, and shopping.

### **Potential Strategies May Include These And Other Future Cool Ideas:**

#### **2.1 Transform Gateway Roadways**

Tie together gateway roadways through street enhancements, wayfinding signage, and lighting. 4th Avenue/Leander Avenue, 2nd Street, Pinecone Road, Roberts Road, County Road 29, 2nd Street South Connecticut/LeSauk Avenue are all roads in need of some improvement whether it is to widen, resurface, create signage or improve with streets lights or better intersections.

Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout Sartell to create a unique sense of place.

#### **2.2 Build More Sidewalks**

Every resident should have access to nearby stores and parks. Complete projects to close gaps in the City's existing sidewalk network to improve the pedestrian environment and address key safety concerns. Consider the feasibility of speeding up implementation of the Trail Plan so more projects can be completed in a quicker period. Focus on adding sidewalks to roads with high volumes of vehicles, such as Pinecone Road North, LeSauk Drive, County Road 1 and County Road 29. Collaborate with Stearns and Benton County and MnDOT where necessary to coordinate improvement.

Sartell requires through code that a trail or sidewalk (or both) is included in any new roadway project. This requirement will allow the city to strengthen its existing pedestrian facilities. Sartell must continue to advocate for complete streets like initiatives and development.

Through the Safe Routes to School Plan, roadways along the middle and elementary schools have been identified, and solutions/recommendations have been made to help improve or enhance pedestrian safety. It is critical for the city to look at other existing roadways where inadequate crossings are located in order to limit pedestrian – vehicle conflict and increase safety.

### **2.3 Create Better Neighborhood Connections**

Maintain an interconnected pedestrian and bicycle system that links residential, institutional/educational, commercial/retail, employment, and recreational destinations.

Removal of or inclusion of additional intersection controls (stop signs) shall only be considered after a determination is made that travel safety will not be compromised, and the modification(s) will enhance travel efficiency/mobility.

When new/redevelopment proposals are received, the City shall require connectivity of minor arterial, collector and local streets (including their pedestrian facilities) and trails between residential developments and other land uses.

Promote timely updates to the roadway functional classification system within Sartell to maintain a balanced hierarchy of streets for distributing traffic from neighborhoods to the regional roadway network.

Require sidewalks (or off-road trails or on-street bikeways where planned and appropriate) on all new subdivisions, new streets, and road reconstruction projects.

Build sidewalk segments that are missing from a block, or on a block that is between blocks with sidewalks.

### **2.4 Create Pedestrian Connections to the Parks and Other Public Spaces**

Residents love their parks. It is a shame that many feel they can only access them by getting in their cars. Ensure that strong pedestrian connections to local schools and parks exist, including most notably Sauk River Regional Park, Pinecone Central Park, and Val Smith Park.

Work with the area schools to identify and promote preferred walk and bike routes to students and parents

Improve wayfinding for users which could include signage and maps

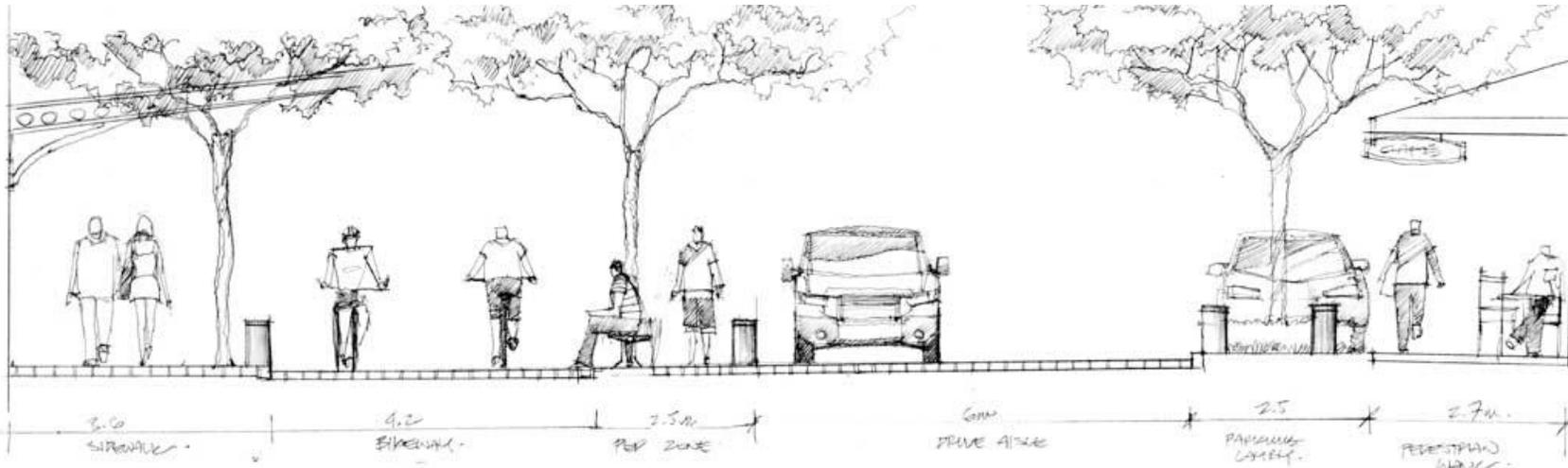
Install countdown timers at intersections as new signals are installed, or as existing signals are routinely replaced or upgraded.

### **2.5 Where Possible, Create Complete, And Context Sensitive Streets**

Where possible the City will utilize a Complete Streets methodology in the design of streets (adjacent land uses, travel speed, width and number of lanes, on-street parking, vertical/horizontal alignment, pedestrian and bicycle features, intersection curb radii and crossing facilities, landscaping, lighting, etc.).

To the greatest extent practical, the City shall balance the transportation system needs with the potential impacts and effects upon natural features of the community.

Maintain and enhance the “small-town” character of Sartell by providing multimodal transportation choices and Context-sensitive design elements for new and/or reconstructed intersections and corridors.



Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas near schools and parks. Provide appropriate signage in areas of potential conflict between pedestrians and auto traffic.

Evaluate appropriate “traffic calming” techniques for streets within or adjacent to residential neighborhoods that are impacted by traffic congestion, excessive traffic volumes for a residential neighborhood, excessive traffic speeds, or cut-through traffic.

Utilize the City’s Pavement Management Program (PMP) to maintain the municipal streets network in a safe and fiscally responsible manner, ensuring that the average Overall Pavement Condition Index (OCI) of the street system is maintained at an acceptable level.

Develop a living streets policy similar to the City of Maplewood to provide direction on design guidelines and addresses both the concept of complete streets (a street design that provides for multiple modes of transportation) and green streets (a street design that reduces environmental impacts by reducing impervious surface, managing stormwater and providing shade).

Prepare new sidewalk performance standards that address the entire sidewalk corridor from street to building.

### **GOAL 3: FOCUS ON DIFFERENT WAYS TO GET AROUND AND CONTINUE REGIONAL TRANSPORTATION PLANNING EFFORTS**

Sartell is home to a driving culture. Realistically, there are few other options. However, Sartell is also home to a diverse range of residents from all stages of life with different mobility needs. Adding sidewalks will help create connections for those with the time and interest to walk, but for many others, additional alternatives that provide effective service and reduce pollution, including bus service, bicycling, and carpooling should be explored. By encouraging alternative options for travel, Sartell can reduce its traffic volumes and headaches, and be accessible to seniors and people of varying physical abilities. The City will require multimodal traffic impact studies for larger scale developments.

#### **Potential Strategies May Include These And Other Future Cool Ideas:**

##### **3.1 Explore Ideas for Improved Bus Service**

Bus service is available in the region, but it is not convenient for local travel. All bus stop areas should be improved to allow for bus shelters or at a minimum, a place to wait without being thrown into a snow bank. Sartell has taken preliminary steps into maximizing the existing bus service in the area. With the Epic Shopping Center Development in Sartell, residents of the community can now enjoy a new transit hub. This hub will help facilitate the connections between neighborhoods, businesses, and retail centers. Continue to explore ways to improve the Epic Shopping Center Development to increase rider's experiences and safety. Continue to look at strategies for expanding bus routes to cover a wider geographic region. Review Metro Bus' recent 2015 update to their transit service plan for the St. Cloud region and look for opportunities to collaborate with Metro Bus and other transit stakeholders to fully leverage all transit service possibilities for Sartell.

##### **3.2 Encourage Carpooling**

Many residents travel to the same locations for work. Help Sartell residents connect via Facebook and on the City's website by providing a carpooling matching service with the intent of increasing carpooling from Sartell. Look at car sharing programs and the possibilities of bringing one to the area.

##### **3.3 Create an Integrated Network of Local Bike Lanes and Bike Racks in Key Locations**

A growing number of residents are dedicated to bicycling, mostly for recreation. Over time, this interest can spur some to bike to work if their job is nearby and it is safe to bike. Make sure that bicycle infrastructure such as bike paths, bike lanes,

and bike racks are in place to encourage those who would like to bike in Sartell to do so. Continue to actively support, educate and promote the benefits of biking to school through the Safe Routes to School Plan. Push for initiatives and encourage developments to connect trails and sidewalks. Provide adequate bike signage on all bike routes, bike lanes, and bike paths to create a safe bicycling environment. Advocate for bike sharing programs to come to the Sartell area. Explore the possibility of collaborating with other St. Cloud Area cities to establish a bike share “Nice Ride” program for residents and visitors to the Sartell and St. Cloud Region. (i.e. City of Minneapolis, NDSU (Fargo), etc.)

### **3.4 Develop Public Education Materials for Drivers and Bikers on Road Safety**

Increased cyclists on the road, usually, mean more conflicts between drivers and bikers. Drivers are typically not used to looking for bikers. At the same time, bikers often flaunt the law and run red lights. As safety is paramount, launch a public education campaign for both drivers and bikers on the rules of the road and safety. Through the Safe Routes to School Plan, educational material will be developed and distributed to students, parents, and faculty.



### **3.5 Plan for Electric Car Charging Stations**

Electric cars are just entering the broader market. As they gain popularity due to an increase in gas prices, plan for their integration in Sartell by providing car-charging stations in convenient locations. Few cities know yet how to accommodate charging stations; be a leader and promote greater use of electric cars.

### **3.6 Plan for a Commuter Rail Line and Station**

As the region’s traffic grows, alternative services like regional rail will be seriously considered. The St. Cloud area has long been discussed as the next stop for the North Star commuter line - why could not that line not have a station in Sartell! Advocate for a station stop in Sartell near or on the former paper mill property and plan to include walkable, mixed-use development nearby to encourage transit ridership.

### **3.7 Identify and Financially Plan for the Following Recommended Future Trail Projects**

- 19<sup>th</sup> Avenue South: CSAH 133 to CSAH 4
- 4<sup>th</sup> Avenue South/Leander Avenue: 2<sup>nd</sup> Street South to CSAH 120
- Roberts Road: Pinecone Road to CSAH 4
- Heritage Drive: Leander Avenue to CSAH 1, 12<sup>th</sup> Avenue S to Townline Road.
- Pinecone Road (north of 15<sup>th</sup> Street)

- 27<sup>th</sup> Street North (at the time of development)
- County Road 120
- County Road 29
- County Road 4

### **3.8 Plan and Implement Safe and Convenient Facilities for Bicyclists and Pedestrians to Serve As Daily Transportation, As Well As, For Recreation.**

This may include bike racks and trail facilities

## **GOAL 4: DESIGN ATTRACTIVE ROADWAYS AND ENSURE ALL TRANSPORTATION SYSTEMS MEET ADA REQUIREMENTS**

The look and feel of local streets say a lot about a place. Sartell is distinctive. As such, the streets should express its character. Do not settle for engineering solutions that favor car-oriented designs with limited attention to landscaping and amenities. Push for better streets that express the pride residents have in Sartell. Promote bicycle and pedestrian paths along new development roadways. Incorporate Complete Street design concepts that include a multimodal transportation approach, such as landscaping, ornamental lighting, transit, bicycle, pedestrian and other features, as appropriate given right-of-way, traffic needs, cost and other factors.

### **Potential Strategies May Include These And Other Future Cool Ideas:**

#### **4.1 Grow the Adopt A Road Program**

Reach out to youth, schools, and churches to “Adopt a Highway.” Integrate signs and provide support for maintenance to ensure that main roads in Sartell are clean and safe.

#### **4.2 Provide Landscaping and Cleaning**

Improve the landscaping and cleanliness of major roads like Pinecone Road, LeSauk Drive, and others. Encourage the beautification of local roadways, where appropriate, with amenities such as boulevard trees, decorative street and/or trail lighting and public art.

**4.3 Work With Local Businesses To Secure Sponsorship And Undertake A Landscaping Program Dedicated To These Corridors.**

Beautifying the streetscapes of local roadways like Pinecone Road with unique and rare landscaping can create a sense of place and will allow Sartell to create its own unique identity.

**4.4 Paint Utility Poles and Hydrants**

Utility poles dot the landscape across the City. They are not attractive but are a fact of life except in those rare cases when money and interest align to bury them. Explore alternative approaches in turning a negative into a positive by creatively painting utility poles. At little cost, it will help add value to the City and express its commitment to the arts.

Paint the fire hydrants, which may add neighborhood character and provide greater ownership by adjacent property owners to maintain.

**4.5 Implement Roadway AND Trail Maintenance And Pavement Management Strategies.**

Continue implementation and keep current the on-going pavement improvement plan.

Coordinate with other agencies such as Stearns and Benton County over streets and highways in Sartell to assure good roadway conditions and operating efficiency.