RESOLUTION 2018-58

CITY OF SARTELL – COMPLETE STREETS POLICY

WHEREAS, the City of Sartell's 2016 Comprehensive Plan Goal 2 – Strategy 5 in the Transportation chapter calls for the City to "Create Complete, And Context Sensitive Streets"; and

WHEREAS, the City of Sartell's 2016 Comprehensive Plan alludes to the importance of providing opportunities for all modes of transportation; and

WHEREAS, the City of Sartell finds the following to be instrumental in the adoption and implementation of this Complete Streets Policy:

VISION

1. The City of Sartell strives to establish equity for all of its residents regardless of age and ability. The City acknowledges that not every resident has a motor vehicle, as such, opportunities for all residents to safely travel to various destinations regardless of age and ability. As such, the City shall seek to ensure all streets within the City are planned, funded, designed, constructed, operated, and maintained to safely accommodate users of all ages and abilities; this includes balancing the needs for all users including but not limited to: pedestrians, bicyclists, transit users, motorists, agricultural vehicles, freight carriers, and emergency vehicles.

PURPOSE

1. Equity
    A. Not all residents drive a vehicle; residents may instead rely on walking, biking, or public transportation, as such, all residents may be provided with safe and accessible transportation options, regardless of age or ability.

2. Affordable transportation options
    a. Gas prices constantly fluctuate, and not all users in the community have access to the resources needed to own or operate a motor vehicle, as such, alternative modes of transportation may be supported.

3. Economic Development
    a. Alternative modes of transportation such as walking and biking, offer additional access to businesses and encourage economic development.

4. Sustainability
    a. As a member of the Greensteps program, the City of Sartell strives to reduce carbon emissions and greenhouse gases, complete streets support many alternative transportation options that can help lessen dependence on non-renewable energy sources such as oil, and promote cleaner air.

5. Public Health and Safety

a. The City of Sartell encourages active living and physical exercise through changes to the built environment and aims to provide safety for all users regardless of transportation choice.

6. Cost Effectiveness and Capital Improvement Planning
    a. Designing roads with all users in mind from the beginning saves costly reconstruction and retrofits.

7. Quality of life
    a. Neighborhoods that are walkable, bicycle friendly, and have access to public transportation options help increase community interaction and create a sense of community pride.

GOALS

1. Incorporate the vision and purpose of this policy into all aspects of Sartell's project development process for transportation projects.
2. Create a balanced and connected street network, which accommodates all modes of transportation consistent with the City's Comprehensive Plan goals.
3. Enhance water quality by providing innovative stormwater management techniques for road projects, which result in decreases in rainwater runoff, and increases in water infiltration.

POLICY

1. The City of Sartell may seek to enhance the safety, access, convenience, and comfort of all users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities. This policy may also consider accommodating each mode of travel that is consistent with and supportive of the local community, recognize that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

2. Transportation improvements may include facilities and amenities that are recognized as contributing to Complete Streets. These improvements may include: street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include elements for all modes.

3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing municipal street projects will consider bicycle, pedestrian, and transit facilities from the start of project design. This may apply to all municipal roadway projects, including those involving new construction,

reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

4. Bicycle, pedestrian, and transit facilities may be included in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions.

a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;

b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer and City staff;

c. Where determined by the City Engineer and City staff to have relatively high safety risks;

d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;

e. Where jointly determined by the City Engineer and City staff that the construction is not practically feasible or cost-effective because of significant or adverse environmental impacts to streams, floodplains, remnants of native vegetation, wetlands, steep slopes or other sensitive areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that shall be given high priority include one or more of the following:

a. Whether the corridor provides primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center.

b. Whether the corridor provides access across a natural or human-made barrier such as a river or freeway.

c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated.

d. Whether a road corridor provides important continuity or connectivity links for an existing rail or path network.

e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.

6. The design of new or reconstructed facilities shall anticipate likely future demand for bicycling, walking and transit facilities and the provision of future improvements should be discussed.

7. The City will work towards eliminating gaps in the sidewalk and trail networks.

8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but may consider innovative or non-traditional design options where a comparable level of safety for users is present.

10. The City may develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

IMPLEMENTATION

The Complete Streets Policy will become effective upon approval of the City Council. Implementation will be achieved through the following practices:

1. Street construction and reconstruction projects along with resurfacing projects shall be reviewed by Public Works, Engineering, and Planning staff to determine the appropriate level of complete street implementation if any. Greater attention will be paid to those projects within the Town Square area and arterial roadways as defined in the City's Comprehensive Plan.

2. The City may work collaboratively with joint partners such as Stearns and Benton County, and the Minnesota Department of Transportation, to encourage Complete Streets Policy measures are being incorporated for projects under their jurisdictions.

3. City staff may continuously educate themselves, Council and Planning Commission members about best practices and cost-effective measures to design and construct Complete Streets.

4. City staff may measure the performance and success of the Complete Streets policy at least once every five years.

ADOPTED BY THE SARTELL CITY COUNCIL THIS 23rd DAY OF July 2018

MAYOR

CITY ADMINISTRATOR