

APPENDIX B: SARTELL CITY PROFILE

Straddling two shores of the Mississippi River, the City of Sartell has grown from a small town that supported a lumber and paper industry to become a major growth center within the MPA. The City's many recreational areas and parks are a popular draw locally and from the nearby region. Sartell has a large and expanding network of locally owned and maintained active transportation facilities to serve those living and working in the city and the many visitors from outside the community.

DEMOGRAPHICS

The City of Sartell is currently the most rapidly growing municipality in the APO's MPA. According to the U.S. Census Bureau's 2014-2018 American Community Survey (ACS) Five-Year Estimates, the City of Sartell's population has grown 77.1% since 2000.

The City strives to provide equitable service to all segments of the community in its transportation planning investments. The APO tracks specific population demographic subsets known as traditionally underrepresented populations at a regional level. This includes the following:

- People-of-Color (Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; Hispanic or Latino descent regardless of race).
- Persons with low income.
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these demographics in Sartell finds that close to 30% of the city's population is under age 18. Approximately one in 10 residents are people of color. One in 20 households are without a vehicle. See Figure B.2 below for other details.

City of Sartell Municipal Boundary

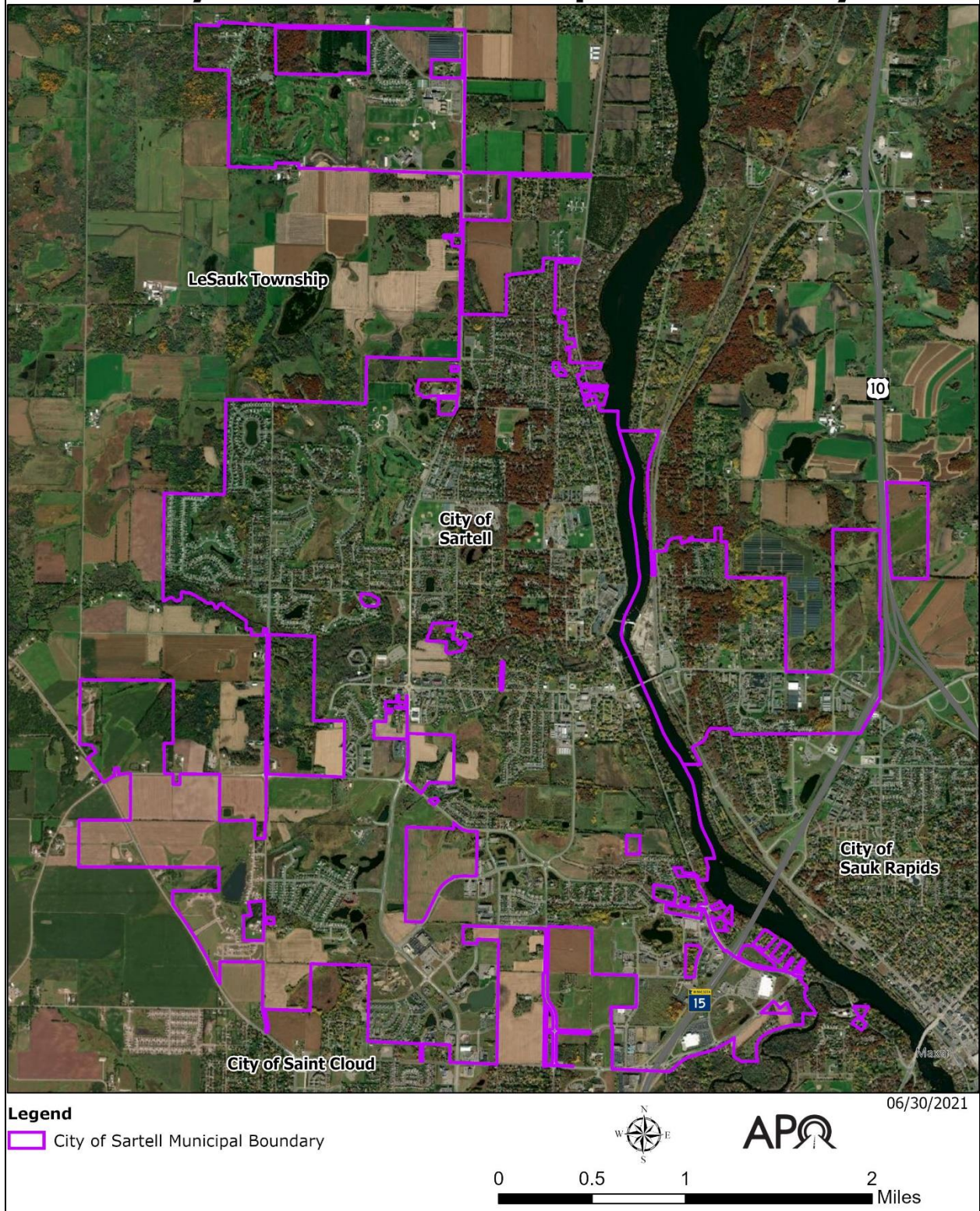


FIGURE B.1 – CITY OF SARTELL.

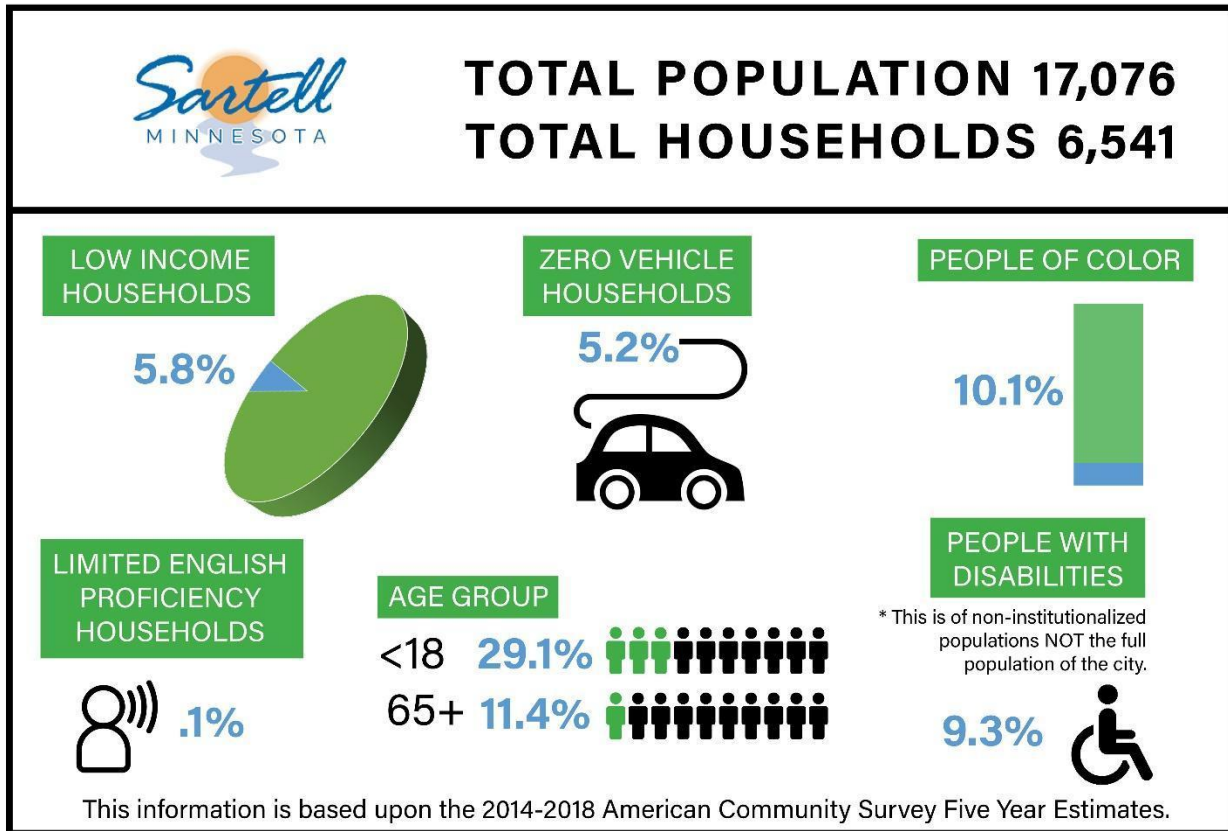


FIGURE B.2 – DEMOGRAPHIC PROFILE OF THE CITY OF SARTELL.

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial) impacts the transportation network and the modes of travel available or desirable to users. Land use can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users.

Due to its location relative to the rivers, major highways, and its unique development pattern over time, the City of Sartell lacks a centrally focused downtown area. Instead, several small commercial, office, and industrial centers serve the City's residents and visitors.

As described in the Comprehensive Plan, the city is working to respond to the needs and desires of a complex mix of urban and rural land uses. While many homes in Sartell are within easy access to services, other newly developing areas of the city are more distant and secluded. The current land use pattern within the city is shown in Figures B.3 and B.4.

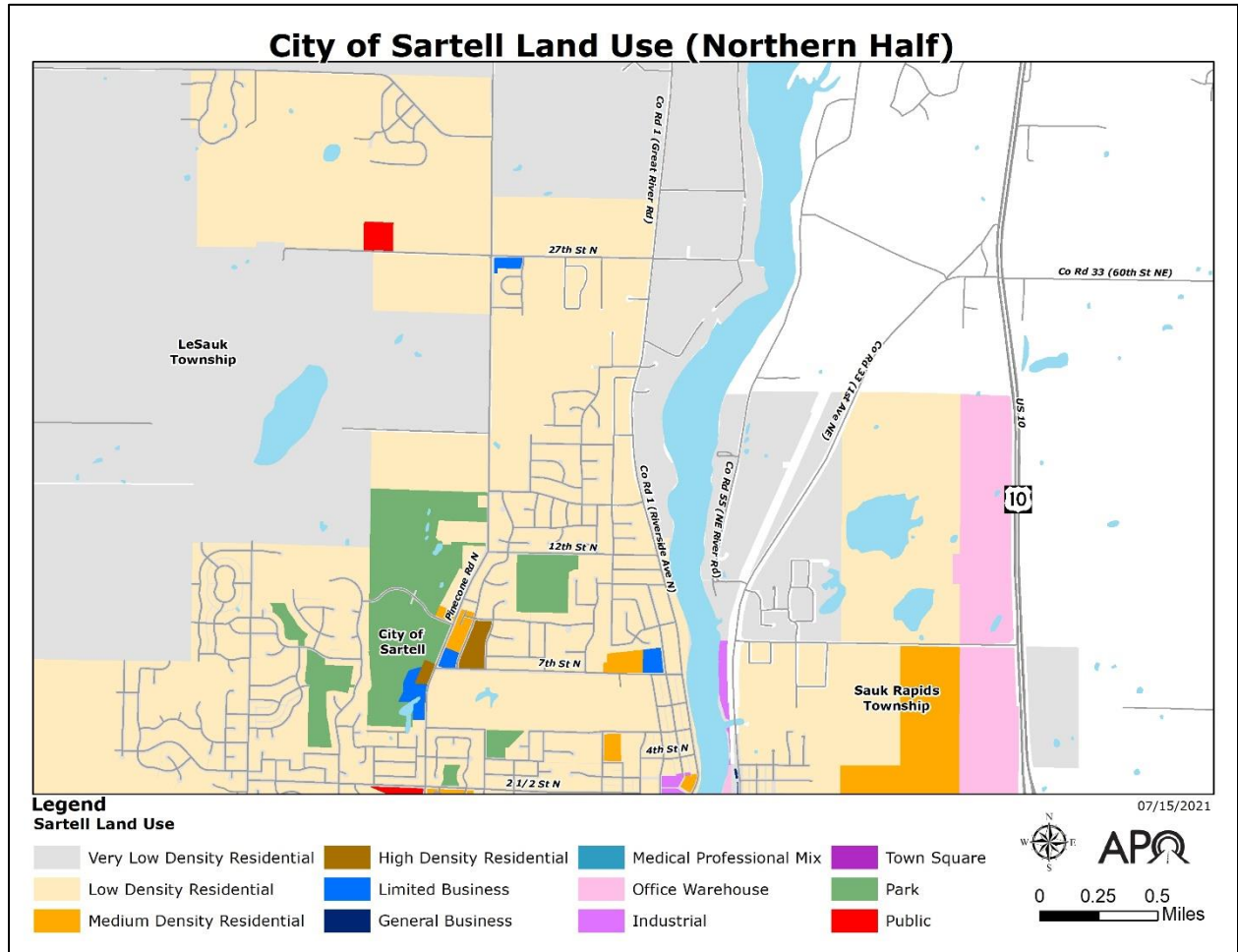


FIGURE B.3 – 2019 LAND USES IN NORTHERN SARTELL AS IDENTIFIED BY THE CITY.

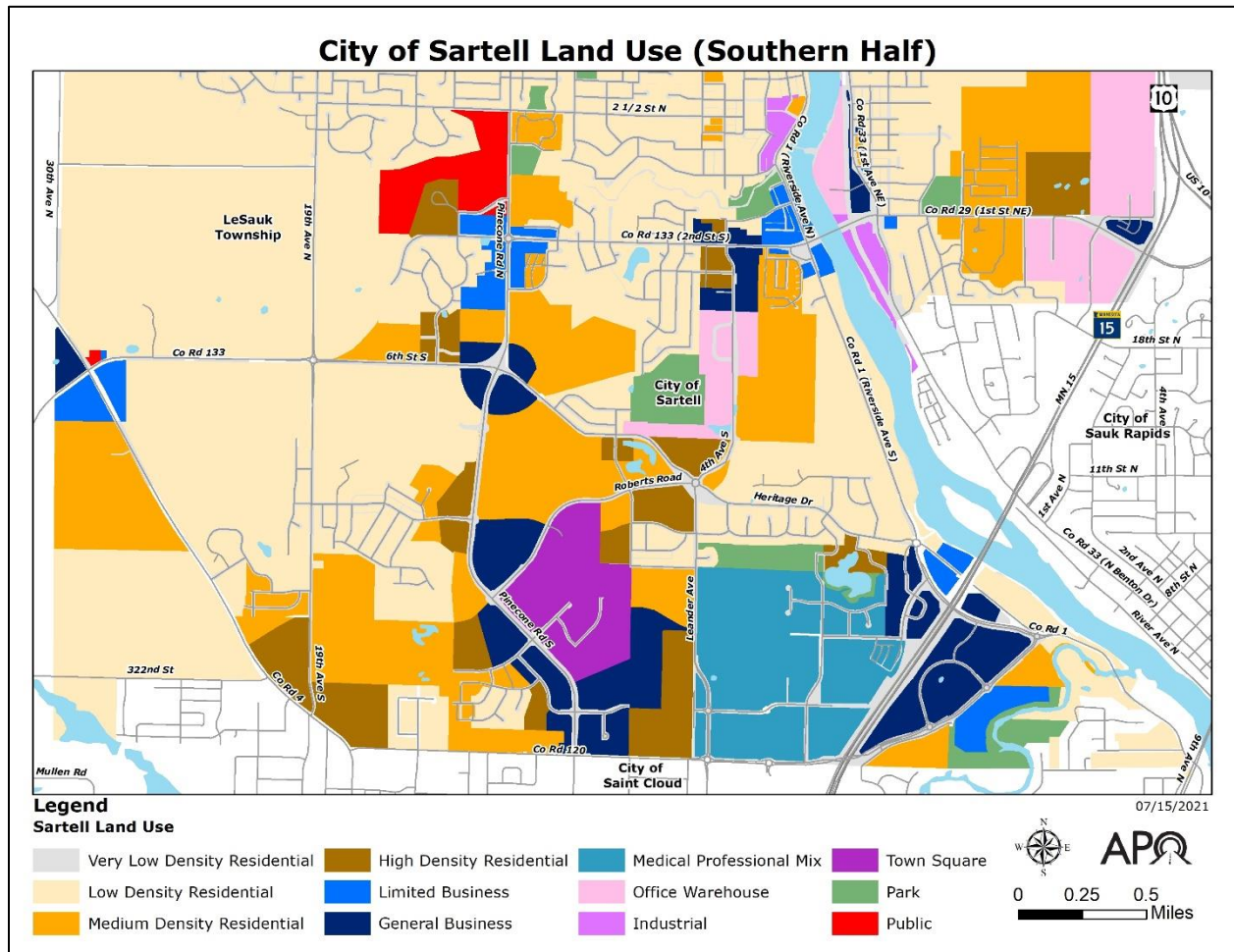


FIGURE B.4 – 2019 LAND USES IN SOUTHERN SARTELL AS IDENTIFIED BY THE CITY.

The many different areas of growth that have emerged throughout the City of Sartell have their distinctive land uses.

East Sartell generally refers to the part of the city east of the Mississippi River. Among various residential types and densities are assorted business and industrial uses. The city plans to further expand commercial development on the east side, particularly along US 10.

West of the Mississippi in the core area of Sartell is a mix of low and medium-density residential uses with pockets of retail and other commercial uses along Pinecone Road and Riverside Avenue. Between Fifth Street N and Seventh Street N is the campus area for three of Sartell’s public schools. The DeZURIK manufacturing facility on Riverside Avenue is a long-established industrial site.

The MN 15 approach to the Sartell bridge has become a highly attractive commercial area with several large retailers for the city and region. West of MN 15 is a growing medical complex with various treatment centers.

Many acres of parkland, open space, and greenways are spread throughout the city. West of Pinecone Road is two of the city’s large regional parks. West of Pinecone to County Road 4 and north to 35th Street N are patches of newly developing areas, primarily low-density residential use. The City’s new high school is in north Sartell.

Understanding how the city plans to develop in the future will inform the type of transportation system needed. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Sartell has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network, such as bike lanes (on-road facilities). Others are separated from the roadway network, such as sidewalks and shared use paths (off-road). Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus. Bicyclists and pedestrians can rely on both the on- and off-road network and the Metro Bus system to reach their destinations.

ON-ROAD FACILITIES

The City of Sartell has 6.7 lane miles of on-road bicycle facilities to serve bicyclists, including signed paved shoulders on portions of the Mississippi River Trail (MRT) and signed shared lanes along the Great River Road.

The Mississippi River Trail (MRT)

The MRT is a planned network of bicycle facilities that follows the river's east shore through the City of Sartell. The MRT follows the Northeast River Road and continues south to Sauk Rapids. This on-road facility is regionally significant to the city as a nationally recognized bicycle route.

In addition, the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its inter-jurisdictional nature – spanning from northern Minnesota to Louisiana – and high potential of connecting to other regional active transportation facilities.

The Great River Road Scenic Byway

Riverside Avenue, sometimes referred to as the West River Road, is part of the Great River Road Scenic Byway, another route of regional significance. The Great River Road crosses to the east side of the Mississippi at the Sartell bridge, then continues south, joining the MRT into Sauk Rapids.

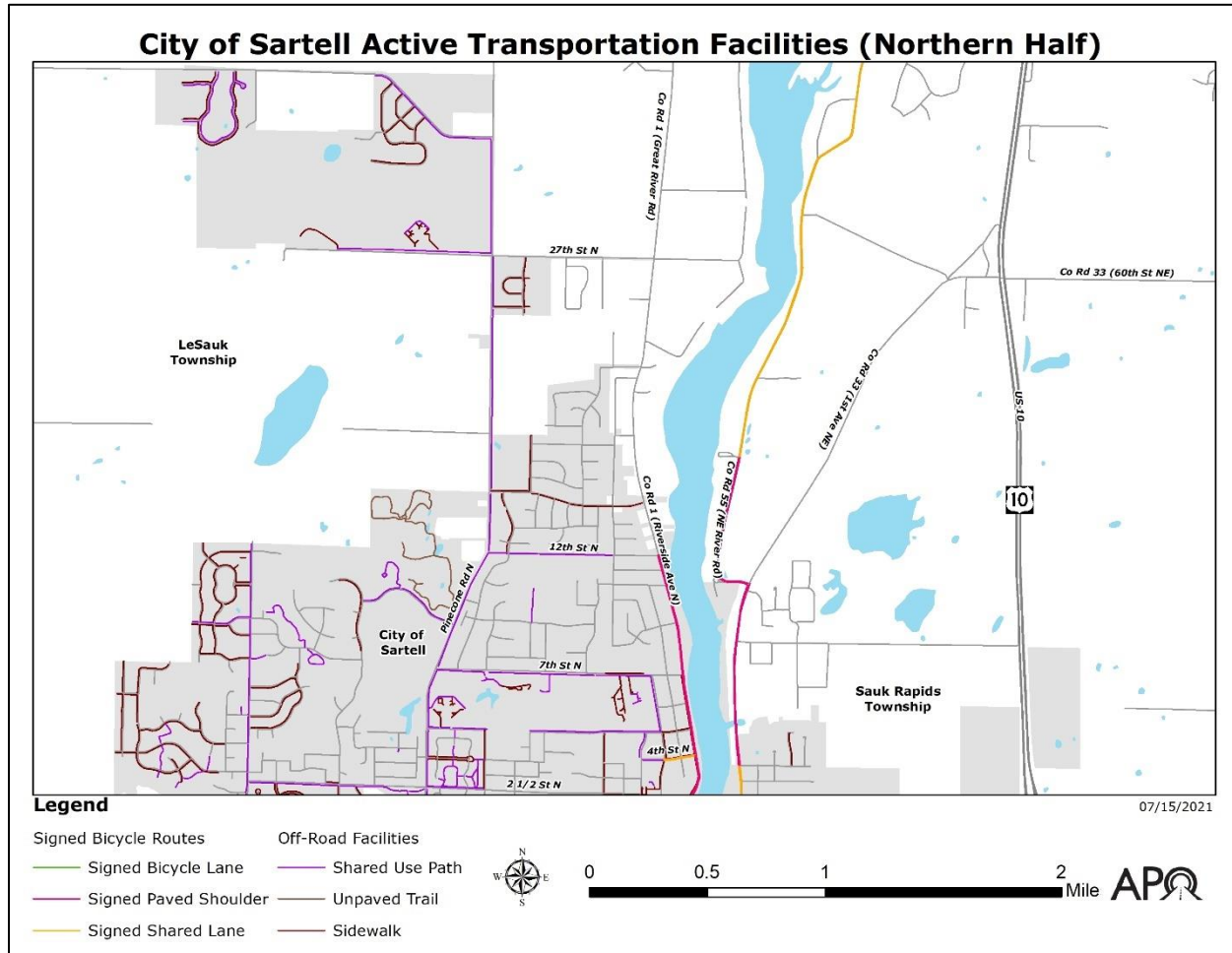


FIGURE B.5 – ON- AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN NORTH SARTELL BY TYPE AND LOCATION.

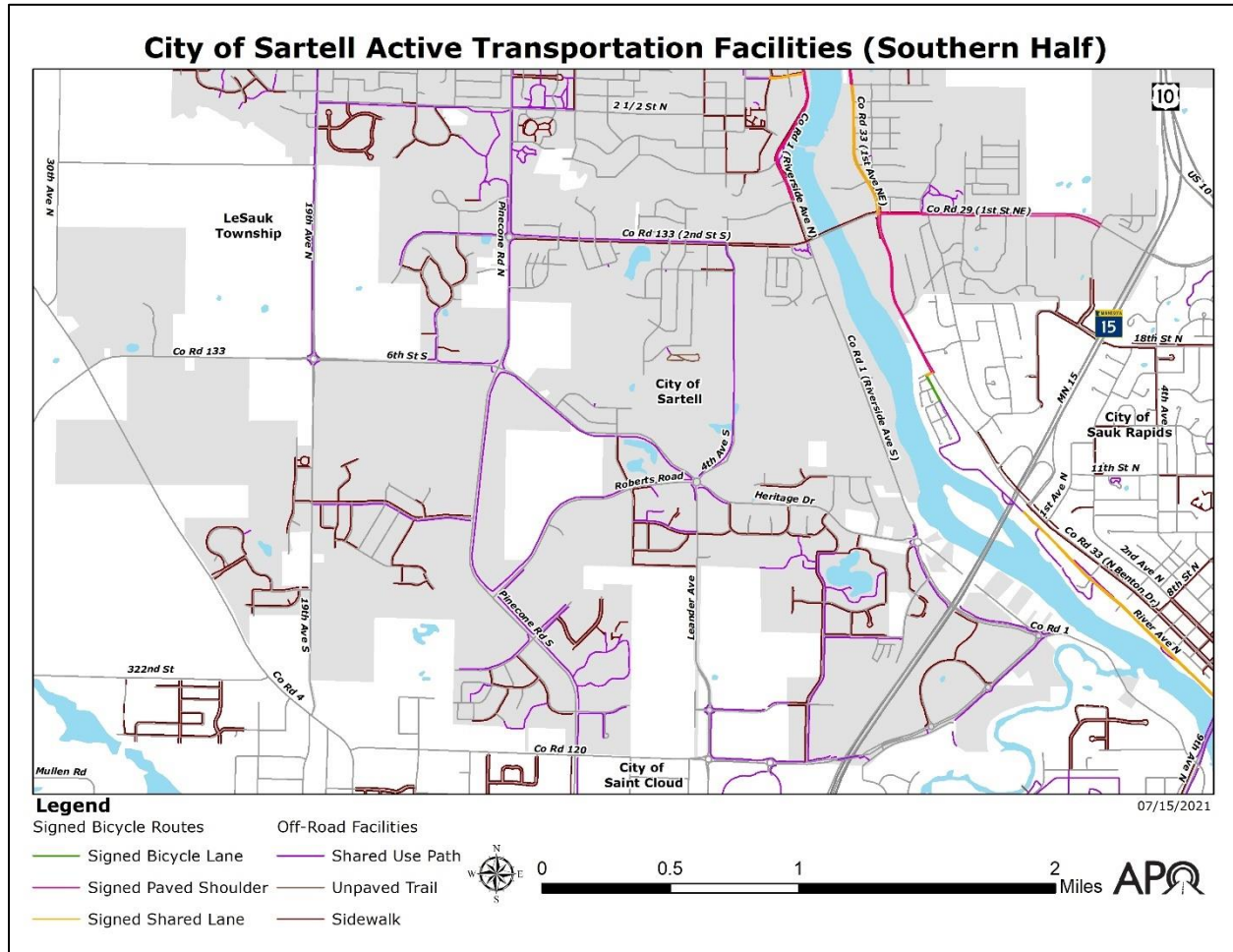


FIGURE B.6 – ON- AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SOUTHERN SARTELL BY TYPE AND LOCATION.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

The 32.3 miles of shared use paths provide Sartell neighborhoods access to the city’s parks, recreational areas, and schools. Within Pinecone Central Park are 1.8 miles of unpaved trails.

A continuous shared use path follows along Pinecone Road from the Oak Ridge Elementary School to the southern city boundary. Throughout Sartell other shared use paths generally follow many north-south and east-west collector routes.

Sidewalks

There are 32.5 miles of sidewalks in the City of Sartell. Sidewalks provide access to the City's schools and parks and are prevalent in the newer neighborhoods to the west and north.

Figures B.5 and B.6 show the location of all active transportation infrastructure within the City of Sartell.

TRANSIT SERVICE AND INFRASTRUCTURE

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids.

Figure B.7 shows each Metro Bus fixed routes within the City of Sartell and the ConneX service area.

FIXED ROUTE SERVICE

Metro Bus provides fixed route transit service to the City of Sartell seven days a week through routes 21, 22, and 31. Currently, fixed route service is available to the eastern and southern Sartell portions.

In east Sartell, residents can access Routes 21 and 22, the primary service route for Sauk Rapids. While these routes provide service to the same areas within east Sartell, they operate in opposite directions. Route 21 operates according to a weekday schedule, and Route 22 offers a seven-day service. Route 21 and Route 22 transit infrastructure includes signed bus stops some with shelters and benches.

Route 31 connects provides service from the downtown transit center in Saint Cloud to the medical hub on MN 15 in southeastern Sartell. Stops within Sartell include CentraCare Plaza and Walmart/Sam's Club.

Figure B.8 provides a closer look at locations of transit stops in relation to active transportation infrastructure. Transit stops along the fixed route system typically include sidewalk access.

OTHER TRANSIT SERVICE

While fixed route service is limited to certain areas, nearly all Sartell residents can access the Metro Bus ConneX service. ConneX provides curb-to-curb and door-to-door on demand service seven days a week throughout the City of Sartell.

Dial-a-Ride, an operator-assisted paratransit service provided for those who cannot use fixed routes, is available to those who qualify.

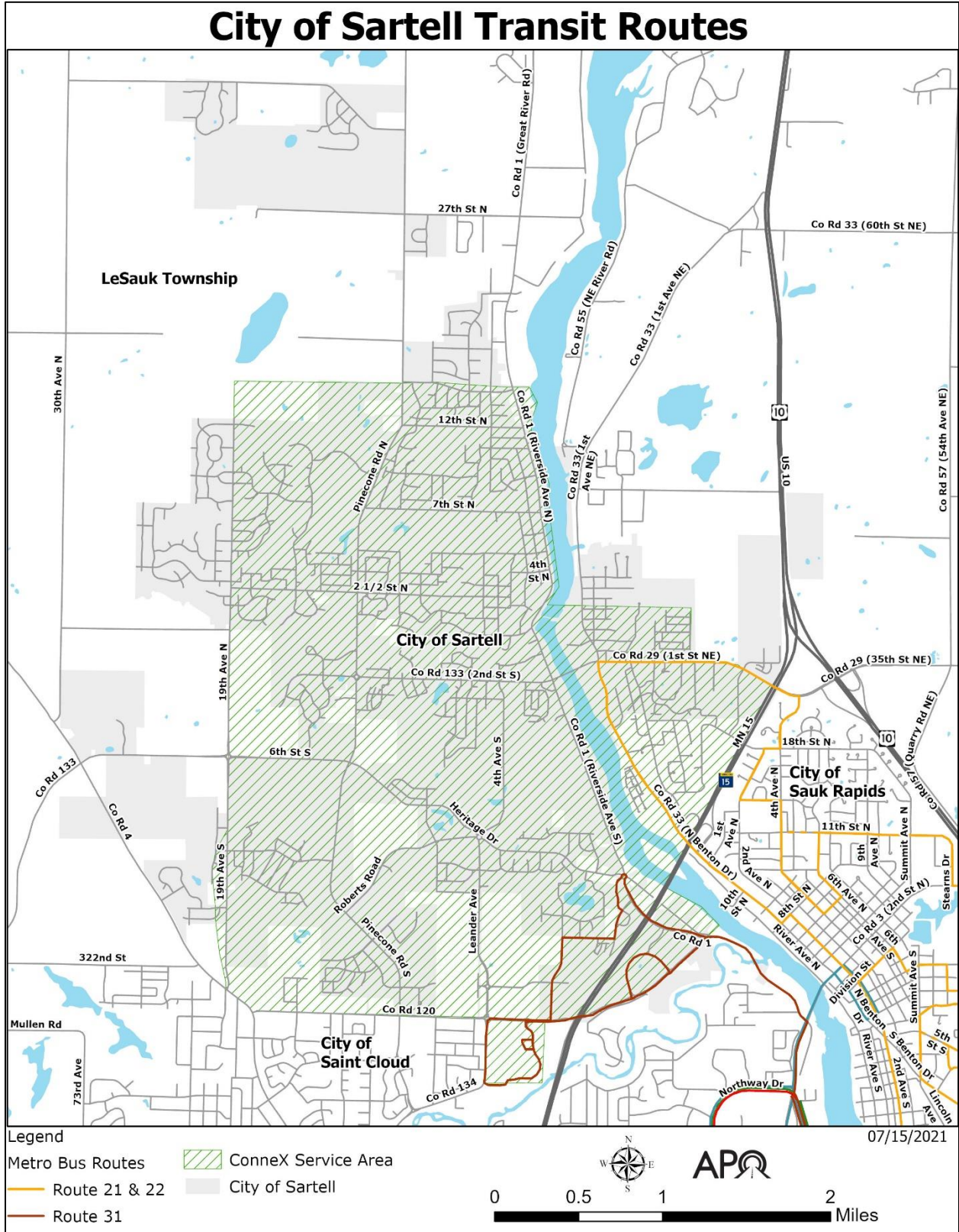


FIGURE B.7 – METRO BUS FIXED ROUTE AND CONNEX SERVICE TO THE CITY OF SARTELL.

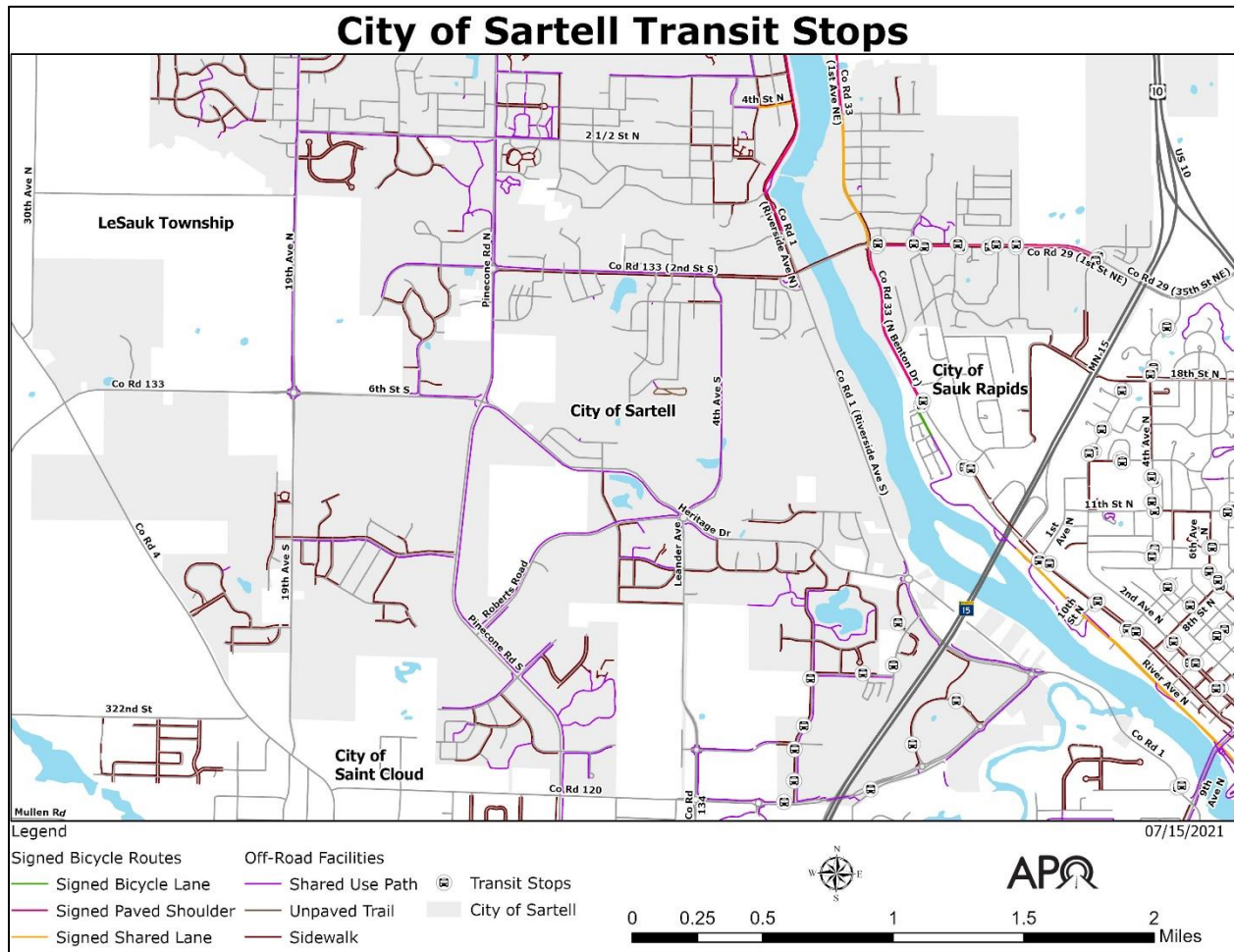


FIGURE B.8 – TRANSIT STOPS WITHIN THE CITY OF SARTELL RELATIVE TO THE ACTIVE TRANSPORTATION SYSTEM.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the existing active transportation infrastructure is in poor condition, it may cause safety issues, inconvenience for the user, or result in the underutilization of the facility. Keeping the system in good condition assures safety and a comfortable experience.

Pavement conditions data for on-road and off-road active transportation facilities within the City of Sartell was collected from areawide surveys performed for the APO as discussed in Chapter 2 of the ATP.

ON-ROAD FACILITIES

Pavement Condition and Striping

In 2019 GoodPointe Technology collected pavement and striping condition data on the existing on-road bicycle routes in Sartell. This includes the bicycle lanes on First Avenue NE and the marked paved shoulders on Riverside Avenue and First Street NE.

Pavement condition was evaluated using a Digital Inspection Vehicle (DIV) – a specialized vehicle equipped with cameras and laser sensors to detect pavement distress and roughness. All lane miles within Sartell were rated as being in very good or good condition as shown in Figure B.9.

Striping conditions of on-road facilities were rated from a visual inspection. In the City of Sartell, 5.4 lane miles are striped. With an exception of a small section of First Avenue NE and First Street NE, the majority of on-road striping was rated in fair to poor condition as shown in Figure B.10.

City of Sartell Bicycle Route Pavement Condition

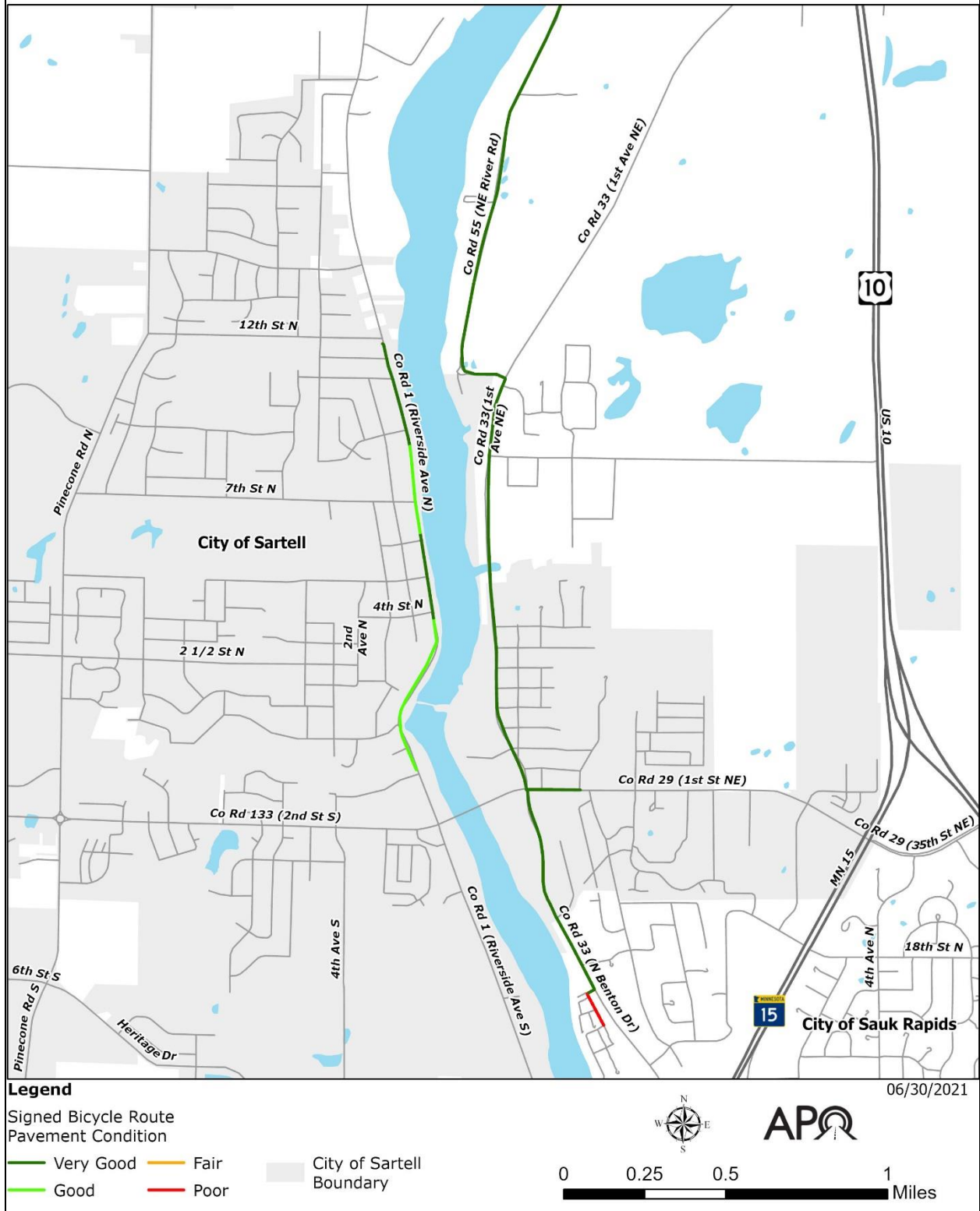
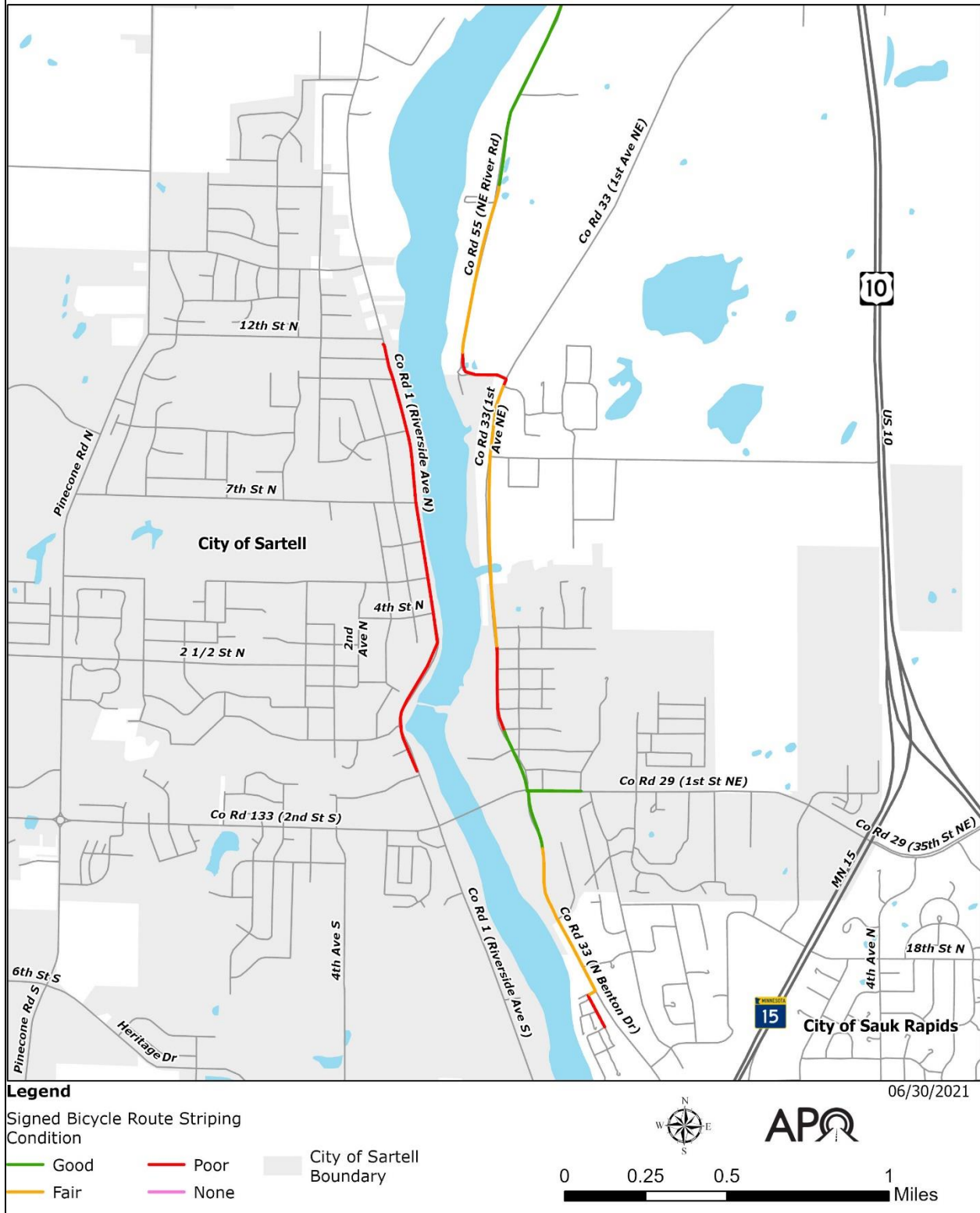


FIGURE B.9 – CONDITION OF PAVEMENTS SIGNED AS BICYCLE ROUTES IN NORTH SARTELL.

City of Sartell Bicycle Route Striping Condition



FIGURES B.10 – STRIPING CONDITION OF ON-ROAD BICYCLE FACILITIES IN NORTH SARTELL.

OFF-ROAD FACILITIES

Shared Use Path Pavement Condition

The Parks & Trails Council of Minnesota conducted a pavement condition assessment of most shared use paths within the APO in 2020. The Council used a specially equipped electronic bicycle with instruments aboard to record the “bumpiness” of the pavement throughout the metropolitan planning area.

Pavement conditions along shared-use paths in the City of Sartell are shown in Figures B.11 and B.12. While conditions are generally better in Sartell than across the rest of the MPA, about 16% of the city’s paths were rated as “rough/very rough” and about 21% “fair.” More than half of the shared use paths in Sartell received a rating of “smooth” or “very smooth.”

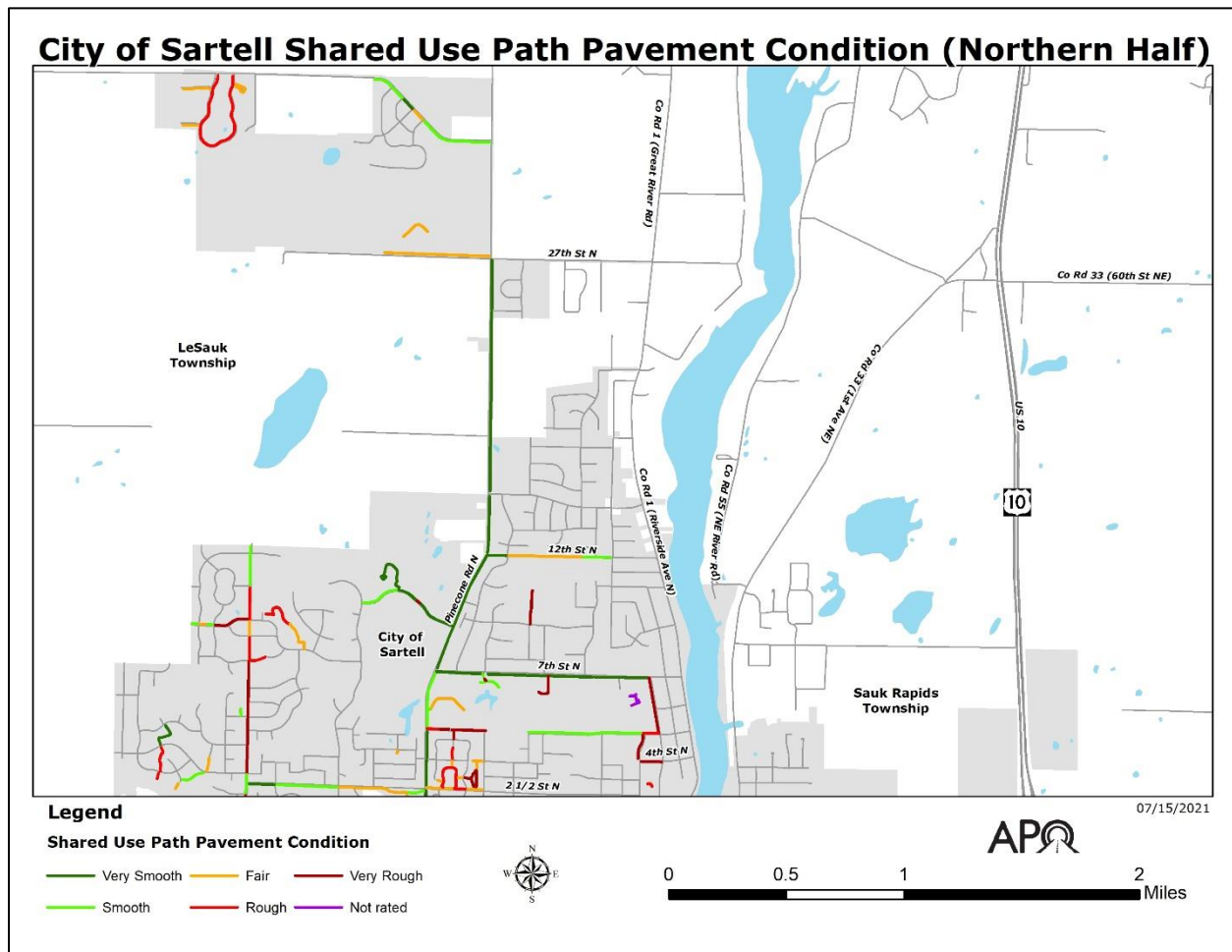


FIGURE B.11 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN NORTH SARTELL.

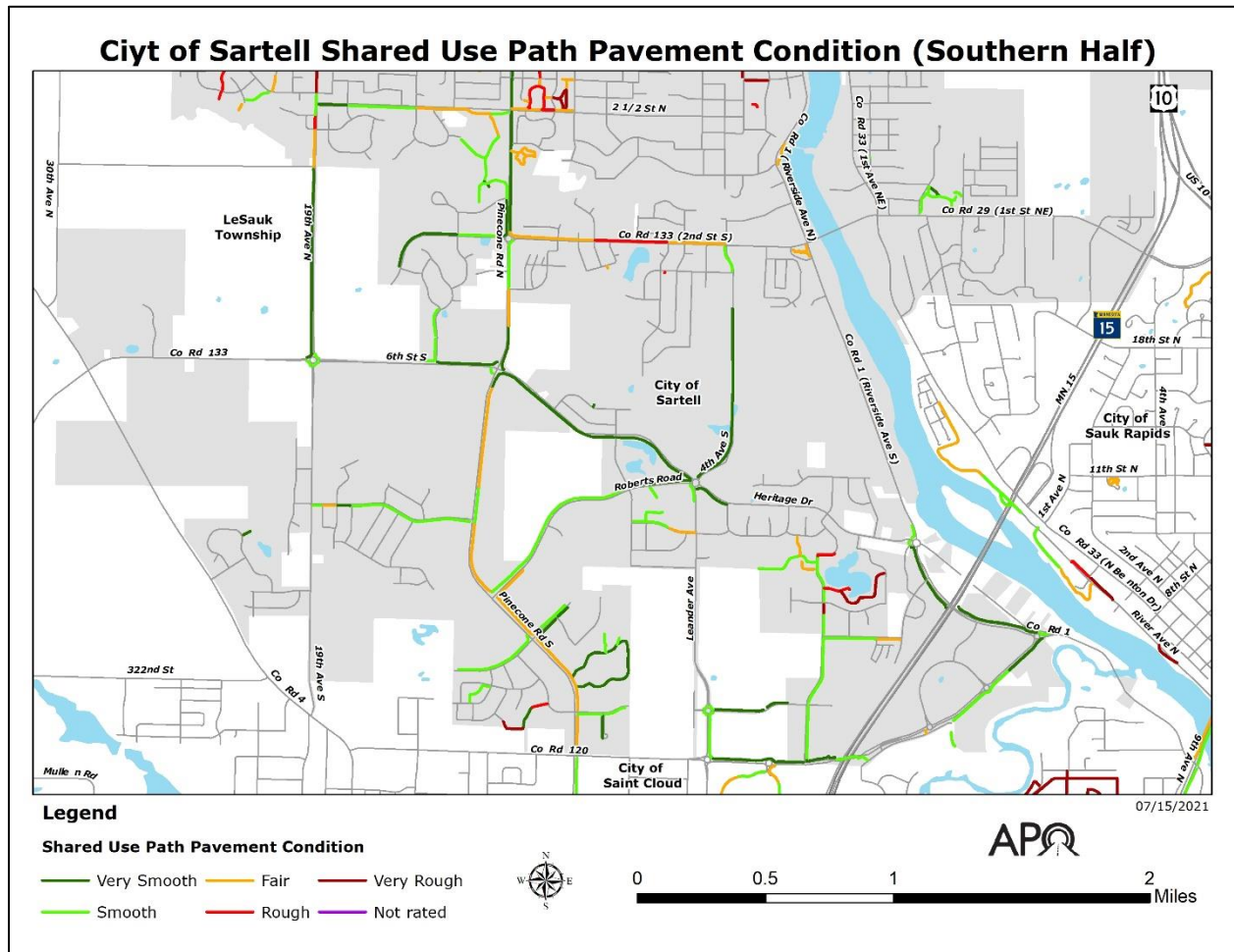


FIGURE B.12 – CONDITION OF PAVEMENTS ON SHARED USE PATHS IN SOUTHERN SARTELL.

SARTELL PLANS FOR ACTIVE TRANSPORTATION

2016 COMPREHENSIVE PLAN

The City of Sartell provides policy and decision-making guidance in the [2016 Comprehensive Plan](https://bit.ly/3jcD2UJ) (https://bit.ly/3jcD2UJ). The plan identifies goals and strategies that support an active and healthy community with services that enhance the quality of life for residents and families.

Active Transportation Needs as Identified in Comprehensive Plan

The transportation component of the comprehensive plan note the growing traffic volume on the city’s roadways. As such, intersection crossing safety is among the most commonly cited concerns from residents. The City plans to improve traffic management and safety for all users in response. As stated in the plan, while there is a need for moving traffic through Sartell and lessen congestion, the city’s efforts are focused on encouraging travel modes that will lessen the need for cars to get people to their destinations. The city plan promotes traffic calming -- road designs that reduce speed and volumes to enhance safety for pedestrians and bicyclists – as a way to increase safety. In addition, the plan outlines the need to encourage narrow lane widths and the installation of roundabouts.

The 2016 comprehensive plan also outlines goals for the city’s parks and open spaces. In terms of active transportation, the City is planning to expand its network of trails (shared use paths) and sidewalks – focusing on completing connections to neighborhoods and schools. Strategies to achieve this goal include a periodic review with plans and projects that add to and maintain the city’s active transportation network that will encourage safe, unrestricted use of trails.

2018 COMPLETE STREETS

The City of Sartell adopted a [Complete Streets Policy](https://bit.ly/3aGNJfo) (https://bit.ly/3aGNJfo) in 2018. In implementing this policy, the City seeks to achieve equity for its transportation system, balancing the needs of all ages and abilities.

With this policy in place, the City is committed to considering the access needs for all users while planning and improving roadways networks. This entails incorporating road design elements to assist in closing existing gaps and addressing active transportation network deficiencies consistent with land use.

As the city develops projects, planning efforts will be made to anticipate and respond to future demands for walking, bicycling, and transit usage. All this in an effort to ensure safe travel for all users of the system.

2017 BICYCLE FRIENDLY COMMUNITY

Because of its efforts to promote active transportation, the City of Sartell was awarded a Bronze tier Bicycle Friendly Community from the League of American Bicyclists in 2017.

CITY ORDINANCES

Along with various citywide planning efforts, the [Sartell City Code](https://bit.ly/3rIAzES) (https://bit.ly/3rIAzES) has established many ordinances pertaining to the active transportation system and its users.

City Code Section 11 outlines provisions for active transportation within new developments in the city. Sidewalks, trails, and pathways shall be in proximity to parks, schools, shopping centers, and other service areas of a similar nature. They must conform to city design standards and be compliant with the Americans with Disabilities Act (ADA). Trails and walkways are to continue from those existing surrounding areas. Every new subdivision must have a sidewalk or trail on at least one side of every public or private street. (City Code, 11-5-4). Sidewalks shall be built to a width of 6-feet or greater (City Code 11-6-9).

In Sartell, snow and ice must be removed from public sidewalks by the owner or occupant of the premises within 12 hours of a snow or weather event. Failure to do so is considered a nuisance (City Code 4-6-3). The city will recover its costs to eliminate the nuisance. (City Code 4-8-7).

The City’s ordinances affirm Minnesota statutes in recognizing that bicyclists have the same rights and duties as a driver of a vehicle (City Code 6-3-1). Cyclists must respect pedestrian usage. Within a business district, bicyclists cannot ride on the sidewalk. Cyclists in Sartell shall yield the right-of-way to pedestrians. (City Code, 6-3-3). If you are walking, legally, you must cross roadways only at intersections (City Code 6-1-12).

Sartell's city code is unique in defining and regulating self-propelled wheeled devices (SPWDs). SPWDs include inline skates, skateboards, roller-skates, roller skis, wagons, and strollers. Operators of these devices have the same rights and duties as a driver of a vehicle. (City Code, 6-5-2) As such, they may use city streets, though not more than two abreast, and they must always yield to pedestrians. (City Code 6-5-4).

SYSTEM USAGE

Understanding bicycling and walking behavior on the active transportation network within the City of Sartell can help in a couple of ways. The purpose of collecting system usage data is to measure the change in usage over time, prioritize the investment of new and existing infrastructure, and assist in planning and designing future facilities. It is essential to know how well current facilities address users' needs.

BICYCLE AND PEDESTRIAN COUNTS

APO staff regularly place a MnDOT-owned portable bicycle and pedestrian counter along shared use path locations throughout the MPA, including three spots within the City of Sartell.

The MnDOT counter uses two different types of counters simultaneously. The Pneumatic TUBE counter uses two sets of tubes placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can record that cyclist and determine which direction that person was heading. Meanwhile, the PYRO-Box utilizes infrared technology to measure people's body heat who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. When used in conjunction with the TUBE counter, APO staff can calculate pedestrian traffic from the PYRO-Box by subtracting the bicyclists from the total count.

With these portable counters, APO staff monitors daily usage of shared use paths for seven-day intervals at specified locations. However, the portable counters are owned by MnDOT. As a result, various agencies and jurisdictions can (and have) utilized the counters throughout the year, impacting the consistency in obtaining data. As a result, two of the three Sartell locations were counted in 2020.

As stated earlier, the City of Sartell has three counting locations throughout the city:

1. The shared use path along Heritage Drive west of Seventh Avenue S.
2. Pinecone Road Trail #1, across from Sartell City Hall.
3. Pinecone Road Trail #2, near 24th Street N.

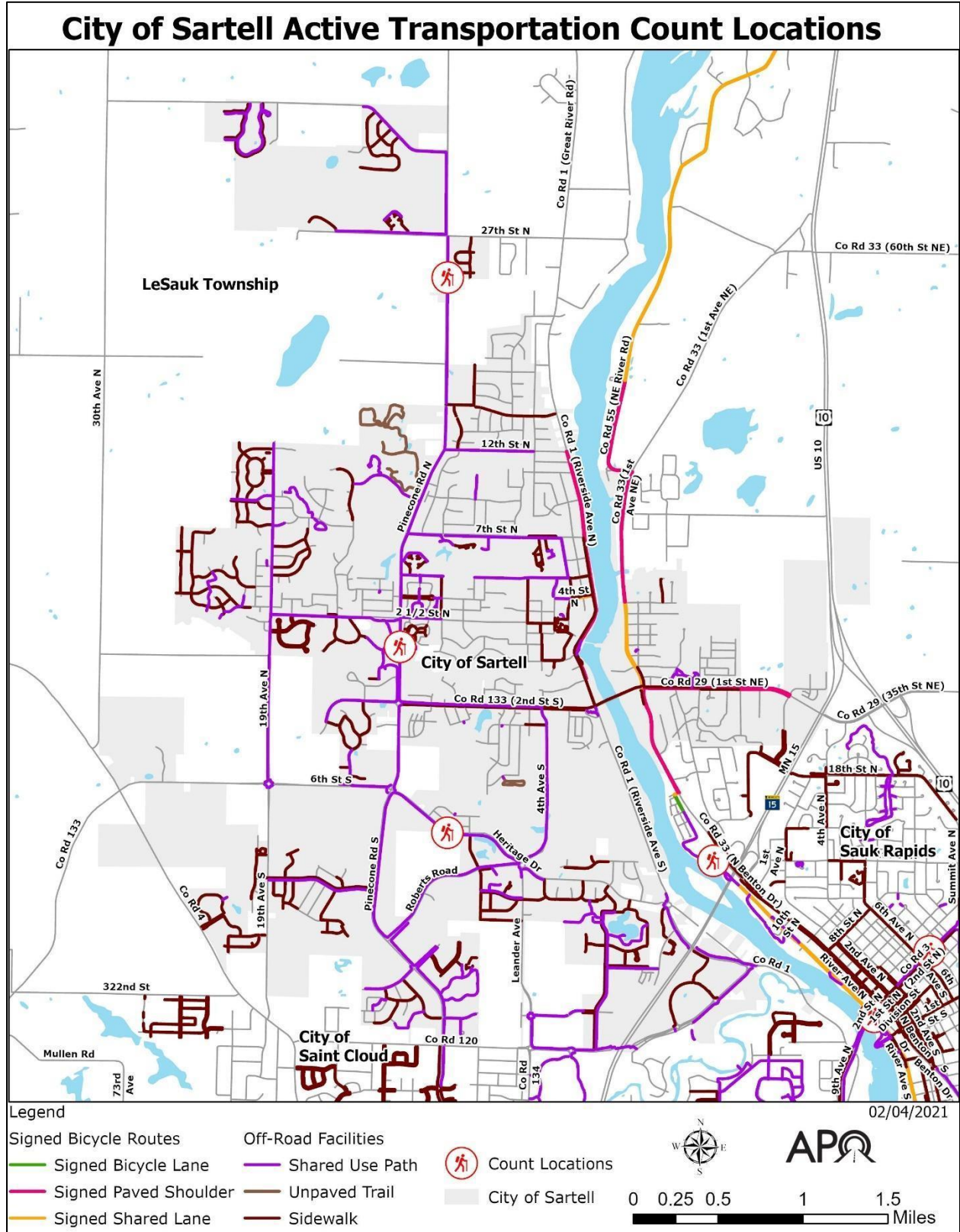


FIGURE B.13 – LOCATIONS OF AUTOMATIC COUNTERS OF BICYCLE AND PEDESTRIAN USAGE IN SARTELL.

All three of these locations are ideally counted each summer.

| Location | Dates Counted (2019) | Weekday Average Bike | Weekday Average Pedestrian | Weekend Average Bike | Weekend Average Pedestrian |
|-------------------------------|-----------------------------|-----------------------------|-----------------------------------|-----------------------------|-----------------------------------|
| Heritage Drive | 08/19 – 08/25 | 2 | 73 | 1 | 53 |
| Pinecone Road Trail #1 | 08/12 – 08/18 | 10 | 227 | 14 | 209 |
| Pinecone Road Trail #2 | 08/05 – 08/11 | 11 | 104 | 6 | 99 |

FIGURE B.14 – 2019 BICYCLE AND PEDESTRIAN COUNTS FROM THE THREE SARTELL LOCATIONS.

| Location | Dates Counted (2020) | Weekday Average Bike | Weekday Average Pedestrian | Weekend Average Bike | Weekend Average Pedestrian |
|-------------------------------|-----------------------------|-----------------------------|-----------------------------------|-----------------------------|-----------------------------------|
| Heritage Drive | 06/16 – 06/22 | 2 | 11 | 3 | 122 |
| Pinecone Road Trail #2 | 05/26 – 06/01 | 16 | 259 | 22 | 271 |

FIGURE B.15 – 2020 BICYCLE AND PEDESTRIAN COUNTS FROM TWO OF THE THREE SARTELL LOCATIONS.

The APO’s counts indicate that shared use paths receive significant usage, particularly from pedestrians. In particular, facilities along Pinecone Road seem to experience relatively high usage among pedestrians.

DESTINATIONS

Common destinations for active transportation users include schools, food assets, employers, and parks. For this plan, APO staff are primarily looking at public schools. Food assets are grocery stores/supermarkets, specialty food stores, meat markets, convenience stores, and non-profit community food services. Employers listed have 100 or more full- and/or part-time employees.

Figures B.16 and B.17 show these destination locations within the City of Sartell.

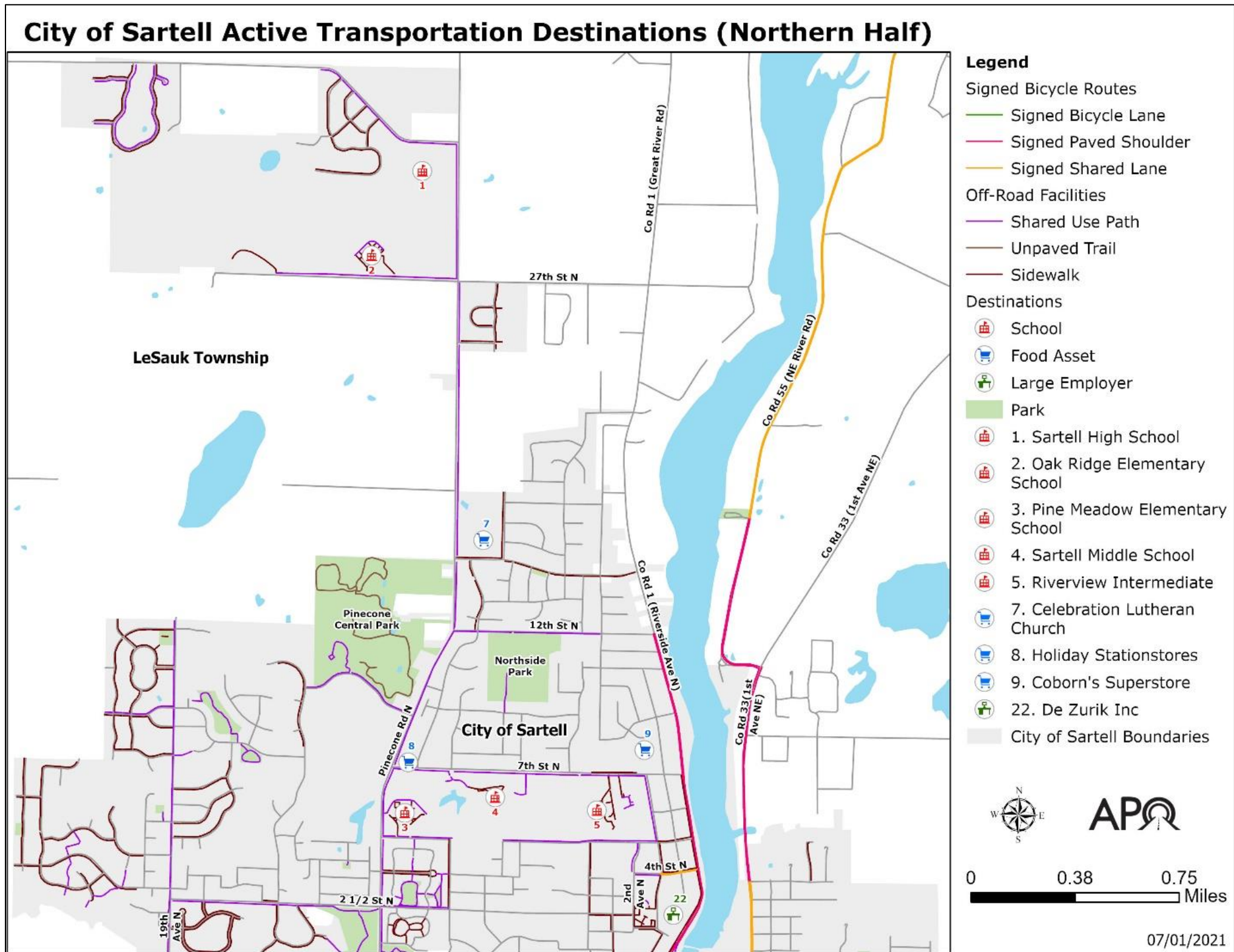


FIGURE B.16 – DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN NORTH SARTELL.

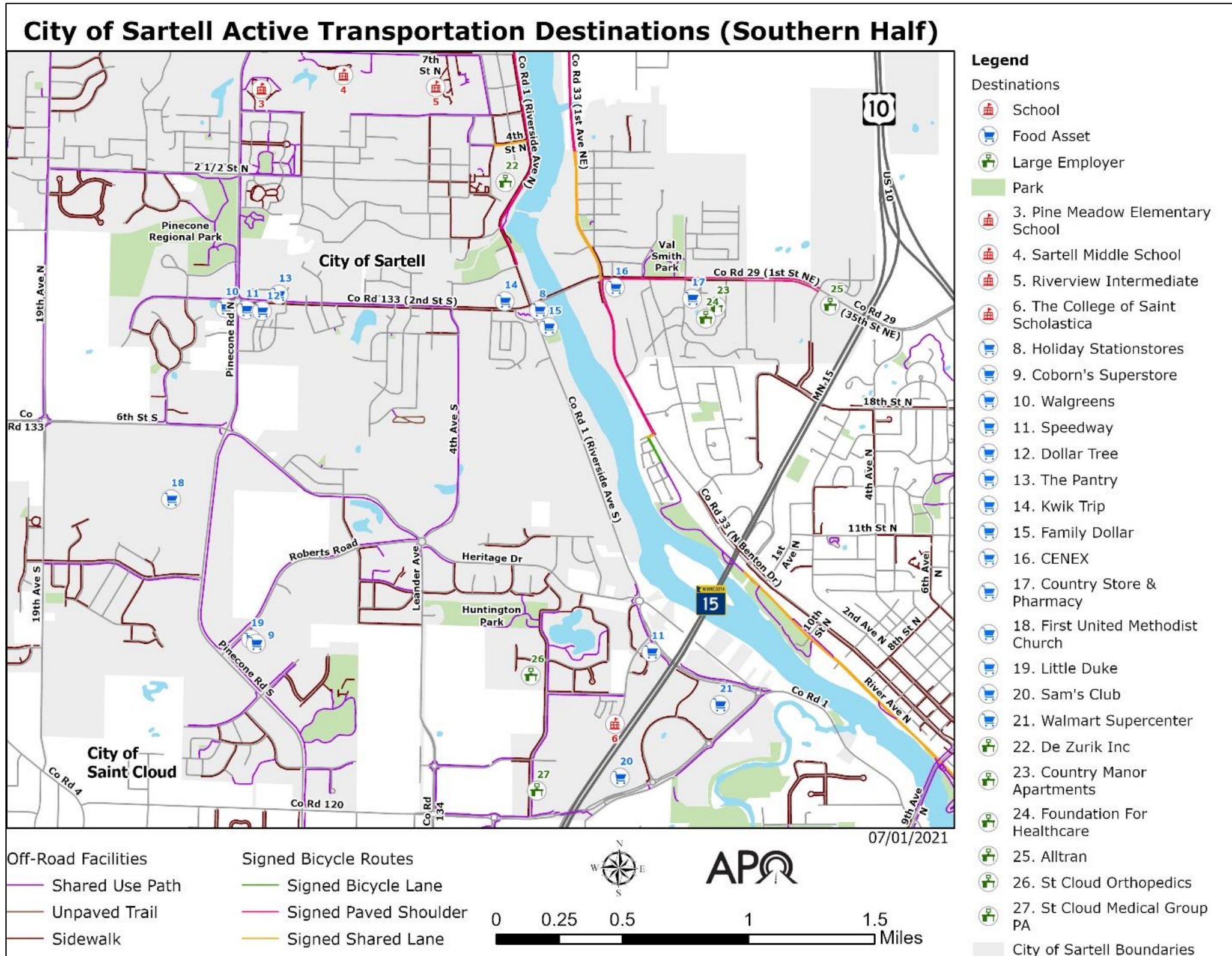


FIGURE B.17 - DESTINATIONS FOR ACTIVE TRANSPORTATION USERS IN SOUTHERN SARTELL.

Schools

While residents of Sartell have access to three different school districts, most of the students are enrolled in the five public schools operated within the city by the Sartell-St. Stephen School District (ISD #748).

These schools are also among the City’s largest employers. And while a mix of sidewalks and shared use paths has expanded over time to improve access and safety for students who bike or walk, gaps remain in some areas.

ISD #748 encompasses most of the city though it should be noted that east Sartell is part of the Sauk Rapids-Rice School District (ISD #47), and portions of southwest Sartell are included in the Saint Cloud School District (ISD #742). Other schools within Sartell are St. Francis Xavier Catholic School on Second Street North and the College of St. Scholastica north of MN 15.

| Name | Address | Grades Served | Approximate Number of Students Served |
|--|----------------------------------|-----------------|---------------------------------------|
| Oak Ridge Early Learning Center | 1111 – 27 th St North | Early Childhood | 750 |
| Pine Meadow Primary School | 1029 5 th St North | 1-2 | 675 |
| Riverview Intermediate School | 627 Third Ave N | 3-5 | 700 |
| Sartell Middle School | 748 7 th St North | 6-8 | 775 |
| Sartell High School | 3101 Pinecone Rd North | 9-12 | 1200 |

FIGURE B.18 – THE FIVE PUBLIC SCHOOLS LOCATED WITHIN THE CITY OF SARTELL.

Food Assets

Figures B.16 and B.17 shows grocery stores and other food destinations are primarily found in the city’s commercial hubs.

Walmart and Sam’s Club, large shopping centers located in south Sartell between MN 15 and County Road 120, are also among the City’s primary employment centers. Fast food and other food destinations are also in this area. Food assets in east Sartell include a variety of convenience stores. Along Pinecone Road is a commercial town square with a Coborn’s superstore. Along Pinecone Road, another area with several food destinations is around the intersections with Second Street North. Two churches that serve as food distribution centers are also shown.

Large Employers

Many commute to their workplace using modes other than a vehicle. Some are dependent upon facilities that will enable them to walk, bike, or use public transit to get to their jobs.

The DeZURIK manufacturing site centrally located along the Mississippi River is the City's largest employer. The DeZURIK facility, which makes valves for municipal and industrial applications, began in 1925.

Largest employers are found among the growing complex of medical treatment facilities in south Sartell along Connecticut Avenue, including St. Cloud Orthopedics and Central Minnesota Health Partners. These health service centers are close to Metro Bus service routes.

Major employers in east Sartell are the Country Manor Apartments and the Foundation for Health Care.

These and other large employers within the City's commercial and industrial hubs are shown in Figures B.16 and B.17.

Parks

The City of Sartell has 28 public parks and public green spaces along the Mississippi and Watab Rivers. The city defines three regional or special use parks – Pinecone Central Park, Pinecone Regional Park, and the Sauk River Regional Park.

As part of the City's 2016 comprehensive plan, Sartell seeks to ensure that city residents are within a short walking distance of parks and recreational opportunities. Parks in Sartell are generally served with nearby sidewalks or shared use paths. Residential areas nearest the parks are more likely to have pathways to get to them. It should be noted that many of the city's smaller neighborhood parks have limited or no sidewalk access.

CRASH HISTORY

According to the Minnesota Department of Public Safety (DPS), fatalities, serious injuries, and minor injuries involving bicyclists and pedestrians are rising within the Saint Cloud MPA. Within the City of Sartell, DPS crash data shows 25 crashes involving active transportation users and vehicles have occurred between 2010 and 2019. See Figure B.19 and B.20 for locations and severity.

While most of these crashes resulted in minor injuries, it is essential to note that during this time frame, one pedestrian was killed, and two resulted in serious injuries. A pedestrian death resulted from a crash on Second Street S near Horizon Avenue in 2019. Dark and rainy conditions may have been contributing factors.

A serious injury crash during this 10-year reporting period occurred in 2012 when a pedestrian was struck on First Street NE.

Crash history is reviewed to determine locations where crashes appear to be more likely to occur and whether there may be an engineering solution or partial solution to help mitigate the crashes. It is unclear from the DPS crash reports whether physical conditions at the crash locations were a contributing factor or if physical changes to the facilities may help mitigate future crashes. DPS crash reports do not indicate a common theme or roadway infrastructure/design flaw as a contributing factor. Some reports cited careless behavior or

inattention to traffic laws on the part of the bicyclist or pedestrian. The crashes may also be due to the high number of vehicles and active transportation users in this area, increasing the likelihood of possible conflicts.

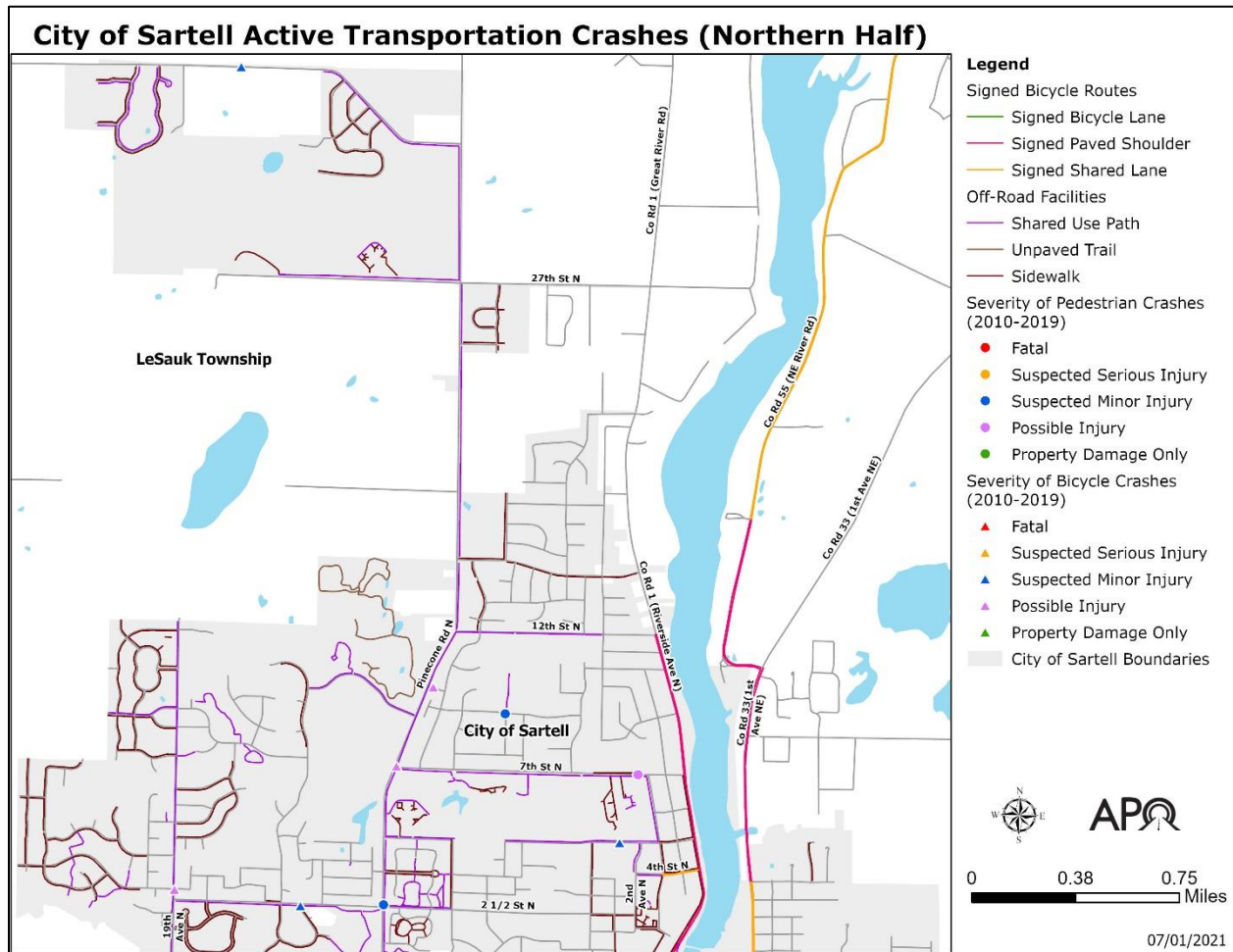


FIGURE B.19 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN NORTH SARTELL.

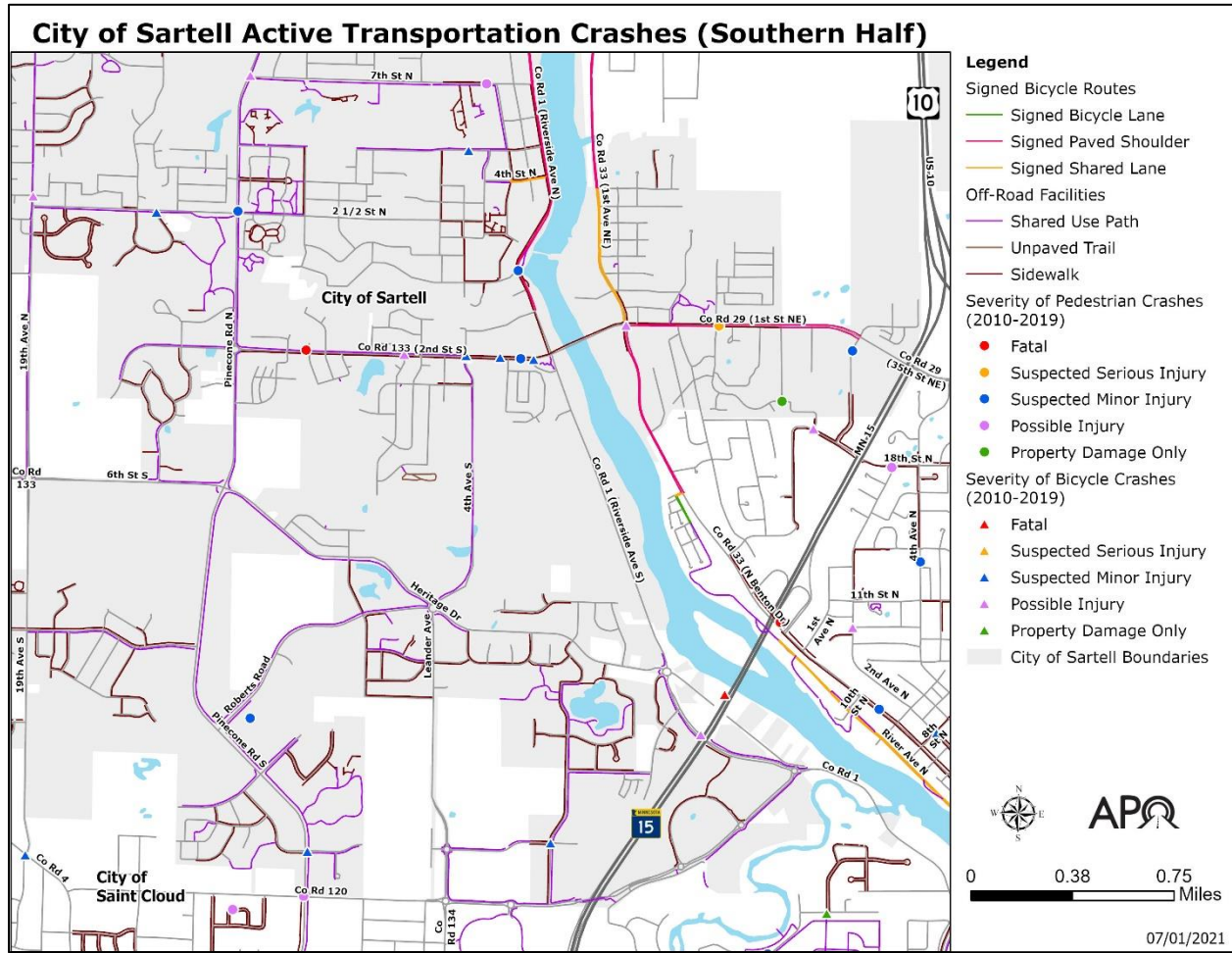


FIGURE B.20 - LOCATIONS WITH CRASHES INVOLVING BICYCLES AND PEDESTRIANS IN SOUTH SARTELL.

PROGRAMMED AND PLANNED IMPROVEMENTS

Following its policy on Complete Streets and consistent with its ADA Transition Plan, the City of Sartell has proactively identified and addressed issues and concerns for those who use the active transportation network.

In 2017 the city studied pedestrian crossing operations at 13 locations. The study examined pedestrian usage, speed, volume, and conditions at these intersections. New crossing treatments, possible additions, and other improvements were among the recommendations from the city’s analyses. Nearly half of these locations have since been improved with city and county projects.

Sartell adopted an ADA Transition Plan in 2019. This includes evaluating and prioritizing additional improvement needs for ramps at pedestrian crossings.

The city is allocating funding annually to implement pedestrian crossing improvements systematically.

In response to Safe Routes to School (SRTS) plans, Sartell schools and the city implemented SRTS facility improvements in 2020, including upgraded sidewalks on Seventh

Street N, 2 ½ Street N, Second Avenue N, and Fifth Avenue N. Improvements also included adding a marked crosswalk on Fifth Street N at the east entrance of Pine Meadow Elementary.

City planners and engineers prepared the Sidewalk and Trail Gap Plan in 2019 to identify planned connections and assign priorities for adding shared use paths and sidewalks to the current network. Based on the City's planning analysis and response from community residents, they have identified projects to close gaps consistent with priority needs. Many connections have been made, and others are soon to be completed.

The City of Sartell also maintains a Capital Improvement Program (CIP), which identifies short-term projects and long-range concepts designed to improve active transportation facilities. The CIP indicated anticipated future revenues that may be available to implement such projects.

Consistent with the City's evaluation through various studies and plans, Sartell has programmed financing to complete these active transportation projects:

- Reconstruct 19th Avenue from CSAH 4 to CSAH 133 (Sixth Street S) to include the addition of sidewalks.
- Extend the current shared use path on Heritage Drive from Huntington Drive S to Amber Avenue S. This will include the installation of two marked crosswalks at Seventh Avenue S and Connecticut Avenue S.
- Extend Scout Drive to Dehler Drive to include shared use paths.
- Added sidewalks with the Eagle Ridge and Arbor Ridge residential developments.
- With the Stearns County reconstruction of CSAH 1 (Riverside Avenue) from Sartell Street to 12th Street, the city plans to complete the shared use path along the Mississippi River.
- A shared use path along Seventh Street N to fill the gap from Second Avenue N to Riverside Avenue N.
- A shared use path along 12th Street N to fill the gap from Fourth Avenue N to Riverside Avenue N.
- Adding sidewalk to fill a gap along 13th Avenue N connecting Grizzly Lane.
- Adding sidewalk to fill a gap along Third Street N connecting 19th Avenue N.

The City's active transportation network's long-term (though currently unfunded) goals include completing the remaining network gaps with planned connections. Programmed and planned facilities to connect current routes to the more extensive regional network are shown in Figures B.21 and B.22.

North Sartell Programmed and Planned Active Transportation Facilities

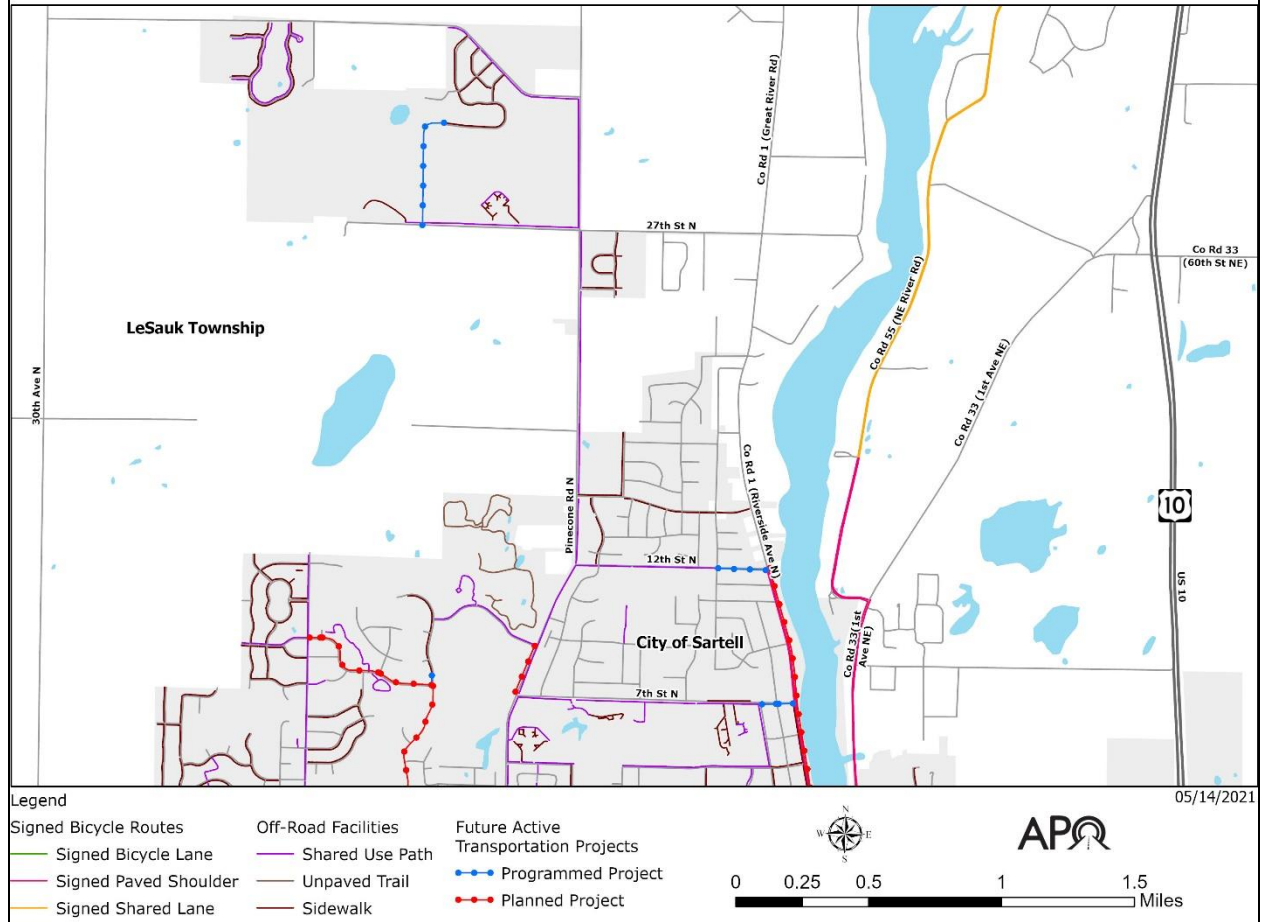


FIGURE B.21 – PROGRAMMED AND PLANNED FACILITIES IN NORTH SARTELL.

South Sartell Programmed and Planned Active Transportation Facilities

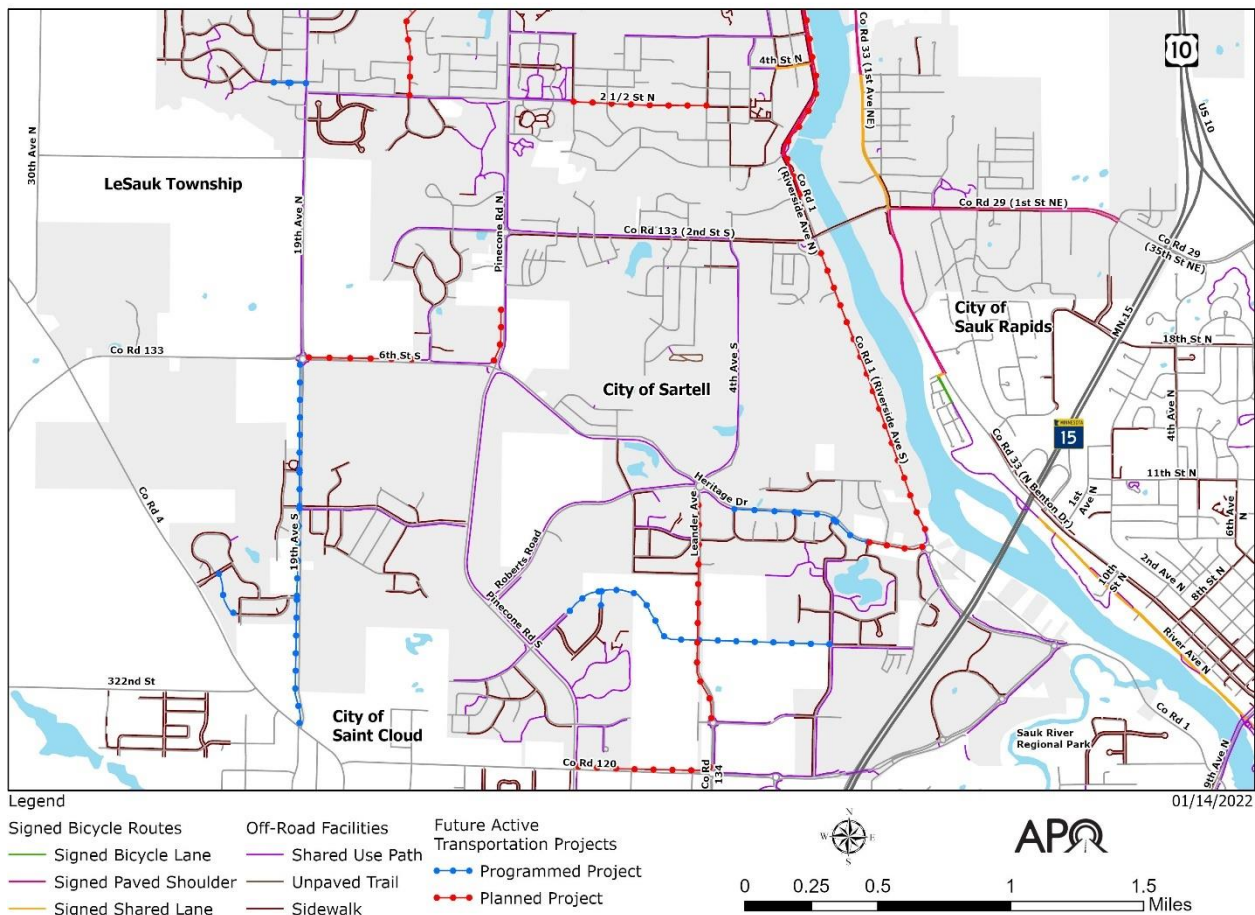


FIGURE B.22 – PROGRAMMED AND PLANNED FACILITIES IN SOUTH SARTELL.

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

APO staff performed a citywide analysis of facility and other needs for active transportation users to supplement and inform current city planning efforts. The intent of this assessment, conducted in coordination with city staff and representatives, was to identify active transportation needs within the city and assist in prioritizing those needs in the event funding becomes available.

GOALS AND OBJECTIVES FOR ACTIVE TRANSPORTATION

The regional goals and objectives for active transportation as adopted by the APO provide a starting point for the Sartell needs assessment.

Those goals were:

1. Improve bicycle and pedestrian safety and comfort.
2. Improve active transportation connections to desired destinations.
3. Improve the condition of active transportation infrastructure.
4. Provide equitable access to active transportation facilities for all people of all abilities.

5. Promote an interconnected regional active transportation network.

The evaluation factors were equally applied for assessing needs within each city and across the MPA. The goals, objectives, and factors used to evaluate services and needs relative to each objective are detailed in Chapter 4. Performance ratings from the evaluation of factors for Sartell are shown in Figure B.23.

| Sartell | | | 2019 |
|---|------------------------------------|------------------------------------|---------|
| Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average | | | 0.4 |
| Percentage miles of arterials & collectors that have a sidewalk or shared use path (SUP) on at least one side | | | 60.2% |
| Percent of destinations that fall within distance categories | Schools | 0 Ft (Asset Served by AT Facility) | 83.3% |
| | | 1-310 ft (One block or less) | 0.0% |
| | | 311-930 ft (Two to three blocks) | 16.7% |
| | | > 931 ft (Four or more blocks) | 0.0% |
| | Food Assets | 0 Ft (Asset Served by AT Facility) | 88.9% |
| | | 1-310 ft (One block or less) | 0.0% |
| | | 311-930 ft (Two to three blocks) | 11.1% |
| | | > 931 ft (Four or more blocks) | 0.0% |
| | Large Employers | 0 Ft (Asset Served by AT Facility) | 85.7% |
| | | 1-310 ft (One block or less) | 0.0% |
| | | 311-930 ft (Two to three blocks) | 14.3% |
| | | > 931 ft (Four or more blocks) | 0.0% |
| | Parks | 0 Ft (Asset Served by AT Facility) | 93.8% |
| | | 1-310 ft (One block or less) | 0.0% |
| | | 311-930 ft (Two to three blocks) | 6.3% |
| | | > 931 ft (Four or more blocks) | 0.0% |
| Transit Stops | 0 Ft (Asset Served by AT Facility) | 73.9% | |
| | 1-310 ft (One block or less) | 8.7% | |
| | 311-930 ft (Two to three blocks) | 8.7% | |
| | > 931 ft (Four or more blocks) | 8.7% | |
| Percent of street crossings that do not meet full ADA standards | | | 82.8% |
| Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas | | | 0.0:4.2 |
| Percent mileage of Regional Priority bicycle facilities that do NOT exist | | | 30.6% |
| Percent of on-road bicycle facilities with poor pavement | | | 0.0% |
| Percent of SUP with rough/very rough pavement | | | 4.4% |

FIGURE B.23 – SARTELL PERFORMANCE REPORT CARD (2019)

NEEDS ASSESSMENT METHODOLOGY

From the goals and objectives framework, APO staff, in coordination with Sartell city staff and community volunteers, developed the following methodology to address critical gaps in

the current active transportation system. It should be noted that while this process does not account for every gap or need in the network, it does focus on addressing gaps utilizing existing data as it relates to the region's active transportation goals and objectives.

The APO's active transportation needs assessment methodology was broken into three phases. Beginning with an in-depth analysis of transportation networks, APO staff identified issues and needs within individual communities across the region. This cursory review led to a more detailed analysis of active transportation needs for focus areas identified within each city and ultimately the identification of jurisdictional-level project recommendations – Phase 2. In the final phase, local and regional needs identified in the previous phases were prioritized according to the degree goals and objectives would be addressed.

Phase 1: Evaluating Needs for the City of Sartell

In order to begin this evaluation, APO staff reviewed needs and service area gaps relative to the factors listed under goals 1-4. APO staff compiled a series of maps and data that detailed the city's existing active transportation conditions. Utilizing the objectives and applying factors (as identified in Chapter 4), staff began to dive into the existing conditions data to look for network gaps or areas of concern (i.e., high crash locations, locations of under-designed on-road/off-road facilities).

Figure B.24 summarizes the findings for the City of Sartell.

Considered along with the factors were the comments from the APO's initial public input along with comments from city staff. Areas where multiple issues were revealed when the factors were applied became the focus of further review and analysis.

Analysis of Areas of Need - City of Sartell

| | Safety & Comfort Factors | | | | | | | | | | Connectivity Concern | | Facility Condition | | Equity Factors | | Issues | Potential Treatments |
|----------------------------------|-----------------------------|---------------------------|---------------------------|------------------------------|---------------------------|--------------------------|---------------------|----------------------|-----------------------|---------------------------|----------------------|---|--------------------|--|----------------|--|---|---|
| | 1 High Number of Fatalities | 2 High Number of Injuries | 3 Under Design Guidelines | 4 No Adjacent P/B Facilities | 5 Cited as Safety Concern | 1 Access to Destinations | 2 Access to Transit | 1 On Road Conditions | 2 Off Road Conditions | 1 Underserved Demographic | 2 ADA Compliance | | | | | | | |
| Stearns CR 133 (2nd St S) | X | X | | | | | | | | | | X | | | | | Business/Residential area - crashes with injuries & one fatality, shared use path needs upgrades | Crossing improvements, upgrade shared use path. (City reviewed roundabout at Pine Cone Rd. in 2017 - recommended RRFB.) |
| Benton CR 29 (1st St NE) | | X | X | | | | X | | | | | | X | | | | Minor arterial - injury crashes, underdesigned for traffic volumes, area with many large employers, food assets, zero veh hhs, elderly. | Pedestrian and bicycle crossing improvements, facility design, improved access to large employers, multifamily development. |
| 2 1/2 St N | | X | | | | | X | | | | | X | | | | | Minor arterial - lacks east/west connectivity, serves large employer, neighborhood shared use paths rated "rough." | Look at feasibility of completing gap, upgrade shared use paths. |
| 5th St N | | | | | | | X | | | | | X | | | | | School area - current gap, "rough" shared use paths. | Complete gap, upgrade shared use paths. (City shows a planned connection on 5th Street.) |
| 7th St N | | | | X | | | X | | | | | X | | | | | School area - current gap, "rough" shared use paths. | Complete gap, upgrade shared use paths. (City shows a planned connection on 7th St) |

FIGURE B.24 – SARTELL NEEDS ANALYSIS.

Phase 2: Analysis of Sartell Focus Areas

From the process described for the review of needs and gaps for the City of Sartell, the following were identified as priority areas for improvement.

- Second Street S (Stearns CSAH 133) area.
- First Street NE (Benton CSAH 29) area.

APO staff working in conjunction with city staff for each focus area further analyzed needs and issues and worked to identify possible solutions.

Second Street S (Stearns CSAH 133) area

The Second Street S focus area includes the length of Second Street from Pinecone Road to the Mississippi River. The area of Second Street S was identified as a focus area for further study and analysis due to the number of crashes involving bicycles and pedestrians and the condition of the shared use paths along the roadway.

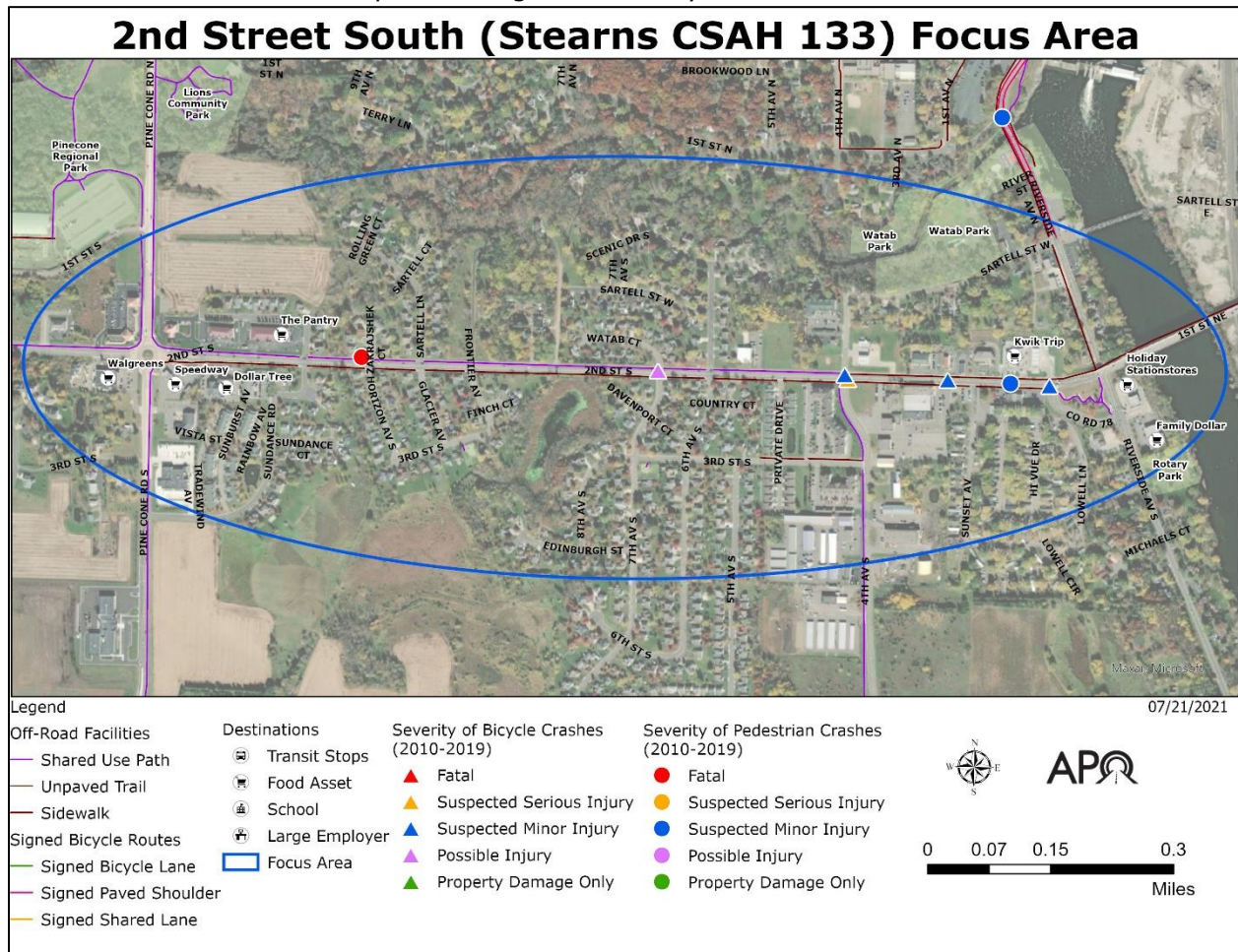


FIGURE B.25 – SECOND STREET S (STEARNS CSAH 133) FOCUS AREA.

NEEDS AND ISSUES

People in nearby neighborhoods use or cross Second Street S to reach several food destinations and other services. The average daily traffic on Second Street S is 11,700 vehicles with a posted speed of 35 mph. Of the 25 locations within Sartell with crashes

involving pedestrians and bicyclists, seven crashes (28%), including a fatality and a serious injury, occurred within this area. A review of the crash reports reveals that in most instances the cyclist or pedestrian was properly crossing at the intersection but was not seen by the driver of the vehicle. Some reports also indicated drivers were seeking a gap to merge into heavy flowing traffic on Second Street S, failing to notice the active transportation user crossing the roadway.

The City’s 2017 study of pedestrian crossings reviewed concerns for crossing safety with the volume of traffic at the roundabout with Pinecone Road and suggested potential improvements.

Figure B.26 provides a more detailed view of the area between Fourth Avenue S and the Sartell bridge to highlight the locations where crashes have occurred.

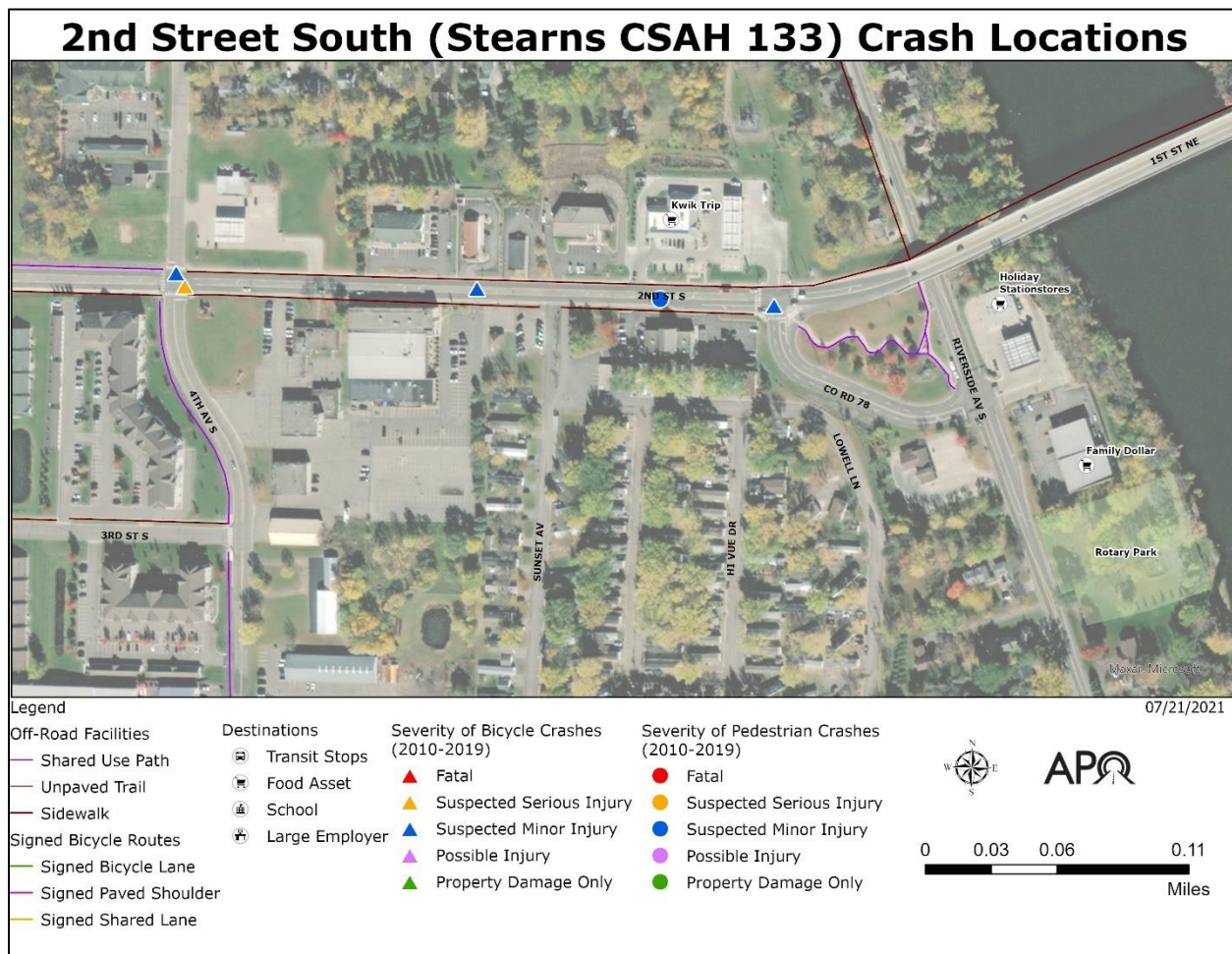


FIGURE B.26 – DETAILED LOCATIONS OF CRAHSES ALONG SECOND STREET S/CSAH 133 IN SARTELL.

A shared use path runs along the north side of the roadway from Pinecone Road as far east as Fourth Avenue S. Between Fourth Avenue S and the Mississippi River there is a sidewalk on both the north and south side of the roadway. Much of the shared use path along the northside of Second Street is in either fair or rough condition.

RECOMMENDATIONS

A safety study of Second Street S – particularly between the areas of Fourth Avenue S and the Mississippi River – should be strongly considered. Crossing improvements that increase driver awareness may be warranted along Second Street S at the locations where crashes have occurred. There’s a variety of potential safety improvements, including warning signs, marked crosswalks, and flashing beacons that could be utilized. However, some effort should be made to determine the most appropriate infrastructure solution, if there is one.

In addition, while the condition of Sartell’s shared use paths is generally better than the regional average, that is partly because so much of the city’s infrastructure is new. The city should consider designating funding specifically for maintaining existing active transportation infrastructure, including routine investments like crack filling and seal coating to extend the life of the pavement.

First Street NE (Benton CSAH 29) Area

This focus area includes much of east Sartell along First Street NE from the Mississippi River to MN 15. This was identified as an area of focus due to the potential safety issues with the volume of traffic, the number of injury crashes, its many destinations for walking and biking (major employers, food assets), and concentrations of residential use with a large number of zero vehicle households and persons aged 65 and older.

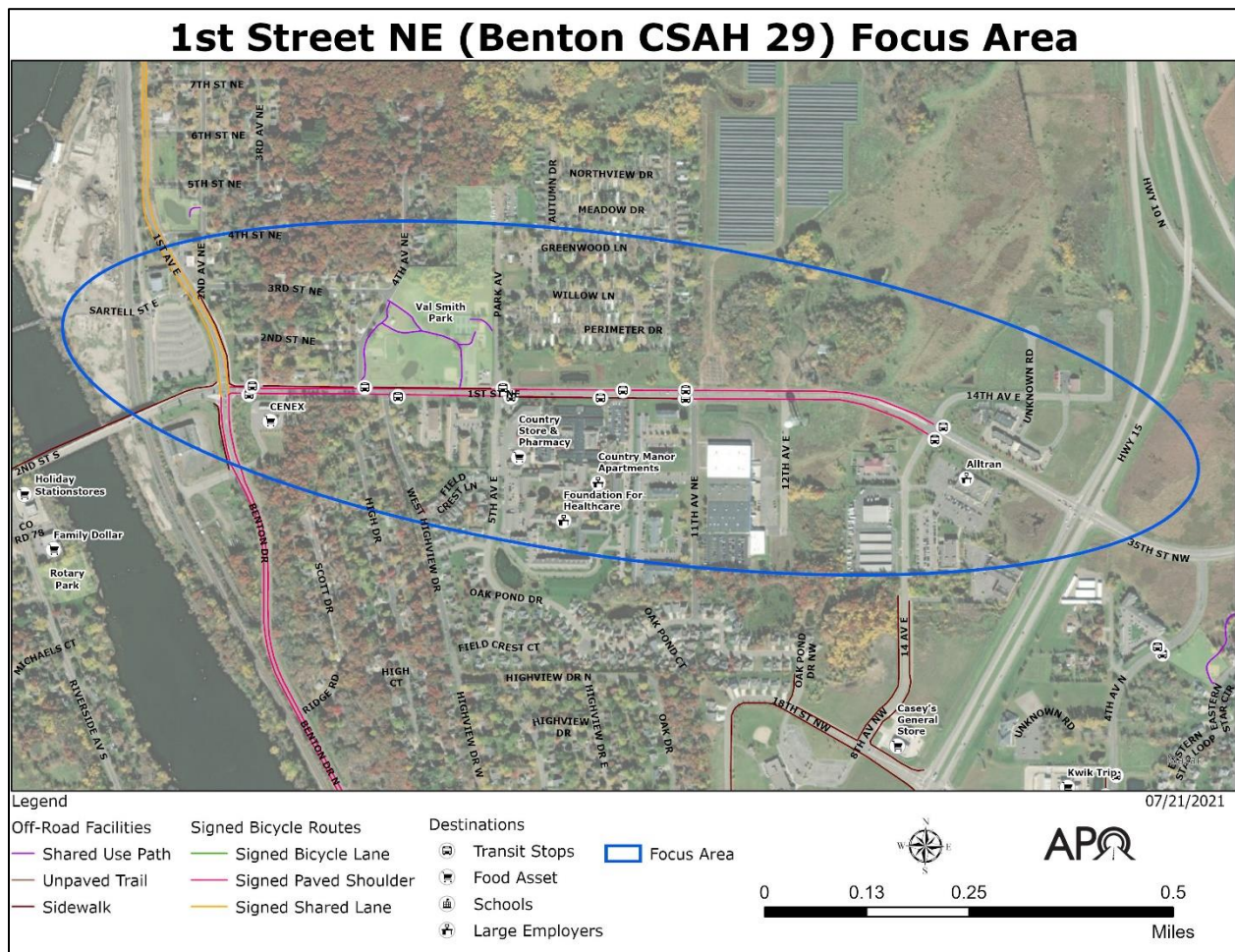


FIGURE B.27 - FIRST STREET NE (BENTON CSAH 29) FOCUS AREA.

NEEDS AND ISSUES

First Street NE (Benton CSAH 29) is the only direct east-west road connection from the Sartell bridge to MN 15. The roadway has signed bicycle lanes from Benton Drive to 14th Avenue. However, the corridor carries an average of 7,900 vehicles per day at a posted speed limit of 35 mph. In that context, MnDOT design guidelines recommend a grade separated shared use path.

There is a 6-foot wide sidewalk along the north side of First Street NE between the Sartell Bridge and Park Avenue. There is also a shared use path that leads into Val Smith Park. The sidewalk shifts over to the south side of First Street NE and runs as far as 11th Avenue E at Park Avenue.

Except for the existing facilities that follow First Street NE, single-family, multi-family, and manufactured housing neighborhoods in east Sartell are missing shared use paths or sidewalks. Also lacking facility access are two employment centers south of First Street NE (Alltran and Country Manor).

Much of this area's active transportation network has undergone reconstruction by both the city and county within the past few years. The sidewalks along First Street NE were rebuilt in 2018 by Benton County. The city reconstructed streets in the eastside neighborhood in 2019 and 2020. At that time, the city considered including new sidewalks but encountered strong opposition from neighborhood residents. As a result, sidewalks were not deemed a priority for inclusion.

Finally, according to ACS data, east Sartell south of this corridor is home to many traditionally underserved groups. A significant percentage of households in this area are low-income. A high proportion does not have access to a vehicle. Data indicates that this area of Sartell also has a high concentration of adults age 65 and over along with a high population of people with disabilities. For these groups in particular, the need for adequate active transportation infrastructure is high.

RECOMMENDATIONS

Given the population demographics surrounding this corridor, providing more continuous facilities and connections neighborhoods around First Street NE/Benton CSAH 29 seem like it may be necessary. The lack of access to homes and employment centers suggests the need for projects that would add sidewalks or shared use path connections to and from this roadway. It is recommended the city explore southern connections to First Street NE along Fifth Avenue E, 11th Avenue E, and 14th Avenue E.

North of First Street NE, a sidewalk along Park Avenue would provide access to the large manufactured housing complex.

While there is an on-road bike lane along this corridor, it does not meet MnDOT design guidance. The City should complete a small planning study to determine if a shared use path is feasible along the corridor. It bears noting that the existing sidewalk adjacent to First Street NE is 6-feet wide and the minimum width for a shared use path is eight feet.

Finally, between 2010 and 2019, there was one suspected serious injury crash involving a pedestrian along the corridor by Park Avenue. There is a marked crosswalk, however, the city should investigate and consider other potential safety measures at that intersection since that is where the northside sidewalk shifts to the southside.

Phase 3: Evaluating Needs for the Region

The final phase of the needs analysis was to identify improvements to the regional facility network within the City of Sartell. These projects would assist in achieving an interconnected active transportation network that satisfies regional needs.

Regional bicycle facilities will logically connect cities and other parts of the planning area outside Sartell and include potential links to areas outside the planning region. Projects that connect the area regionally will provide an approximate spacing of two miles between facilities. In structuring a regional system, the preference is to complete gaps with shared use paths over on-road facilities.

Recommended regional facilities to extend the existing network within Sartell include continuous bicycle facilities along Riverside Avenue, Second Street South, and First Street NE. Also adding shared use paths along County Road 133, County Road 120, 15th Street N, and 35th Street N to the west as part of the regional network.

In addition, it is recommended the city consider adding additional sidewalk connections in coordination with the City of Sauk Rapids. The Sartell/Sauk Rapids boundary roughly follows the centerline of Highview Drive N – about one-third mile south of First Street NE. There are several instances of existing sidewalks in the Sauk Rapids half that stop at the Sartell boundary. Completing these connections (and perhaps adding more) would allow both Sartell and Sauk Rapids residents the ability to reach food assets and employers within Sartell.

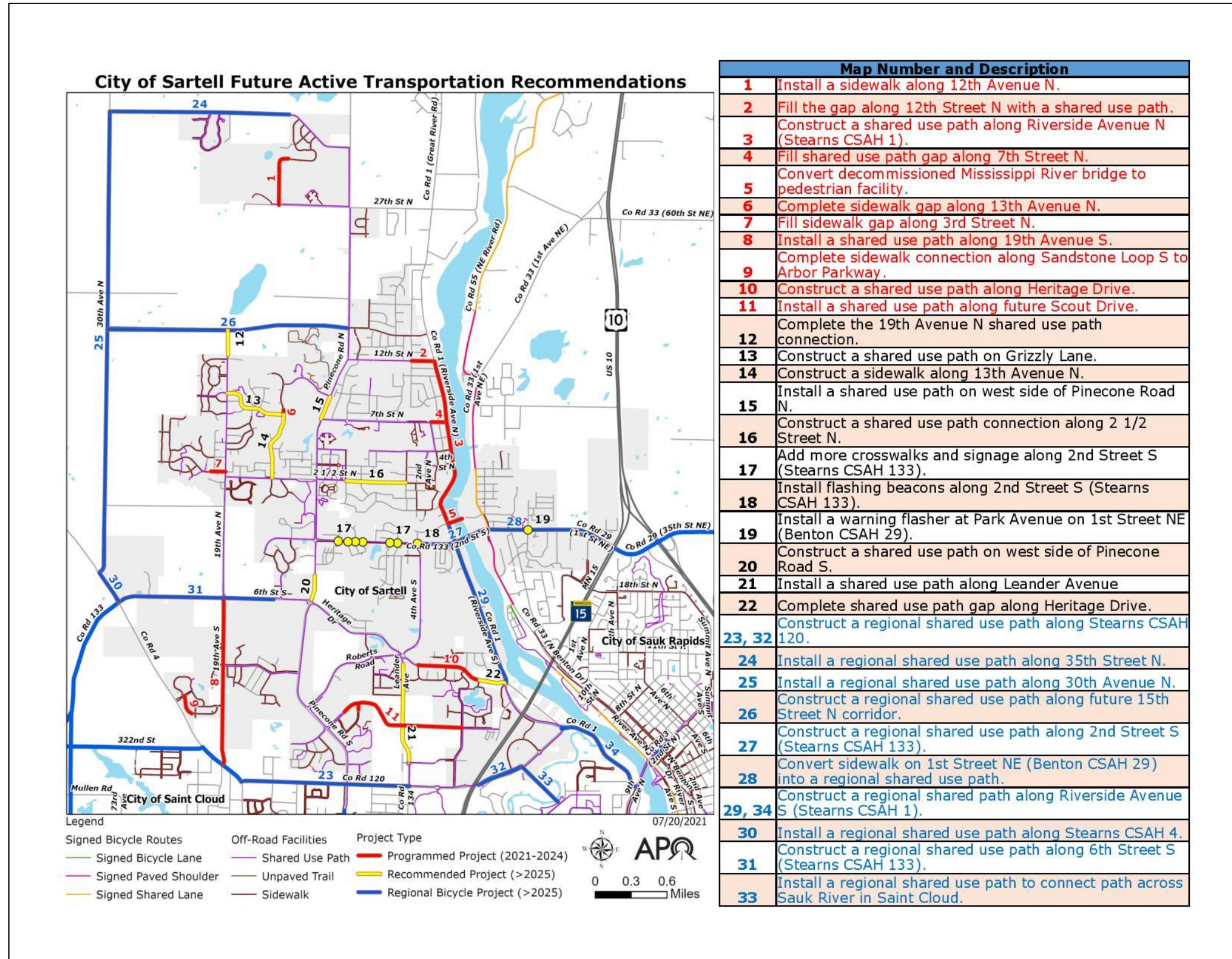


FIGURE B.28 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SARTELL.

DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN PROJECT SURVEY INPUT

The draft regional active transportation plan project survey was available for public comment between June 15 and July 15, 2022, via ArcGIS Survey123. The survey asked participants to rate each proposed project from one to five stars, one being the lowest priority and five being the high priority. Below are the results for the City of Sartell Projects. More information on the public input process can be found in Appendix F.

| Project Number | Average Stars |
|--------------------|---------------|
| Sartell Project 12 | 2.0 |
| Sartell Project 13 | 2.3 |
| Sartell Project 14 | 2.5 |
| Sartell Project 15 | 2.5 |
| Sartell Project 16 | 2.3 |
| Sartell Project 17 | 2.3 |
| Sartell Project 18 | 2.5 |
| Sartell Project 19 | 2.3 |
| Sartell Project 20 | 2.7 |
| Sartell Project 21 | 2.2 |
| Sartell Project 22 | 2.7 |

FIGURE B.29 – SURVEY RESULTS.

| Public Comments |
|--|
| Stop wasting Taxpayers money |
| Add the regular Metro Bus Sartell route back into the regular route schedule, rather than just Connex. |

FIGURE B.30 – PUBLIC COMMENTS.