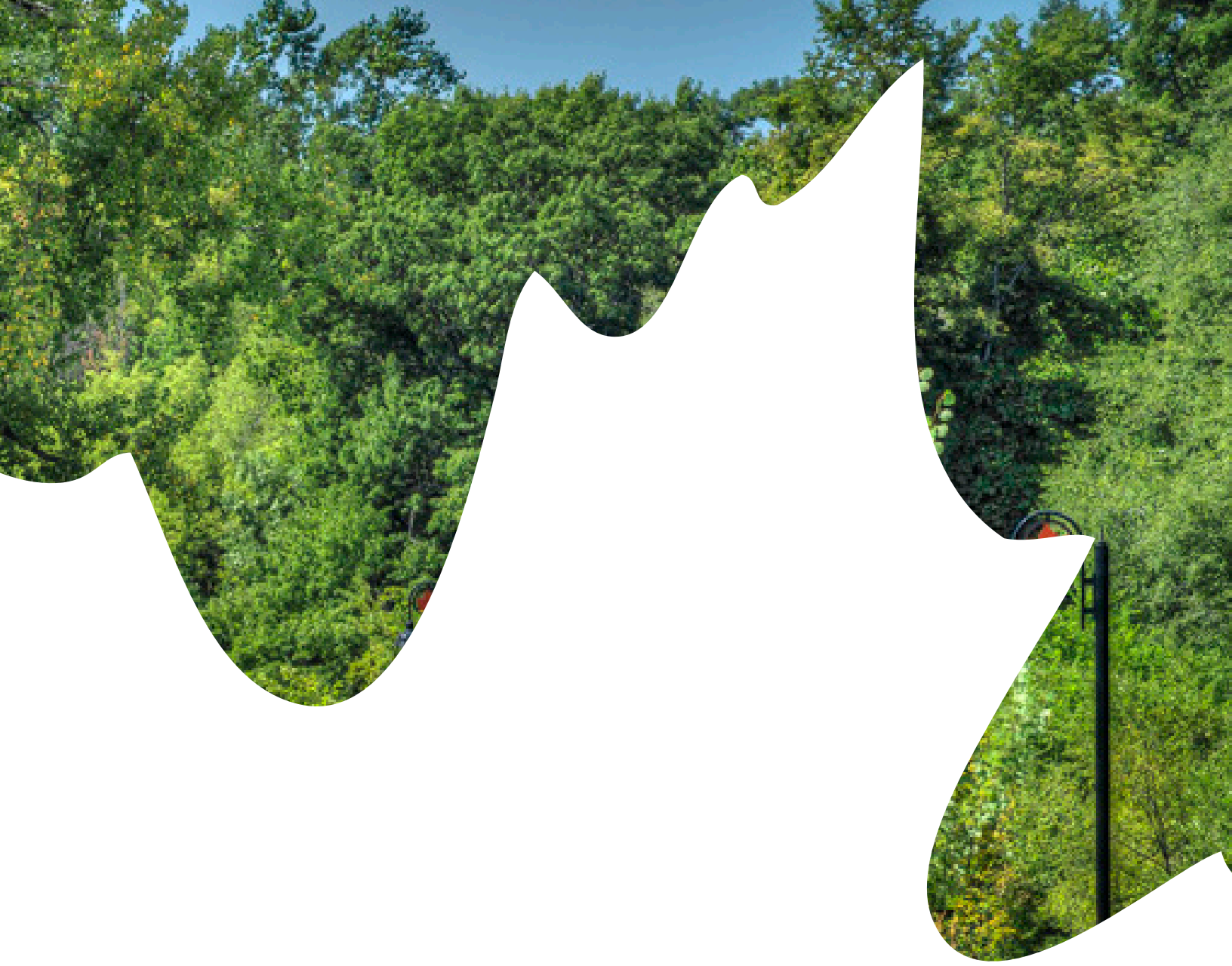


Chapter 12

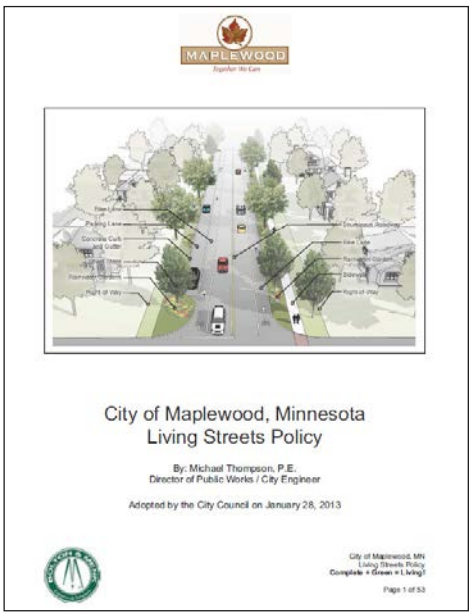
TRANSPORTATION

The 2040 Comprehensive Plan's Transportation Chapter is meant as a framework to guide the maintenance and development of road, transit, pedestrian and bicycle facilities in the City of Maplewood. The Chapter is necessary to ensure that the City's transportation system best accommodates the present and future mobility, access, and safety needs of Maplewood's residents and visitors.

The Chapter aims to position the City's transportation system within a regional context, putting emphasis on the ability of neighborhoods to attract new families, the capacity of business districts to attract new companies, and the ability of residents to access employment centers through a variety of transportation options.

TRANSPORTATION

This chapter is meant to guide transportation planning in the City of Maplewood and fit strategically into the regional vision laid out by the Metropolitan Council.



Adopted in 2013, the City of Maplewood Living Streets Policy serves as the City's principal guide for evaluating and implementing all multimodal transportation improvement projects, including reconstruction and new construction. The policy establishes the prominence of creating streets that are safe and accessible for users of all ages, abilities, and modes of transportation, enhance natural resources, and promote livability and quality of life.

Living Streets Policy goals include:

- *Encourage people to travel by walking or bicycling.*
- *Enhance the safety and security of streets.*
- *Create livable neighborhoods.*
- *Maximize the infiltration of stormwater.*
- *Improve the quality of stormwater runoff.*
- *Enhance the urban forest.*
- *Improve the aesthetics of streets within the community.*
- *Reduce life cycle costs.*

Purpose

While this plan is meant to guide transportation planning in the City of Maplewood, it is also intended to fit strategically into the regional vision laid out by the Metropolitan Council. Minnesota State law requires that the Council create regional plans and policies to guide growth and manage regional systems for transportation, aviation, water resources, and regional parks. The Metropolitan Council recently created the 2040 Transportation Policy Plan (TPP), which was adopted in January 2015. The TPP establishes a vision for the metro region over the next 20 years and provides detail about how this vision will be reached.

As Maplewood looks into the future, public transit systems, such as METRO Gold Line and Rush Line[1], and alternate modes of transportation, represent the biggest change to Maplewood's transportation system. It will be critical that Maplewood's transportation system evolves to incorporate and connect these new modes of travel to users, businesses, and the community. In order to accomplish this the City will need to evaluate all transportation projects through the lens of Maplewood's *Living Streets Policy*.

Ultimately, the content of the Maplewood Transportation Plan supports the policies and strategies outlined in the TPP that will help the region realize this vision in the coming decades.

Future Land Use

The City of Maplewood is projected to grow in employment, households, and population over the coming decades. This growth shapes the City's vision for guided future land use and assumptions about the nature and intensity of this development. A detailed land use plan is presented in the Land Use Chapter of the Comprehensive Plan update.

Forecast population, household, and employment growth for 2020, 2030, and 2040 is shown in **Table 12-1** on the next page. Forecast population for 2040 is shown in **Figure 12-1** The City's forecasted totals have been allocated by traffic analysis zone (TAZ) based on this plan's assumptions for guided future land use. All data is drawn from the Metropolitan Council.

1 This plan refers to the planned transitway as Rush Line, but the name is anticipated to change to METRO Purple Line upon adoption into the Transportation Policy Plan.

Figure 12-1. 2040 Forecasted Population for Maplewood by Traffic Analysis Zone (TAZ)

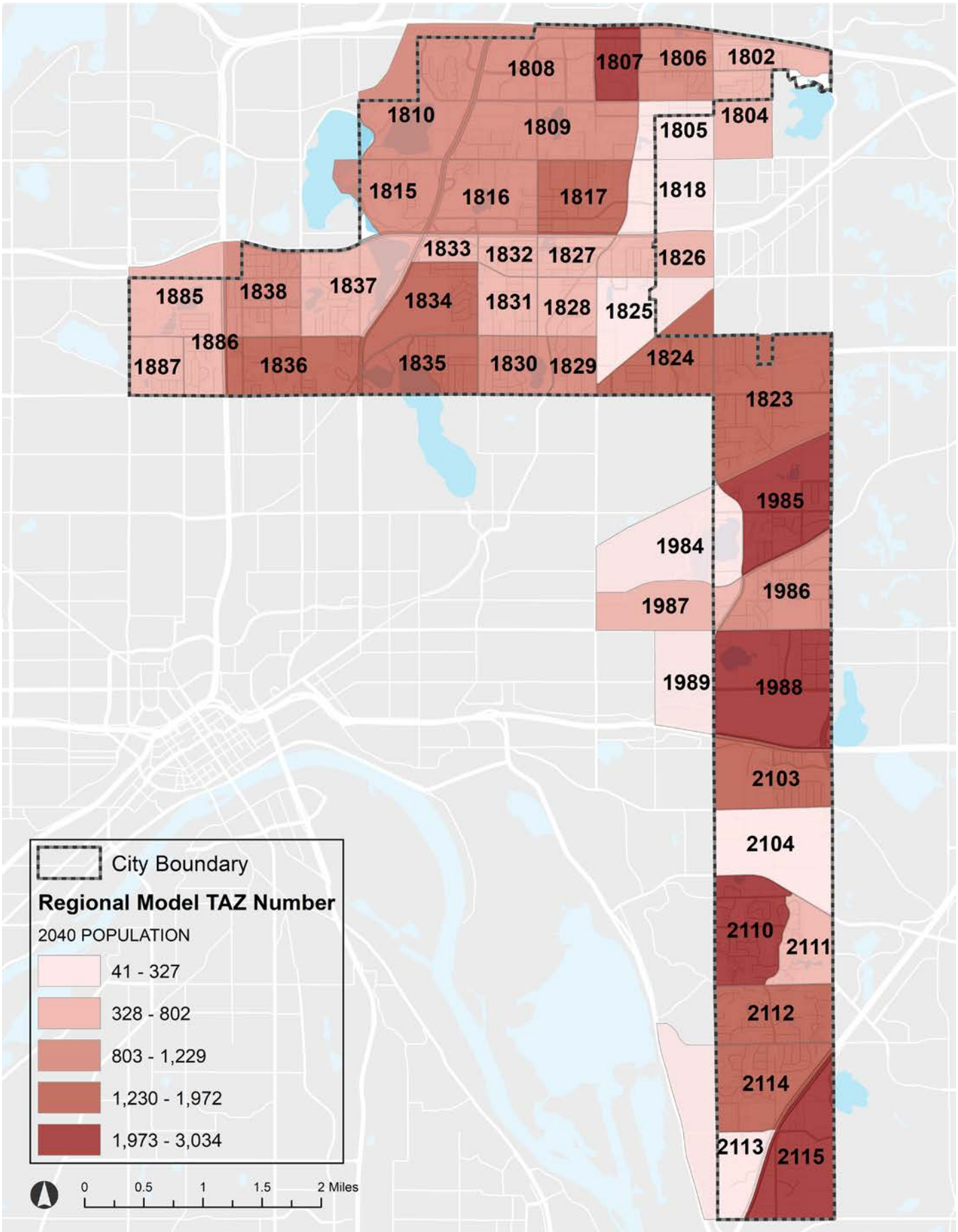


Table 12-1. Forecasted Population, Household, and Employment Growth for 2020, 2030, and 2040

TAZ (map label)	Households				Population				Employment			
	2010 (actual)	2020	2030	2040	2010 (actual)	2020	2030	2040	2010 (actual)	2020	2030	2040
1802	205	227	250	270	612	587	629	682	4	1	0	0
1804	164	180	191	199	496	479	500	521	14	9	7	6
1805	148	154	154	148	367	342	332	327	87	112	128	146
1806	554	575	572	563	1,136	1,286	1,247	1,229	482	776	874	977
1807	0	38	101	142	0	83	212	293	1,592	2,276	2,808	3,317
1808	622	647	643	622	1,415	1,373	1,284	1,221	2,504	2,901	3,110	3,279
1809	384	418	447	462	985	941	985	1,030	682	782	820	847
1810	396	413	409	401	1,071	1,037	1,005	983	474	540	566	585
1815	311	339	360	376	803	892	936	989	157	163	190	220
1816	200	218	234	244	538	554	581	610	618	829	879	920
1817	575	628	672	631	1,165	1,208	1,276	1,343	670	774	1,050	1,328
1818	40	44	48	51	128	102	108	116	863	857	975	1,105
1823	821	919	943	802	2,148	2,315	2,262	2,200	202	252	273	292
1824	566	720	933	640	1,174	1,601	1,955	2,198	313	432	611	797
1825	35	37	38	37	302	310	317	323	759	744	790	827
1826	243	255	255	244	756	740	710	683	350	309	315	318
1827	174	185	191	188	438	465	458	454	490	587	742	879
1828	180	198	219	240	518	503	532	571	135	127	193	273
1829	219	292	370	445	575	740	894	1,059	74	83	110	137
1830	369	470	539	580	993	1,183	1,300	1,180	51	8	23	41
1831	383	409	427	438	981	1,029	1,026	1,036	221	231	323	420
1832	223	237	244	245	614	597	588	581	121	199	247	293
1833	124	166	217	245	261	416	520	577	288	334	388	443
1834	266	371	536	632	746	934	1,292	1,620	90	39	54	73
1835	355	457	536	593	847	1,151	1,292	1,407	18	81	94	104
1836	707	791	818	831	1,761	1,986	1,969	1,972	201	223	301	380
1837	369	406	437	458	1,070	1,050	1,074	1,105	60	95	149	207
1838	816	902	966	1,007	2,311	2,250	2,338	2,418	429	520	604	688

TAZ (map label)	Households				Population				Employment			
	2010 (actual)	2020	2030	2040	2010 (actual)	2020	2030	2040	2010 (actual)	2020	2030	2040
1885	137	155	169	173	344	366	366	353	670	891	927	952
1886	276	303	326	340	798	774	797	707	118	69	83	95
1887	107	118	129	294	290	309	324	336	231	239	280	320
1984	53	59	63	67	152	124	129	135	13	16	19	21
1985	1,373	1,507	1,581	1,624	2,727	2,906	2,954	3,034	329	279	320	357
1986	418	449	467	478	1,104	1,094	1,101	1,121	133	172	180	186
1987	197	210	217	219	435	513	512	516	59	87	95	20
1988	213	229	240	1,246	546	577	583	2,780	13,387	15,950	15,451	14,800
1989	16	17	17	17	23	43	42	41	3	7	6	5
2103	414	464	509	541	1,066	1,266	1,357	1,438	179	189	235	279
2104	2	2	2	50	439	465	504	100	254	259	280	311
2110	980	1,035	1,040	1,033	2,221	2,615	2,587	2,583	222	142	163	195
2111	182	193	194	193	464	486	482	482	17	46	51	55
2112	537	569	573	571	1,605	1,466	1,456	1,457	9	19	23	26
2113	37	65	91	32	102	197	267	100	26	25	28	29
2114	421	722	972	642	1,321	2,226	2,869	1,700	26	25	29	32
2115	70	205	562	1,046	170	625	1,648	2,989	8	3	7	15
Totals												
TAZ Allocation	14,882	16,998	18,902	20,300	38,018	42,206	45,600	48,600	27,633	32,702	34,801	*36,600*
System Statement		17,000	18,900	20,300		42,200	45,600	48,600		32,700	34,800	*36,600*

Walking on the Fish Creek trail system in Maplewood.

Thrive MSP 2040 Community Designation

The City of Maplewood has a community designation of Urban in the *Thrive MSP 2040*. As stated in *Thrive*, community designations are used by the Council to:

- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective roles of the Council and the individual communities and strategies for planning for forecasted growth.

As described in Chapter 1, urban communities like Maplewood developed in the second half of the 20th century as centers of office, commercial, institutional, and industrial uses. Given this context, these communities face the challenge of redeveloping in ways that accommodate a greater mix of uses, better support pedestrians and bicyclists, and improve transit service.

The City of Maplewood will seek to meet the challenges, and harness the opportunities, of its community designation through the policies and visions highlighted in this plan. The City will seek to provide facilities that accommodate community members of all ages and abilities, create direct connections to public transit hubs, stimulate development around transit routes and stations, and enhance opportunities to provide connections to the regional transportation network.

Auto & Roadways

As a fully-built city of the Twin Cities region, Maplewood's future planning for automobiles and roadways focuses on maintenance of the existing system and providing connection to public transit hubs and facilities. This auto and roadways section outlines the existing roadway network, provides a more in-depth review of the principal and A-minor arterials, and highlights roadway focus areas that will meet Maplewood's 2040 goals and policies.

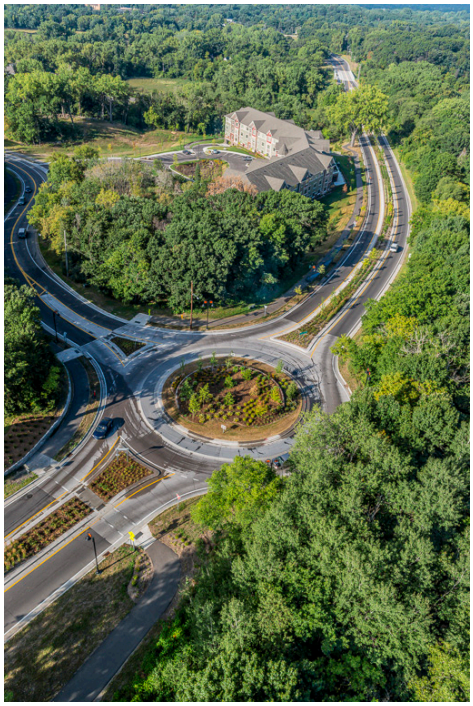
The Existing Roadway Network

The existing roadway network in Maplewood will be described by functional class of roads; functional classes are the role a highway or street plays in the transportation system. Some functional classes are designed for long-range mobility; some functional classes as designed for land access. All roads fall somewhere on this spectrum between mobility and access. The functional classes are regionally defined by the Metropolitan Council to stay consistent across municipal borders.

Principal Arterials – Principal arterials are designed to increase mobility. They move large volumes of traffic over long distances rather than provide direct access to land and activities. Principal arterials consist primarily of interstate freeways and other freeways or highways. The principal arterials in Maplewood are I-35E, MN-36, I-94, I-694, and I-494, and are shown in red in **Figure 12-2.**

Minor Arterials – Minor arterial streets supplement the mobility of the principal arterial system while allowing some access to major traffic generators. In urban areas such as Maplewood, minor arterials supplement principal arterial mobility as opposed to providing direct access to land, and only concentrations of commercial, industrial, or residential land uses have direct access to them. Examples of minor arterials in Maplewood are County Road C, County Road B, White Bear Avenue, Maplewood Drive, Larpenteur Avenue, Stillwater Road, and Lower Afton Road. The various types of minor arterials are defined below:

- **A-Minor Augmentors** supplement the principal arterial system in more densely developed or redeveloping areas. The A-Minor Augmentors are shown in purple in **Figure 12-2.**
- **A-Minor Relievers** provide supplementary capacity for congested, parallel principal arterials. The A-Minor Relievers are shown in green in **Figure 12-2.**
- **A-Minor Expanders** supplement the principal arterial system in less densely developed or redeveloping areas. There are no A-Minor Expanders in Maplewood.
- **A-Minor Connectors** provide safe, direct connections between rural centers and to principal arterials in rural areas without adding continuous general purpose lane capacity. There are no A-Minor Connectors in Maplewood.
- **Other Arterials** Formerly known as B-Minor Arterials, Other Arterials are displayed in yellow in **Figure 12-2.**



The intersection of Frost Avenue and East Shore Drive was upgraded from a three way stop to a roundabout as part of the Frost Avenue Street Improvement Project. Roundabouts can handle a higher level traffic while improving safety by reducing right angle crashes.

Collector Roads – Mobility and land access are equally important on the collector road system. Collectors link neighborhoods to each other and to regional and local destinations. Collectors are grouped into major and minor categories:

- **Major collectors** serve higher density residential areas, job and activity centers. Major collectors serve longer local trips, including local bus service. Examples of the major collectors in Maplewood are Linwood Avenue, Upper Afton Road, and Hazelwood Street. The major collectors are shown in brown in **Figure 12-2.**
- **Minor collectors** serve lower density land uses and fewer destinations. Minor collectors serve shorter trips and may or may not have bus service. There are no minor collectors in Maplewood.

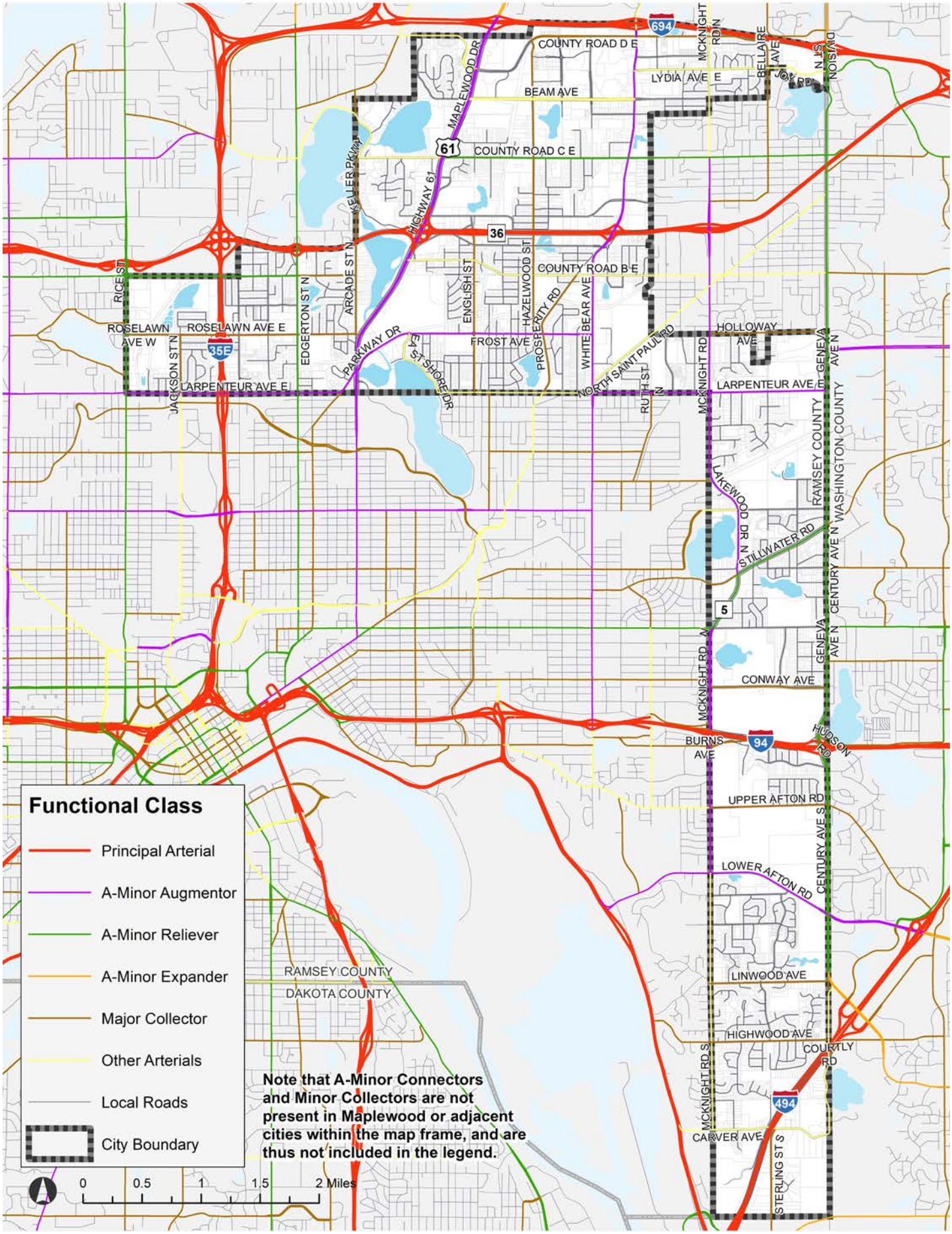
Local Roads – Local roads connect blocks and land parcels, and the primary emphasis is on land access. Local roads serve local travel for pedestrians and bicyclists, and occasionally transit. The local roads of Maplewood are shown in grey in **Figure 12-2.**

UPGRADING LOCAL ROADS TO COLLECTORS

Through this process, it has been uncovered that there are several roads in the City of Maplewood designated as local roads that are deserving of an upgrade of collector road status. The Metropolitan Council welcomes requests for classification upgrades to collector status. Criteria for collector roads include being continuous through streets, among others.

The City of Maplewood will work with its agency partner road authorities to make a formal submittal to the Metropolitan Council for changing these roads in the regional functional classification map. At that time, these classification changes will be incorporated into the Comprehensive Plan map for city approval.

Figure 12-2. Functional Classification of Roadways



Completed in 2013, this project involved the removal of the last at grade intersection on Trunk Highway 36 in Maplewood. The work improved the level of safety, reduced traffic congestion, and maintained access to local businesses.

Access Management

Access Management is the practice of controlling the spacing and design of roadway intersections to maintain the functionality of a given roadway. MnDOT and counties control the number and frequency of access points that are added to roadways under their jurisdiction. Higher functional class roadways typically have greater spacing between access points. Additionally, the turning movements allowed at access points may be restricted to maintain unimpeded vehicle travel. Local roadways will have more densely spaced access points to improve mobility.

MnDOT access management policy is documented in the MnDOT Access Management Manual. This manual provides recommended intersection spacing and vehicular movements permitted for roadway intersections and private drives based on each roadway's assigned category and subcategory. As part of the planning process Ramsey County Public Works reviews all access points onto county roads and provided access management requirements for the proposed project. The City of Maplewood will work with the appropriate agencies to determine the required access requirements during the planning and design phases of a all city-led projects.

Flexibility

Although each street has a defined functional class, and each class has certain parameters, flexibility and adaptability in roadway design is paramount as the City of Maplewood looks to the future. Maintenance of existing infrastructure and incremental adjustment of the roadway network will be necessary to respond to change in Maplewood through 2040.

Principal and A-Minor Arterials

Number of Lanes

The existing number of lanes on principal and minor arterials in Maplewood is shown in **Figure 12-3.** There are no planned changes to number of lanes on principal and minor arterials.

Traffic Volumes

Current and forecasted Average Daily Traffic (ADT) volumes are shown in **Figure 12-4.** Current volumes for Heavy Commercial Average Daily Traffic (HCADT) are shown in **Figure 12-5.** Current and forecasted Average Daily Traffic (ADT) volumes were obtained from the Metropolitan Council. Heavy Commercial Average Daily Traffic (HCADT) volumes were obtained from MnDOT.

Figure 12-3. Existing Number of Lanes on Principal and Minor Arterials

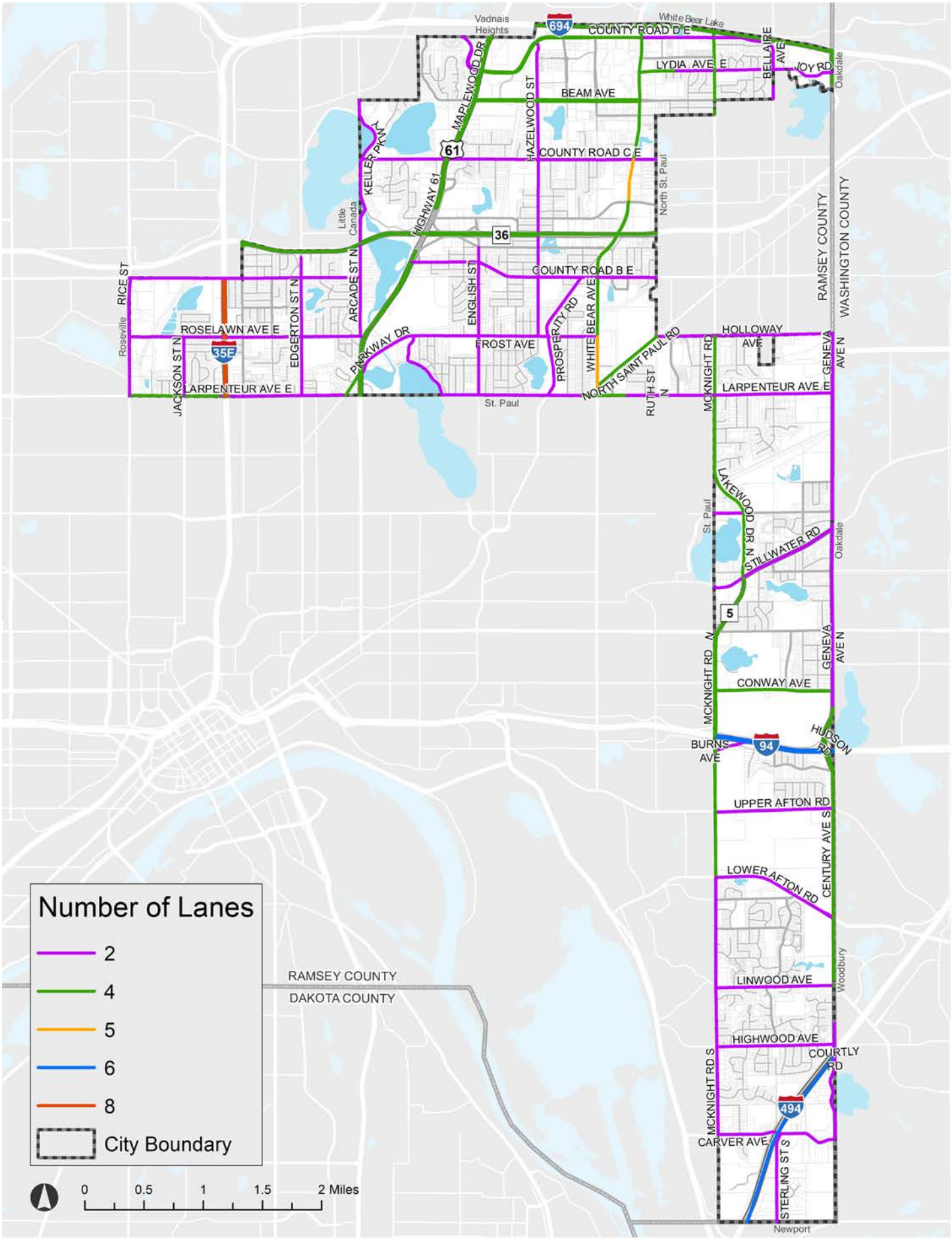


Figure 12-4. Current and Forecasted Average Daily Traffic (ADT) Volumes

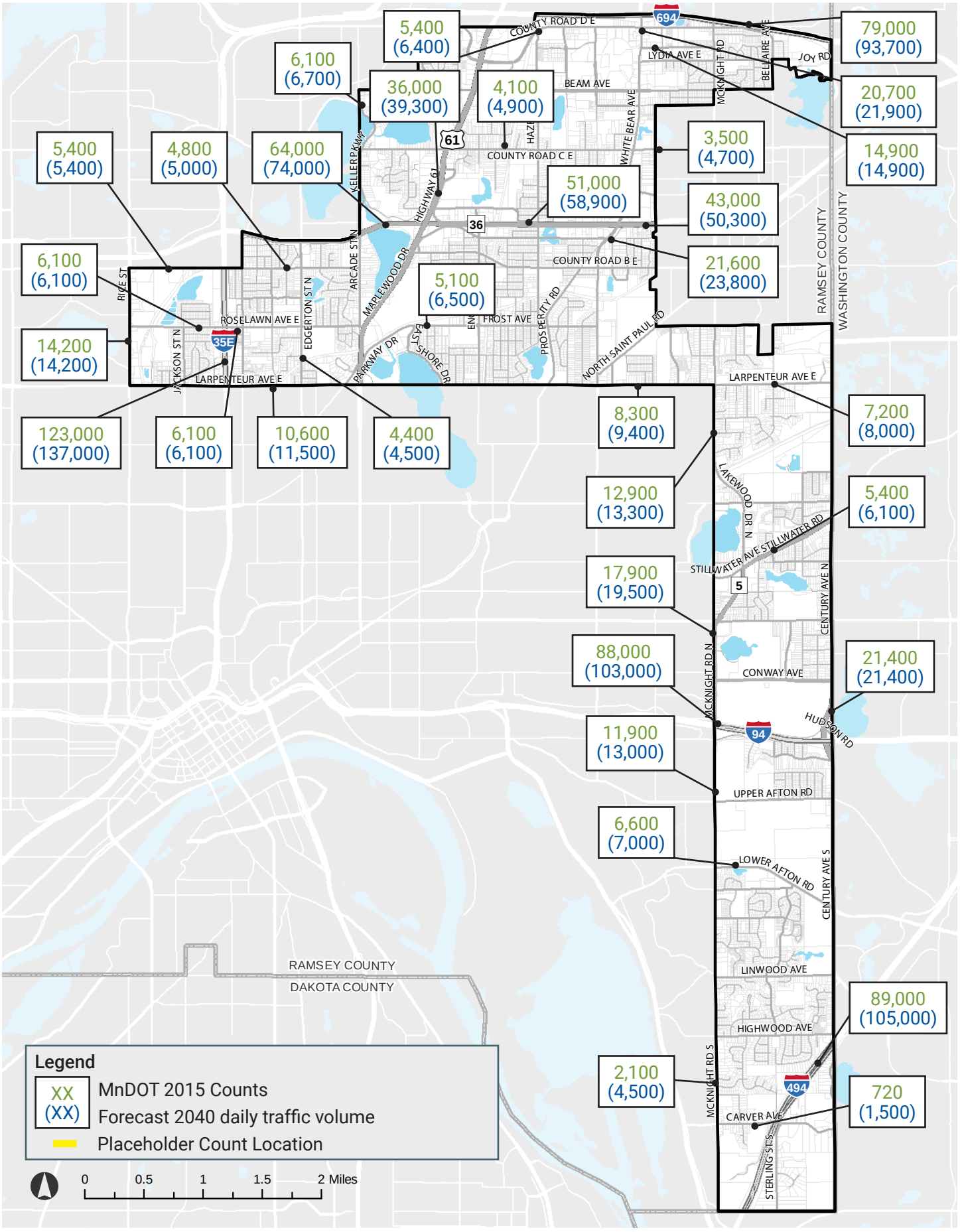
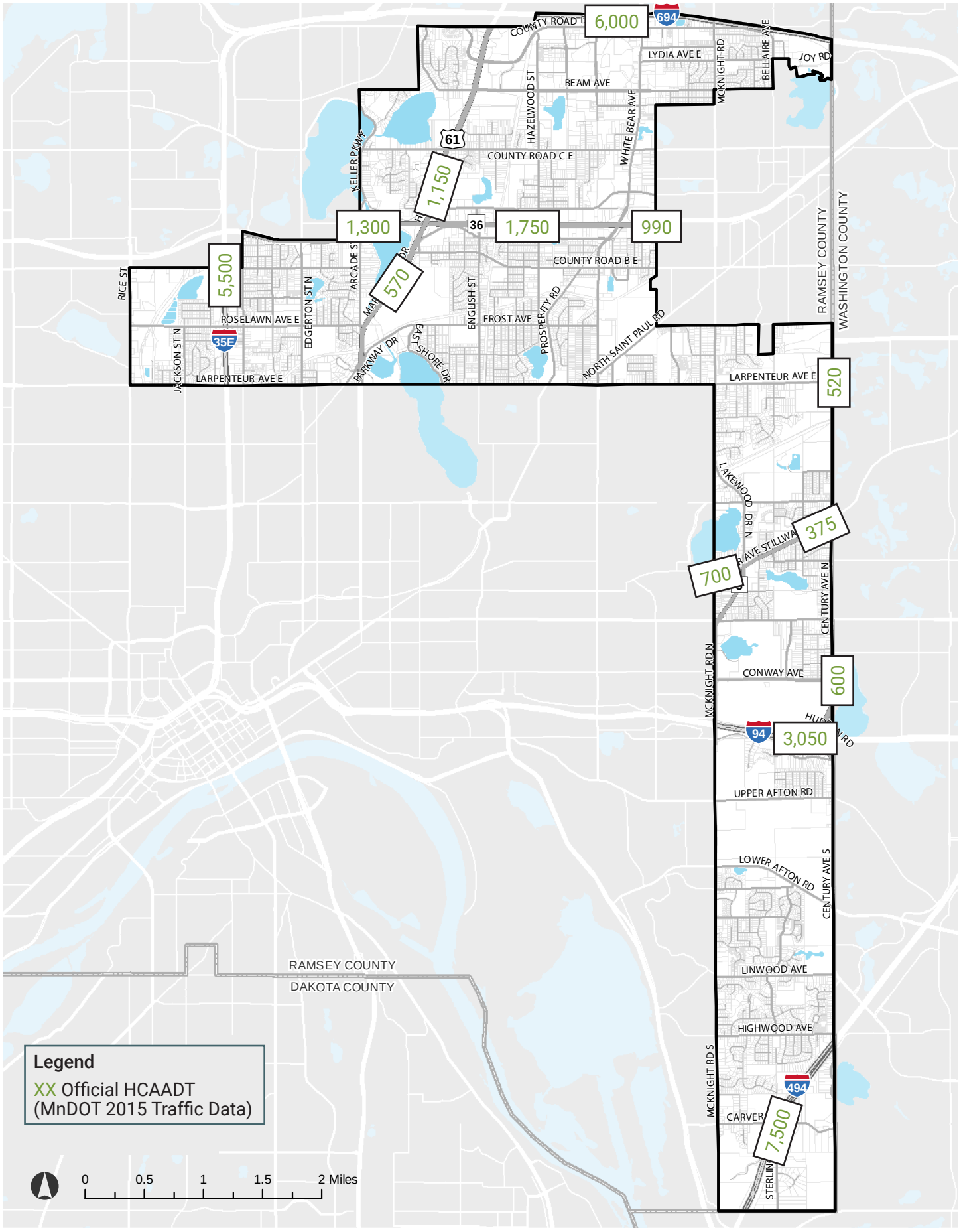


Figure 12-5. Current and Forecasted Heavy Commercial Average Daily Traffic (HCADT) Volumes



Rights of Way and Planned Improvements

There are no City of Maplewood future rights-of-way to be preserved for future planning. There are other municipal agencies with right-of-way to be preserved within Maplewood.

- The **Ramsey County Regional Railroad Authority** holds land along the Bruce Vento Trail that should be retained for the future proposed Rush Line.
- The MN-36 Corridor is undergoing study for future transit options. This **MnDOT** right-of-way should be preserved to maintain opportunities for additional modal mobility through this corridor.
- The I-494 Corridor may undergo study for future transit options in conjunction with the Red Rock Corridor. This **MnDOT** right-of-way should be preserved to maintain opportunities for additional modal mobility through this corridor.
- The I-94 corridor through Maplewood will be utilized as a part of the METRO Gold Line (previously referred to as the Gateway Corridor). This **MnDOT** right-of-way should be utilized for a dedicated transit guideway in the future.

Per the Current Revenue Scenario of the 2040 TPP, the following principal arterials in Maplewood are being included in the Long-Range Highway Capital Projects 2015-2024. Specific projects have not yet been identified beyond 2024.

Table 12-2. Long Range Capital Projects 2015 - 2024

Highway Investment Category	Route	Project Description	Estimated Cost to MnDOT (Year of Expenditure)	Timeframe
3. Rebuild and Replace Highway Assets	I-94	From Mounds Blvd in St Paul to E of MN 120 in Woodbury and on US61 from just N Burns Ave to W JCT MN 5 in St Paul- unbonded concrete overlay, repair bridges 62706, 62861, 62862, 62838 and 62870, drainage, signals, lighting, signing, guardrail, TMS and ADA	$32,520,000	2015-2018
3. Rebuild and Replace Highway Assets	MN-5	Medium mill and overlay, JCT 120/ Century Ave to east of Jamaica	$4,250,000	2019-2024
3. Rebuild and Replace Highway Assets	MN-5	Medium mill and overlay, US 52 to MN 120	$4,000,000	2019-2024
3. Rebuild and Replace Highway Assets	MN-120	Medium mill and overlay, 4th St to MN 244	$5,000,000	2019-2024

1. All information taken from Table C-1 in the 2040 TPP

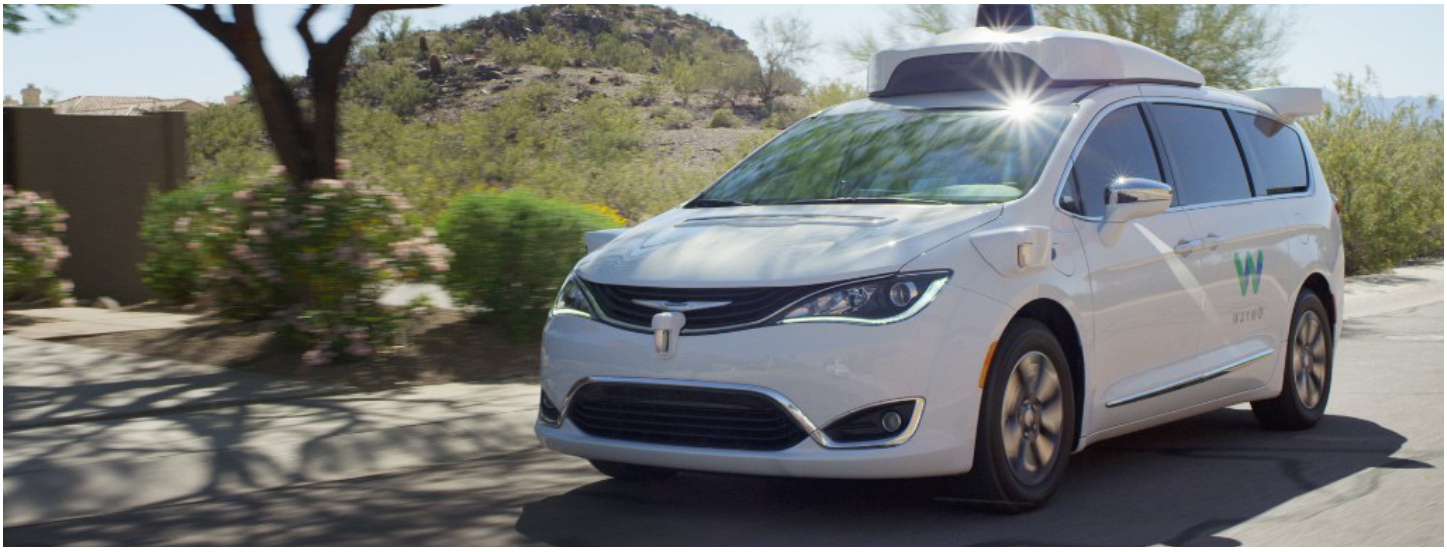
Autonomous Vehicles

The transportation landscape is changing. New mobile platforms and "big data" and "Smart City" technology put real-time travel data and choices at our fingertips and enable connectivity between modes and platforms. The emergence of a shared economy has catalyzed new opportunities in pooling transportation resources in a new "shared mobility" market place. The emergence of "transportation as a service" and the shared economy, led by ride hailing companies Uber and Lyft, have spurred private innovation and business development.

Parallel to these changes, autonomous and connectivity is certain to be a disruptive force in transportation. Traditional automobile manufacturers are competing (and collaborating) with tech companies such as Uber, Lyft, Tesla, Google, and others to develop and implement autonomous vehicle technology, and identify new business strategies and models in the new transportation future. Autonomous vehicle (AV) technology is being developed and refined, with considerations, such as:

- Industry watchers are speculating on how long it will be before AVs are online, how they will be introduced along with non-autonomous vehicles, and whether AVs will be owned or shared.
- Cities and institutions are re-thinking how they build and manage infrastructure such as parking and curb space.
- The policy and legal framework continues to evolve at the city, state, and federal level.

The City of Maplewood recognizes the emergence of autonomous vehicles and the potential disruptive force they could have on the city's and region's transportation network, including, but not limited to: the configuration and use of streets with other modes, the use of curb space for pick-ups and drop-offs, the need for parking, and other infrastructure considerations. The city recognizes there are many unknowns with AVs at this time, but that maintaining safe, comfortable streets for users of all ages and abilities will always be the main priority. The city will monitor the emergence of AVs and establish the appropriate infrastructure and policy framework to facilitate their safe introduction into the city.



Source: CNN.com

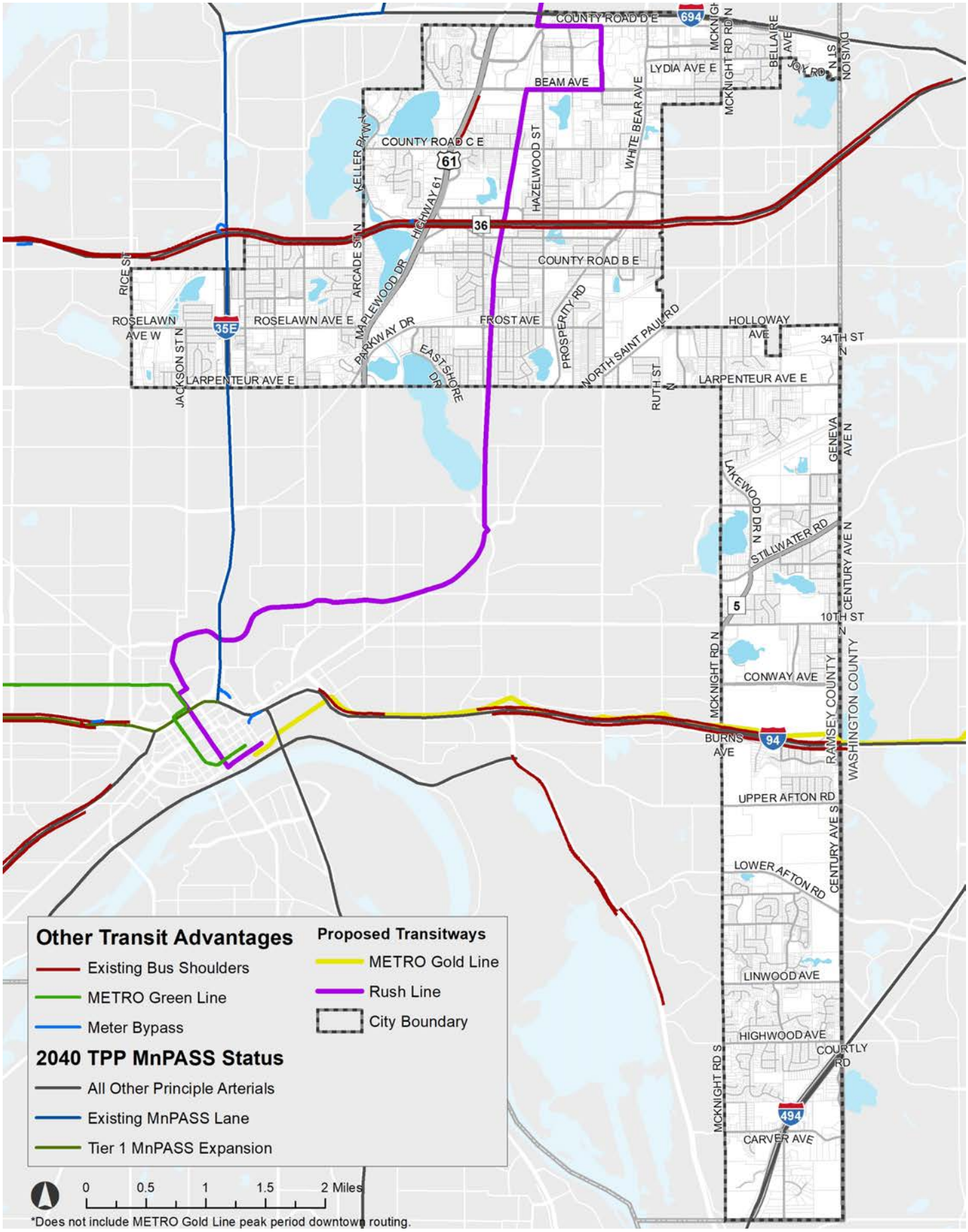
Transit Advantages

Transit advantages include highway infrastructure that is designed to get buses through traffic more cost effectively, such bus-only shoulders, HOV lanes, HOV bypasses, ramp meter bypasses, and dedicated transitways. There are three forms of transit advantages in Maplewood. Both existing and planned transit advantages are described below and shown in **Figure 12-6.**

Transit advantages come in three forms in Maplewood. These transit advantages are described below and shown in **Figure 12-6.**

- **MnPASS** lanes provide a congestion-free option for people who ride transit, carpool, or are willing to pay. The I-35E corridor through Maplewood currently has an existing MnPASS lane.
- Metro Transit, in cooperation with MnDOT, operates **buses on the shoulders** of several principal arterials through Maplewood, including on MN-36 and I-94. The 2040 TPP does not identify any planned expansions of bus-shoulder operations through Maplewood.
- **A dedicated transitway** is planned for the Rush Line and METRO Gold Line services planned through Maplewood.

Figure 12-6. Existing and Planned Transit Advantages



Street Design

The City of Maplewood will continue to design and implement streets that are right-sized for all users. The *Living Streets Policy* identifies desired cross-sections for a variety of street-types that are to be used as a basis for more detailed levels of design as roads are reconstructed or renovated.

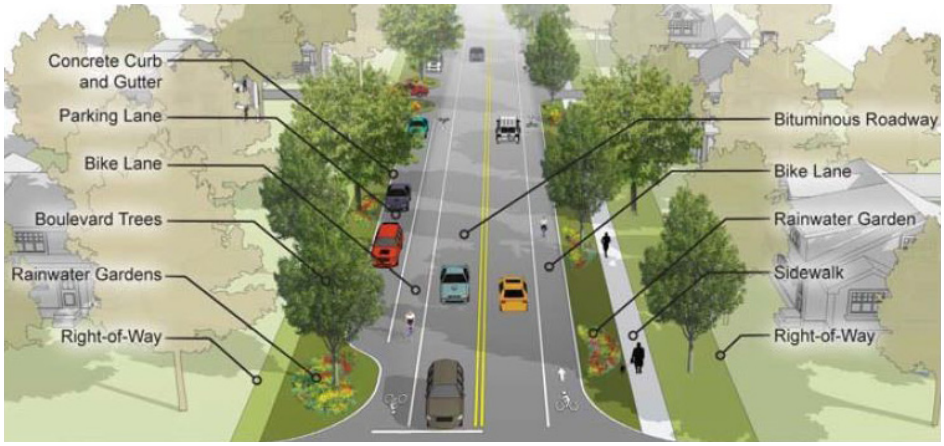
MAPLEWOOD *LIVING STREETS POLICY*

This policy serves as the lens that all transportation projects should be viewed through.

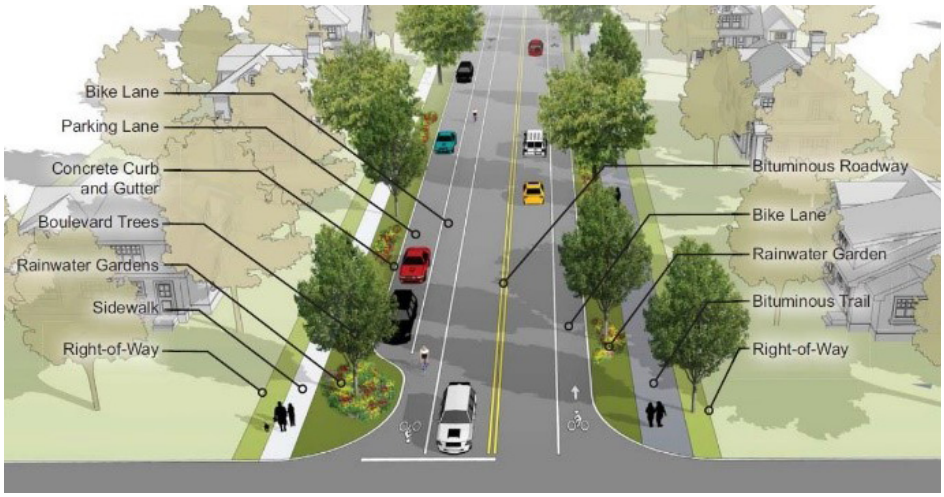
The street design templates provided here are derived from the *Living Streets Policy* and will serve as the guidelines for all road construction and reconstruction in the City of Maplewood.

Lower Capacity Streets (Local Roads)

Higher Capacity Streets (Collector)



Higher Capacity Streets (Minor Arterials)



These street sections may vary based on the constraints of a project and the characteristics of each neighborhood. A context sensitive approach should be taken when applying Living Streets concepts. Guidelines for the composition of streets is included in the table below, according to the City's *Living Streets Policy*.

Table 12-3. Street Design Guidelines

	Street Design Guidelines											
	Driving Lanes			Parking Lanes[2]			Bike Lanes			Sidewalk(s)[3]		
Street Type	**2**	**3**	**4**	**0**	**1**	**2**	**0**	**1**	**2**	**0**	**1**	**2**
Local	X				X		X			X[4]	X[5]	X
Local Connector	X				X		X			X[4]	X[5]	X
Collector	X	X		X	X	X			X		X[6]	X
Minor Arterial	X	X	X	X	X	X			X			X[7]

1) City code requirements shall be used where more prescriptive.

2) Parking shall fit context, with unnecessary parking avoided.

3) Paved path may be used in lieu of side walk where appropriate.

4) Requires wider street width.

5) Required where street abuts or is in vicinity of a school or park.

6) Sidewalk required on one side minimum; both sides as determined by context.

7) Sidewalks required on both sides of street unless not practical.

Sustainability and Maintenance

There are many benefits to adding amenities and new elements to streets (such as green boulevards, bicycle lanes, etc.):

- Improved connectedness between modes.
- Increased livability with more options for travel for all abilities, ages, and trip purposes.
- Higher percentages of green space.
- Reduced stormwater run-off.

However, adding new green features and modifying roadway cross-sections yields a new maintenance challenge. There are several maintenance related questions that the City of Maplewood will need to address as streets become more livable and sustainable:

- How many staff will be needed to maintain additional landscaping and other amenities on city right of way?
- What equipment will be needed to maintain safe and attractive roads, of varying widths and materials, year-round?
- What are the budget implications of new amenities and where does funding come from?

Partnering with Other Agencies to Enhance Multimodal Connectivity

The City of Maplewood will continue partnering with other agencies that have jurisdiction over streets in Maplewood and Active Living Ramsey Communities to enhance connectivity between modes, places, access, and mobility**. The Minnesota Department of Transportation (MnDOT), Ramsey County**, and the **Metropolitan Council/Metro Transit** all play vital roles in creating a connected city alongside the City of Maplewood. This continued partnership is intended to minimize construction disruption to residents and visitors of Maplewood, and coordinate improvements such that users of any mode and facility type have a seamless trip in Maplewood.

- The City of Maplewood will work with **MnDOT** as arterial roadways are improved, ensuring that access to and from the major regional roadways are safe and usable for all users.
- The City of Maplewood will work with **Ramsey County** as arterial and connector County Roads are resurfaced and reconstructed. Partnership will enhance synergy between street land use and mobility objectives.
- The City of Maplewood will work with **Metro Transit** as new transit infrastructure is planned and designed. This partnership will ensure that the street design and construction impacts are coordinated such that all users, regardless of mode, will be able to utilize the new infrastructure. The City of Maplewood commits to being a part of the transit-planning process, particularly for the Rush Line and METRO Gold Line station areas, so that the road network, transit stations, and other modal connections are easy and attractive.

Transit

A Critical Mobility Option for Maplewood's Present and Future

Connected and varied transit options are critical to residents and visitors in the City of Maplewood. Transit connects users of all ages with important cultural, recreational, social service, and employment destinations, expanding opportunity and improving the quality of life of residents and visitors.

Over the life of this Comprehensive Plan, transit improvements represent the most significant modal changes that will occur in the City. The City of Maplewood is excited about expanded transit options within its boundaries, and will strive to ensure transit service benefit the greatest number of people possible, and is properly integrated within the City's multimodal transportation network.

The City of Maplewood supports Metro Transit's expansion of varied transit options through the City. The City will work to ensure these transit options are accessible by a connected and safe pedestrian and bicycle facilities, and are integrated into the City's existing and future urban development fabric.

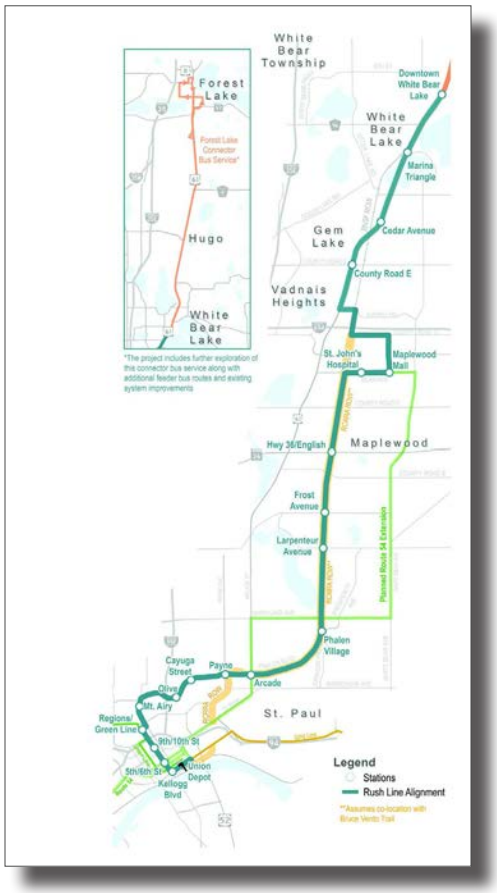
Transit Market Areas

The Metropolitan Council defines Transit Market Areas based on the density of population and employment, the interconnectedness of the local street system, and the number of vehicles owned by residents. Transit Market Areas indicate the likely cost effectiveness of types of transit service investments.

The City of Maplewood is located primarily within Transit Market Area III. This area is characterized by moderate density, but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. Public dial-a-ride services are available where fixed-route service is not available.

The portion of the city south of Linwood Avenue is in Transit Market IV. Transit Market IV has lower concentrations of population and employment and a higher rate of auto ownership. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor.

Some sections of the City west of Arcade Street are classified as being within Transit Market Area II. This area has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also characterized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans. The City will work with regional transit agencies to develop future transit services consistent with the City's market areas.



The Locally Preferred Alternative (LPA) for Rush Line is depicted in green. The dedicated guideway bus rapid transit would include several station locations in the City of Maplewood.

Supporting Transit Initiatives

Maplewood has and will continue to work with regional transit agencies to adopt services that will better serve City residents, and help promote a safe, connected and prosperous community. Maplewood commits to the following to facilitate transit connectivity in the City:

- The City supports Metro Transit's construction of new or improved bus stops and shelters, as well as its efforts to focus service on the Maplewood Mall transit hub, improve off-peak service and improve express service to St. Paul and Minneapolis.
- The City supports efforts by other agencies to improve transit service in the City by the addition of transitways. As transitways are added, the City will encourage higher-density economic development and redevelopment near such corridors, like those described in Chapter 4. Land Use.
- The City supports the expansion of the Metro Transit Rideshare carpool/vanpool rider matching and supports Metro Transit's Guaranteed Ride Home Program for transit riders.
- The City will review major new developments for inclusion of shelters and pull-outs, if such sites are along Metro Transit bus routes.
- The City should coordinate its sidewalk and trails plan to encourage and connect walking, biking, and bus usage.
- The City supports transit service that is accessible, convenient and affordable for persons with disabilities, as well as being cost-effective for the system.

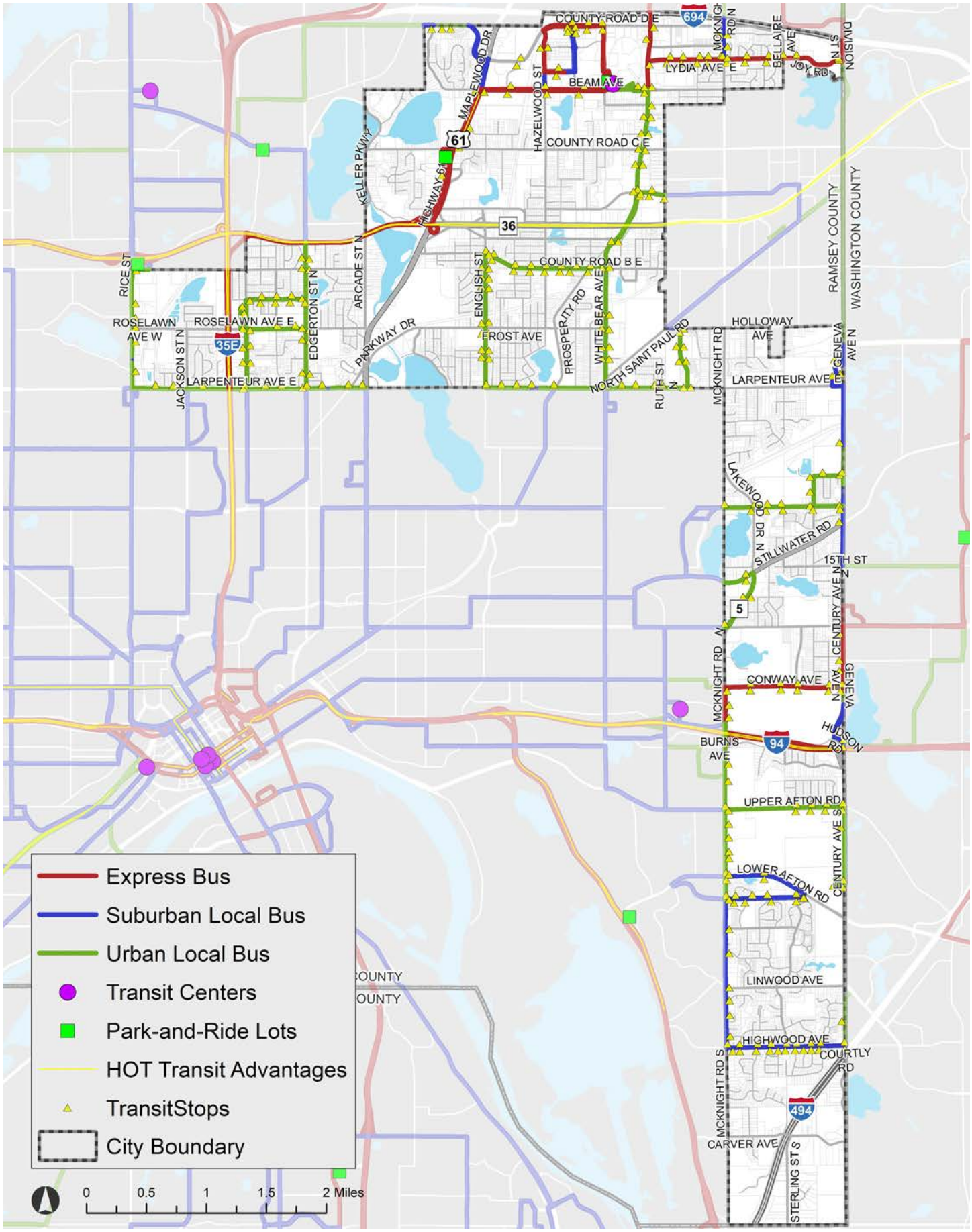
Maplewood will continue to implement the strategies outlined in the City of Maplewood *Living Streets Policy* (2013). Regarding transit, specifically, the City will work to enhance walking and biking conditions through providing safe and convenient pedestrian routes along streets that are near transit stops.

2040 Transportation Policy Plan

Ultimately, the transit policies outlined in this chapter are meant to support the policies and strategies outlined in the Metropolitan Council's 2040 Transportation Policy Plan (TPP). The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Maplewood will continue to coordinate with Metro Transit to best match transit service with local land use to maximize the opportunities for the success of the transit system. Additionally, Maplewood is committed to establishing a greater amount of transit-supportive land use by increasing residential and employment density in various places within the City.

Figure 12-7. Existing Transit Routes and Facilities



The METRO Gold Line will be serviced by bus rapid transit (BRT) vehicles, similar to Metro Transit's A Line. Unlike the A Line, however, the METRO Gold Line will be Minnesota's first BRT service which operates primarily in exclusive bus-only travel lanes.

Current Transit Network

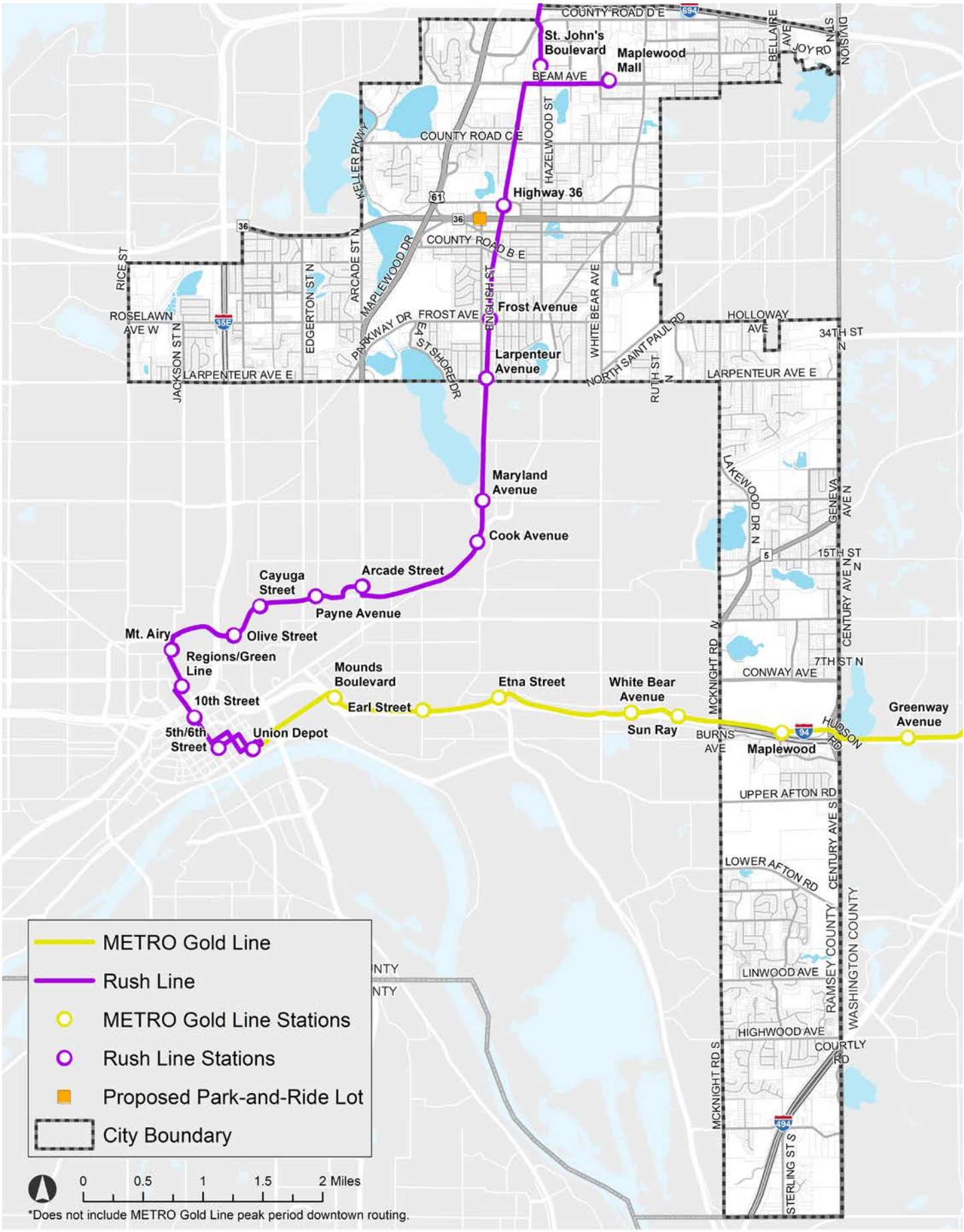
Maplewood is currently served by Metro Transit regular and express bus routes. Metro Mobility is the service provider that provides ADA paratransit services for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Finally, a general-purpose dial-a-ride small bus service called Transit Link is available within Maplewood, which allows residents to combine regular route and Transit Link services without additional cost for transfers. Though Transit Link rides may be requested for any reason, this service is not available where regular transit routes are more than 1/2-mile away (1/4 mile away in winter).

Figure 12-7 shows existing transit routes and transit facilities, existing park-and-rides, transit advantages, and support facilities. Maplewood is served by 18 express and local bus routes with 314 transit stops and stations. Between the Maplewood Mall Transit Center and a standalone park-and-ride lot, there are over 1,200 parking spaces for transit users. Transit access is expanding including the recent extension of the limited stop Route 54 connecting the Maplewood Mall with downtown Saint Paul, Minneapolis-Saint Paul International Airport, and Mall of America.

Table 12-4. Existing Bus Routes and Frequencies

Route	Name	Type	Number of Trips per Day		
			Weekday	Saturday	Sunday
263	Express - Rice St Park and Ride - Roseville	Express	28	0	0
265	Express - White Bear Lake - Maplewood - St Paul	Express	20	0	0
270	Express - Mahtomedi - Maplewood - Minneapolis	Express	84	0	0
272	Express - Maplewood - Roseville - U of M	Express	8	0	0
294	Express - Oakdale - Stillwater - St Paul	Express	34	0	0
219	Maplewood - Century Av - Hadley Av - Sunray	Suburban Local	120	28	0
223	Rosedale - Little Canada - Maplewood	Suburban Local	36	0	0
262	Ltd Stop - 95Av P&R - Rice St - St Paul	Suburban Local	12	0	0
350	Ltd Stop - Sunray - McKnight - St Paul	Suburban Local	16	0	0
61	E Hennepin Av - Larpenteur Av - Arcade St	Urban Local	154	27	0
62	Rice St - Little Canada - Shoreview - Signal Hills	Urban Local	264	118	85
63	Grand Av - Raymond Sta - Sunray - McKnight Rd	Urban Local	236	101	101
64	Payne - Maryland - White Bear Av - Maplewood	Urban Local	332	133	91
68	Jackson St - Robert St - 5th Av - Inver Hills	Urban Local	208	88	66
70	St Clair Av - W 7St - Burns Av - Sunray	Urban Local	120	29	20
71	Little Canada - Edgerton - Concord - Inver Hills	Urban Local	218	97	37
74	46St - Randolph - W 7St - E 7St - Sunray	Urban Local	246	98	75
80	Maplewood - White Bear Av - Sunray	Urban Local	76	37	20

Figure 12-8. Proposed METRO Gold Line and Rush Line



Looking Forward

Corridor Development

The City will continue to actively participate in the development of transitways and bus systems in the City. Maplewood will work closely with RCRRA, WCRRA, Metro Transit, the Metropolitan Council, and MnDOT officials in the siting and design of transitway stations, bus stops, bike parking, pedestrian and bicycle connections to transit stops, and park-and-ride facilities. These stations should maximize access for residents and complement the City's land use plan.

METRO Gold Line

The METRO Gold Line BRT is a bus rapid transit line that will run next to Interstate 94 for about nine miles in an exclusive lane on or next to Hudson Road and 4th Street, and will connect St. Paul, Maplewood, Landfall, Oakdale and Woodbury. One METRO Gold Line station, the Maplewood Station, will be in Maplewood near the 3M campus. The City of Maplewood will work closely with 3M, Washington County, Ramsey County, and the Metropolitan Council to ensure that this station most effectively serves the surrounding land uses including the area that lies south of Interstate 94. Based on the project's current timeline, construction is anticipated to start in 2022, with METRO Gold Line service expected to begin in 2024.

The METRO Gold Line alignment and stations in Maplewood are shown in **Figure 12-8.** This project is listed in the Metropolitan Council's 2040 TPP Current Revenue Scenario. Maplewood is fully supportive of this project and will continue to participate in the development of this line as well as station-area planning for the METRO Gold Line stop in Maplewood, near the 3M campus.

Rush Line

The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley, consisting of 23 urban, suburban, and rural communities linked by a common need to be mobile and connected. In July 2017, a Pre-Project Development (PPD) Study was completed by the Rush Line Corridor Task Force and Ramsey County Regional Railroad Authority to designate a Locally Preferred Alternative (LPA) for the corridor; the LPA was identified to be **dedicated guideway bus rapid transit from Union Depot in St. Paul to White Bear Lake.**

This LPA was found to be a cost-effective solution that meets Federal Transit Administration funding benchmarks and best serves of the needs of the corridor. The transit route will include five stations in Maplewood, including one adjacent to the Saint John's Hospital medical campus and another next to Maplewood Mall. Additionally, the project is proposing a new park-and-ride facility at Highway 36 and English Street. Maplewood Rush Line alignment and stations are also shown in **Figure 12-8.** This project is listed in the Metropolitan Council's 2040 TPP Current Revenue Scenario. Maplewood is fully supportive of this project and will continue to participate in the development of this line as well as station-area planning for the five stations in Maplewood along the proposed alignment.

Bicycling and Walking

The City of Maplewood recognizes that a robust pedestrian and bicycle network is an essential component of a safe, healthy and prosperous community. A well-designed network provides opportunities for transportation and physical activity, separates pedestrian and bicyclists from motor vehicle traffic, encourages alternative transportation modes, and enhances local and regional mobility for all members of the community. The City is committed to advancing the quality of life and opportunities of its citizens by actively maintaining its current pedestrian and bicycle infrastructure, and seeking to achieve greater regional connectivity in the future.

Trail and safety improvements were made to County Road B in Maplewood as part of a recent Safe Routes to School project.

Current Conditions

Promoting Walking and Biking

The City of Maplewood strives to provide safe and efficient biking and walking routes for non-vehicular transportation, exercise, recreation and commuting for users of all ages and abilities.

The walking and biking-specific policies below are intended to guide the City Council, Parks and Recreation Commission, and City Staff in their decision-making for the bicycle and pedestrian system. Integral to these policies are the guidelines detailed in the 2013 Maplewood *Living Streets Policy*, which present a standardized approach to creating streets that encourage walking and bicycling through the inclusion of safe, well-designed infrastructure and pedestrian-friendly designs.

- Connect pedestrian and bike routes with transit facilities.
- Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA.
- Implement traffic calming techniques to help reduce the speed of traffic on neighborhood streets.
- Provide quality pedestrian and bike routes along streets that are adjacent to schools, parks and open space, in commercial and retail areas, and high volume roadways.
- Encourage mode shift to non-motorized transportation and transit.
- Create a network of uninterrupted trails.
- Tie parks together into a comprehensive park and trail system, and tie the City trail system with those of adjacent cities and counties.
- Bike routes should be off-street, however when not feasible, streets should be designed for safe bicycle passage under all conditions. This includes providing dedicated space for bicycles that is clearly marked, with signage for bicycle awareness. It also includes clearly marked intersections where trails cross roads, trimmed vegetation at intersections, and a thoughtful integration of on-street parking where necessary.
- For both the Rush Line and METRO Gold Line transit, the City seeks to ensure there is safe and convenient pedestrian and bicycle access to the stations from all directions. For METRO Gold Line, this would include a bridge over Interstate 94 that can serve the neighborhoods to the south.

Maplewood supports the Ramsey County-Wide Pedestrian and Bicycle Plan and the Connected Ramsey Communities Network. The Connected Ramsey Communities Network, a regional vision established in collaboration with Ramsey County municipalities, is a network of existing and future bikeways designed to serve as a countywide backbone connecting local communities and the region. This network is built from local facilities and, when fully developed, will connect people with desirable destinations throughout the city and county with high-quality, long-distance, and connector routes. These efforts, coupled with the City's own planned pedestrian and bicycle facilities, strive to ensure people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives.

The current policy of the City is to install sidewalks or trails on both sides of arterials and on one side of collectors. Wide shared-use paths (trails) can be substituted for sidewalks. Maplewood should install new sidewalks or trails where pedestrian safety is at risk and where they would provide access to key destinations. Sidewalks or trails which would provide safe bicycle and pedestrian routes to schools should be considered.

The City should not remove sidewalks unless there is a compelling reason to do so.

Traffic Calming

The City of Maplewood will support pedestrian and bicycle safety through the use of traffic calming techniques. Presented in the 2013 Maplewood *Living Streets Policy*, these methods are designed to limit the speed of traffic that use a specific roadway while simultaneously promoting the use of other non-motorized traffic modes. The methods for traffic calming depend largely on the type of roadway, its function, and the modes of traffic that should be on the roadway. A significant focus of calming is usually on limiting cut-through traffic, decreasing the speed of vehicles, and providing safety for pedestrians and bicycles. Traffic calming measures the City will consider implementing include reducing street width, adding medians, raised crosswalks and chicanes (artificial features to create extra turns in a road), and installing Dynamic Speed Display Signs.

Pedestrian and Bicycle Facilities

The City of Maplewood has a robust network of facilities for walking and biking for both recreation and transportation purposes. Facilities include sidewalks, on-street bike lanes, and off-street paved and unpaved shared-use paths and trails.

Figure 12-9 depicts the existing on and off-street pedestrian and bicycle network in the City of Maplewood.

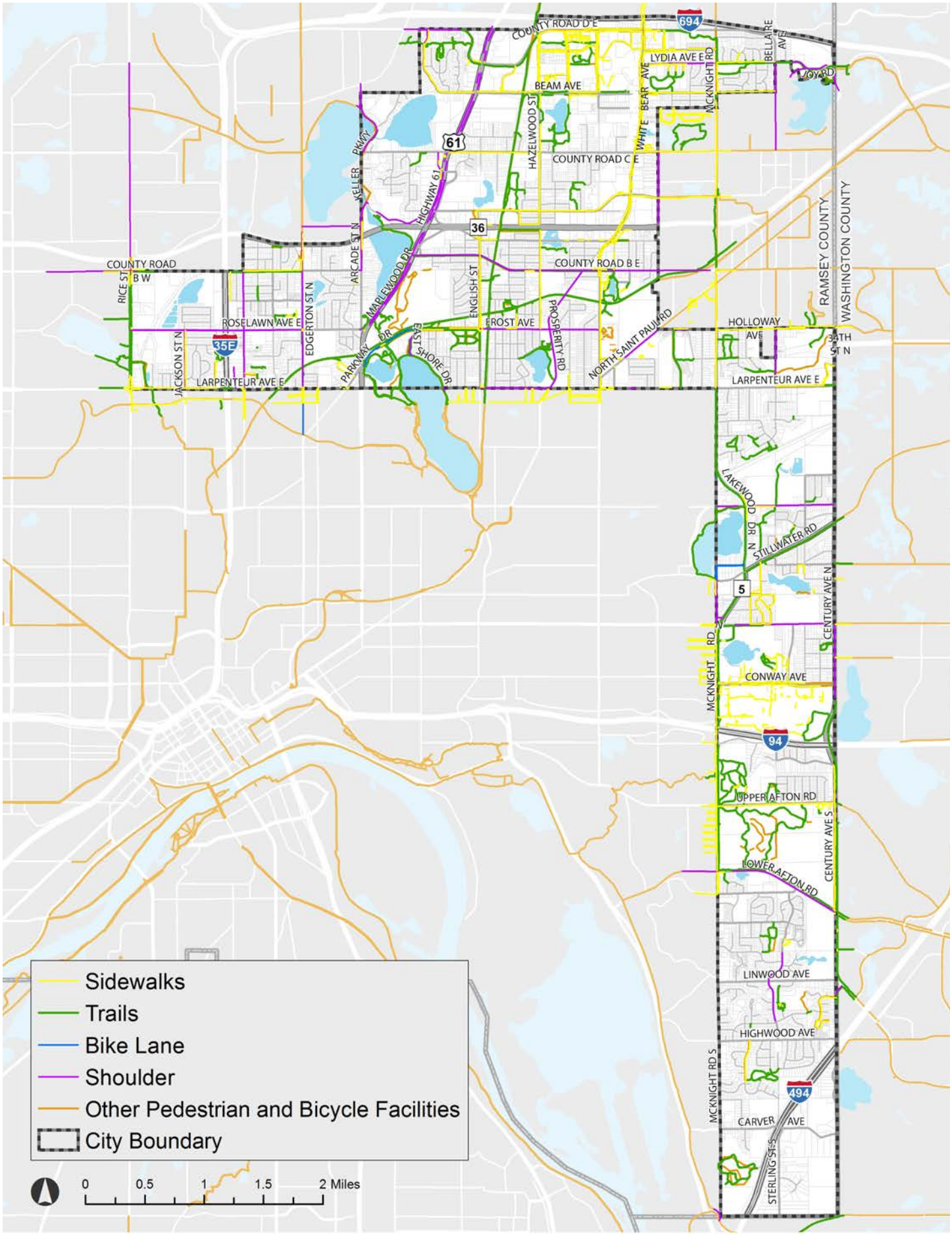
Looking Forward

The City of Maplewood recognizes the importance of bicycling and walking for commuting to work or school, running personal errands, travelling to entertainment and activity venues, and maintaining an active lifestyle. Maplewood is committed to creating an increasingly connected local and regional bicycle and pedestrian network by identifying opportunities for expansion of facilities within the City, and collaborating with regional agencies to forge biking and walking connections throughout the region.

Regional Bicycle Transportation Network

The Regional Bicycle System Study was completed in 2014 to develop a more complete understanding of how the region's on-street bikeways and off-street trails connect and how they work together to serve regional transportation trips by bicycle. As a result of the study, the TPP has established the Regional Bicycle Transportation Network (RBTN) with the goal of creating an integrated seamless network of off-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level.

Figure 12-9. City of Maplewood Existing Pedestrian and Bicycle Network



TRANSPORTATION

Improving multimodal access across I-94 at and between McKnight Road and Century Avenue is an ongoing priority or the City of Maplewood.

The Regional Bicycle Transportation Network is divided into tiers for regional planning and investment prioritization, including:

- Tier 1 and Tier 2 Regional Bicycle Transportation Corridors:
  - *Tier 1 Corridors reflect those locations where improvements can most effectively enhance mode choice in favor of biking and walking.*
  - *Tier 2 Corridors represent the remaining corridors in the overall Regional Bicycle Transportation Network.*
- Tier 1 and Tier 2 Regional Bicycle Transportation Alignments:
  - *Tier 1 Alignments reflect improvements that would provide direct transportation connections to and between regional destinations.*
  - *Tier 1 Alignments represent the remaining alignments in the overall Regional Bicycle Transportation Network.*

Tier 1 RBTN alignments in Maplewood are located northwest along Edgerton Street, through its center roughly following Highway 61, and south along Lower Afton Road. Tier 1 RBTN corridors in Maplewood mostly run along the City's southwestern and northern borders. RBTN alignments and corridors are shown in **Figure 12-10**

No major gaps exist within Tier 1 and Tier 2 RBTN route alignments for the City of Maplewood, as these alignments coincide with existing bicycle infrastructure within the City. The three Tier 1 alignments within the City, including that running along Edgerton St N from Larpenteur Ave E to Highway 36, running diagonally from Larpenteur Ave E and English Street to County Road D E and Hazelwood St, and running along Lower Afton Road from McKnight Rd to Century Ave N, enjoy bike shoulders, regional trails, and connection trails, respectively. The City's single Tier 2 alignment, running diagonally from Larpenteur Ave East and Edgerton Street North to County Road B East and Ariel Street North, is served by the Gateway regional trail.

Walking and Biking Facility Improvements

The City of Maplewood is committed to expanding and improving its pedestrian and bicycle infrastructure to provide safety, enhance connectivity, increase convenience, and support future local and regional projects. Improvements to existing infrastructure will be guided by the following priorities:

- Create a safe, multi-purpose, and all-season walking and biking network.
- Consider options for hiking, walking, skating, and cross-country skiing.
- Connect to destinations and transportation facilities in neighboring communities.
- Connect to regional and community parks, preserves, facilities, schools, commercial areas, and transit routes.
- Use neighborhood context and the *Living Streets Policy* to guide the design of trail and sidewalk projects.
- Ensure safe walking options to multi-modal transportation and transit facilities.
- Work with regional planning authorities to make bicycle and pedestrian connections to, and safe crossings of, the future METRO Gold Line and Rush Line transit corridors.

Existing and proposed pedestrian facilities are shown in **Figure 12-11** relative to the RBTN.

Figure 12-10. City of Maplewood Existing Pedestrian and Bicycle Network

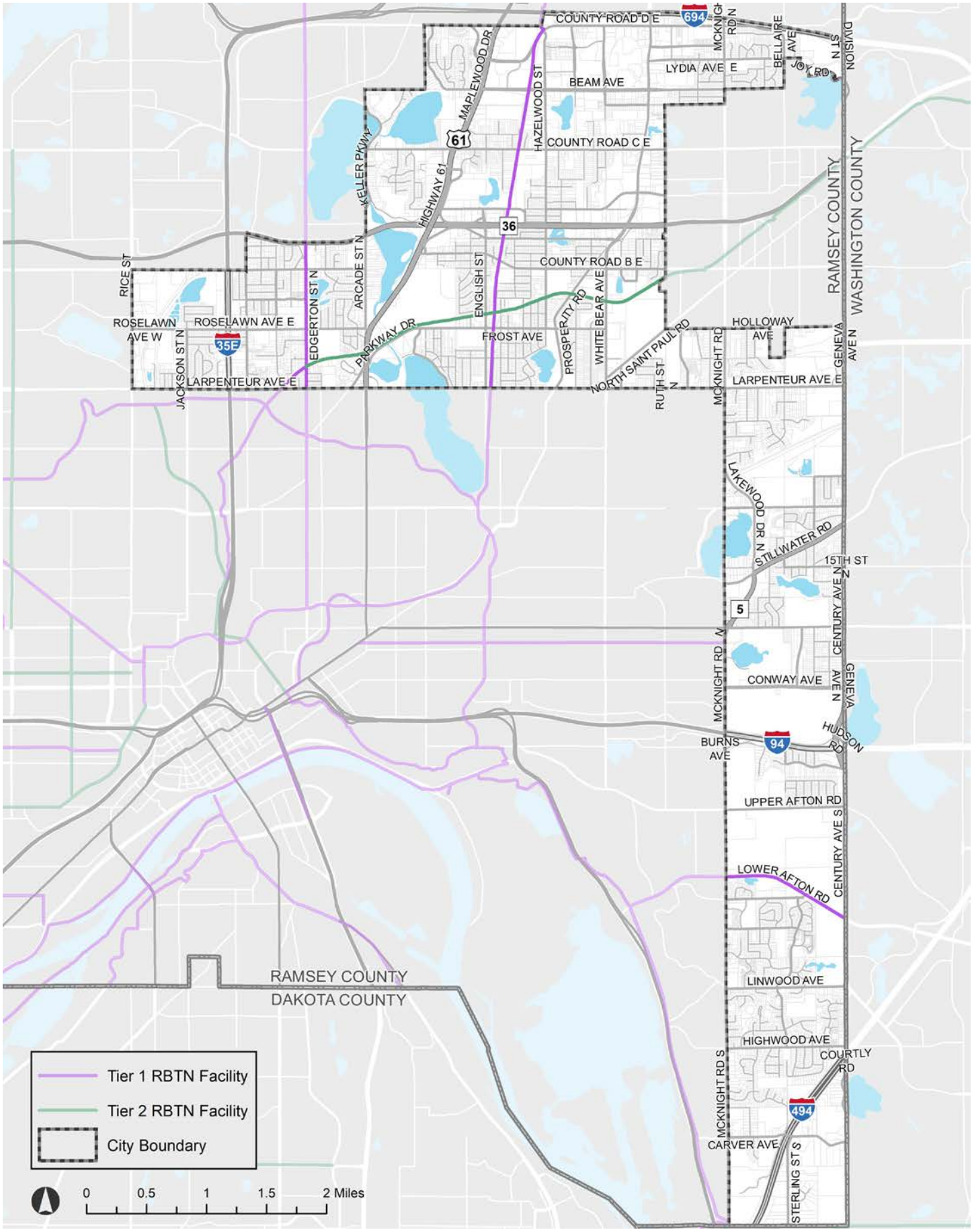
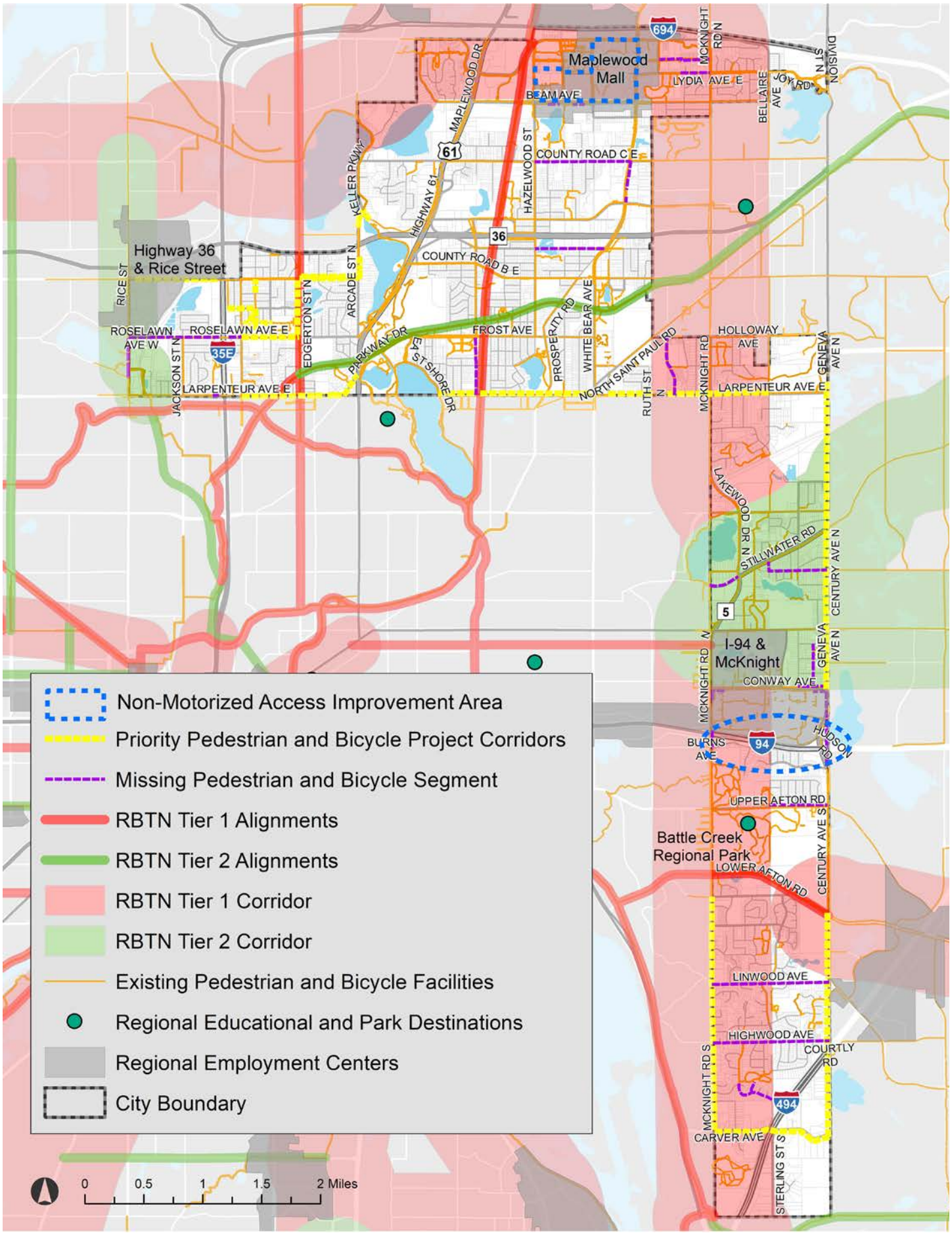


Figure 12-11. Tier 1 and Tier 2 RBTN Corridors and Alignments



Aviation

The City of Maplewood recognizes aviation to be an important facet of the region's multimodal transportation infrastructure. Though Maplewood does not contain any airport facilities at present, it acknowledges the role that local airports serve in the connectedness of its citizens and business to the region, nation, and world, and the quality of life, economic competitiveness and sustainability benefits.

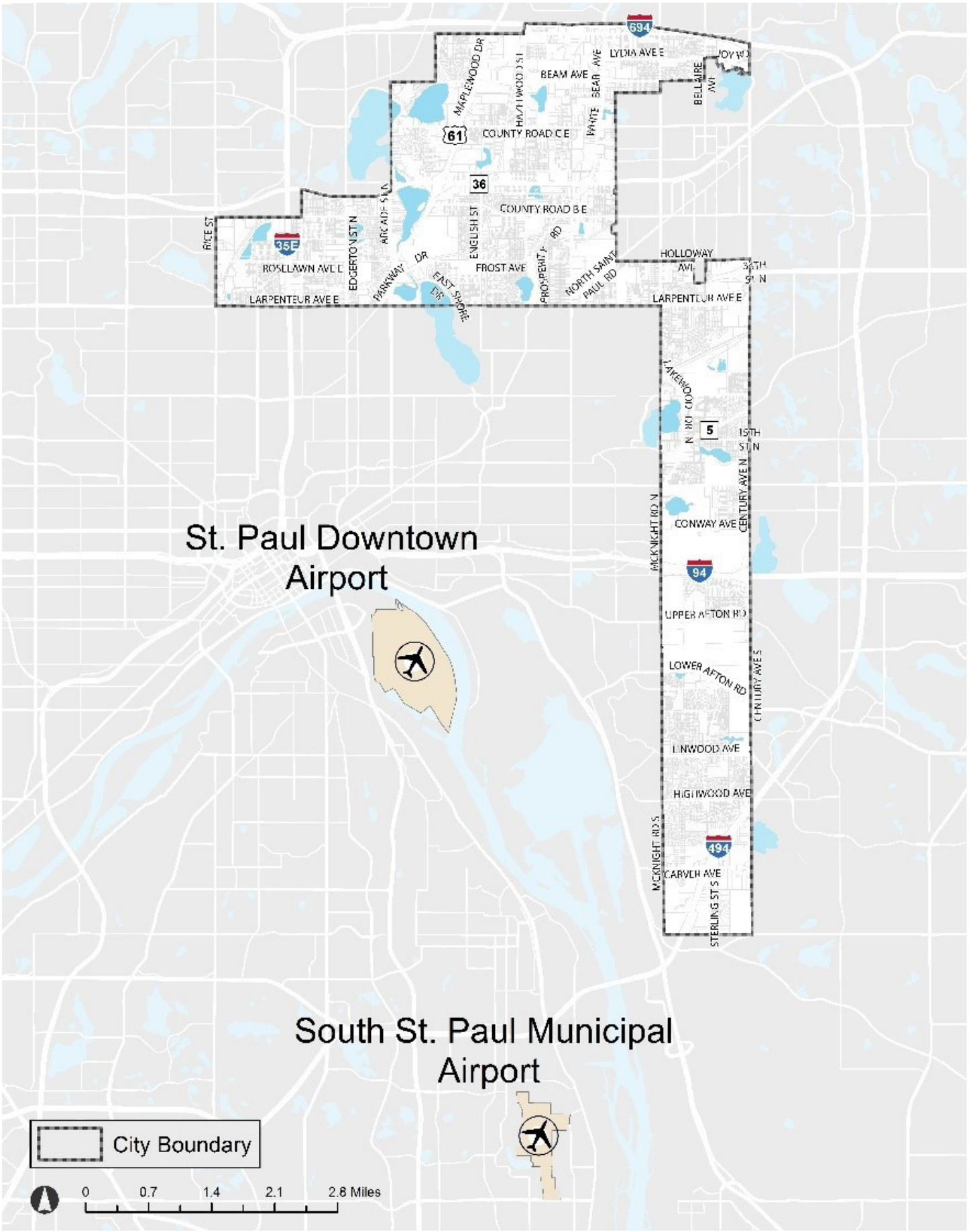
The nearest airport facilities to the City of Maplewood are St. Paul Downtown Airport and South St. Paul Municipal Airport. The former, located across the Mississippi River from downtown St. Paul, is a reliever airport operated by the Metropolitan Airports Commission which serves aircraft operated by corporations in the local area, a flight training school and the Minnesota Army National Guard aviation unit.

South St. Paul Municipal Airport is a city-owned public use airport located two miles south of South St. Paul on the west bank of the Mississippi River. Though these airports play a supplemental role to the larger Minneapolis–Saint Paul International Airport, they serve to increase the attractiveness of Maplewood, and the region, to new businesses and residents.

St. Paul Downtown and South St. Paul Municipal Airports are displayed in **Figure 12-12.**

The City of Maplewood will support initiatives to improve and expand regional aviation infrastructure and services in the future. The City does not anticipate any potential regional airspace obstructions. If potential obstructions from City development do arise, the City will coordinate with appropriate representatives at the Metropolitan Airports Commission to ensure the Federal Aviation Administration is able to review projects and provide input.

Figure 12-12. Proposed Pedestrian and Bicycle Facilities



Freight

The importance of a safe and efficient multimodal freight system cannot be overstated for its role in meeting the City of Maplewood's goals for economic productivity, sustainability, livable neighborhoods, and social equity. The City of Maplewood recognizes the importance of freight infrastructure for a prosperous, economically competitive community and region, and is committed to supporting regional freight infrastructure projects and initiatives.

Railways

Three regional railways run through the City of Maplewood. These include the Minnesota Commercial Railway Company facility crossing the City's norther border, the Canadian Pacific Railway facility running along the City's western edge, and the Union Pacific Railroad line crossing the City's center north of I-94. The City of Maplewood will support initiatives to improve railroad facilities and expand railroad connectivity throughout the region.

Maplewood Railroad facilities are shown in **Figure 12-13.**

Truck Route Network

Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods, as well as move manufactured goods and commodities. The portion of the region's commercial road network contained within the City of Maplewood is displayed in **Figure 12-14**, including Principal Arterial and A-Minor functional classifications.

Apart from those mentioned, the City of Maplewood does not have special freight facilities at present, and has no plans to add special facilities in the future. The City will support local and regional efforts to plan for a safe and efficient truck route network.

Figure 12-13. St. Paul Downtown and South St. Paul Municipal Airports

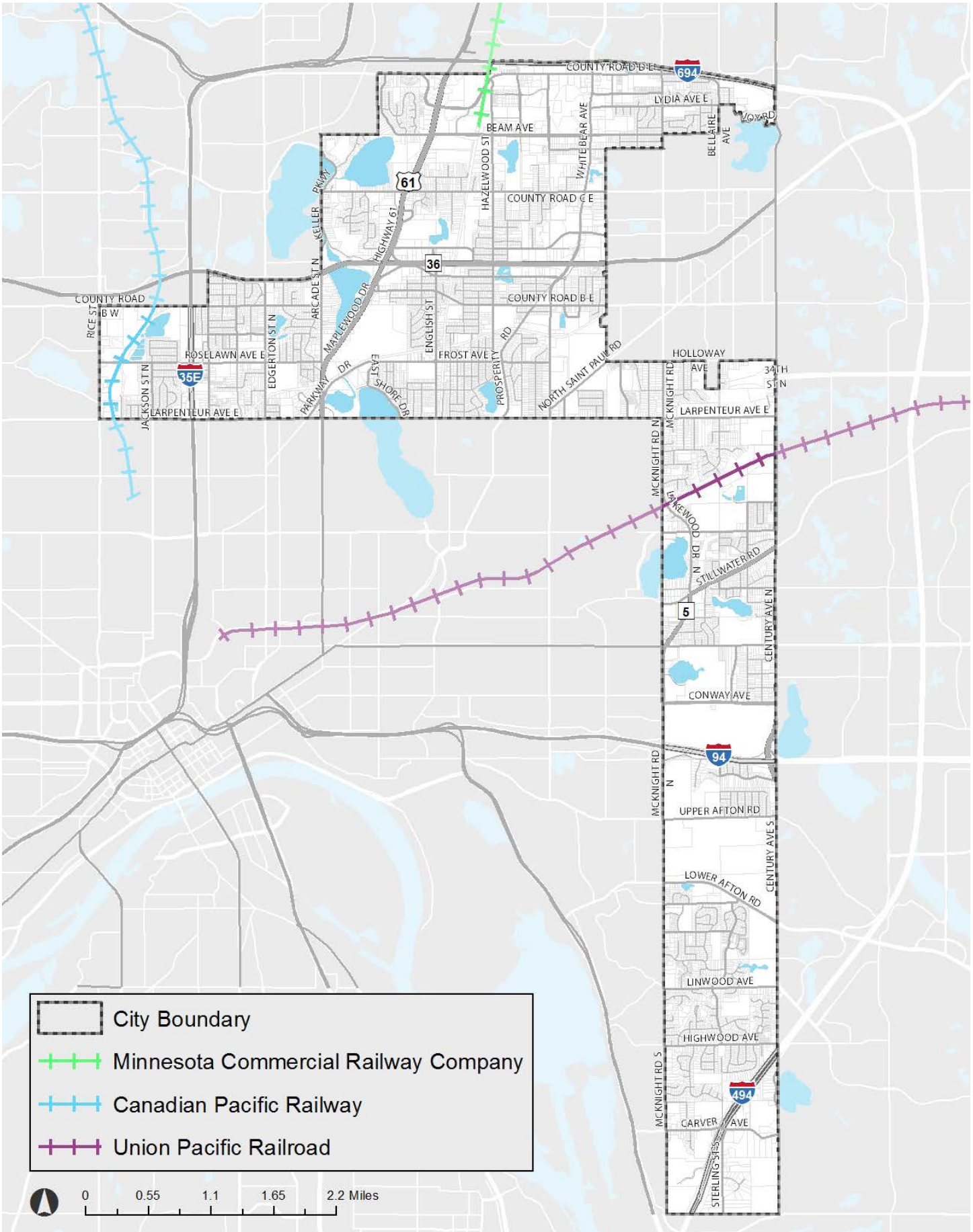
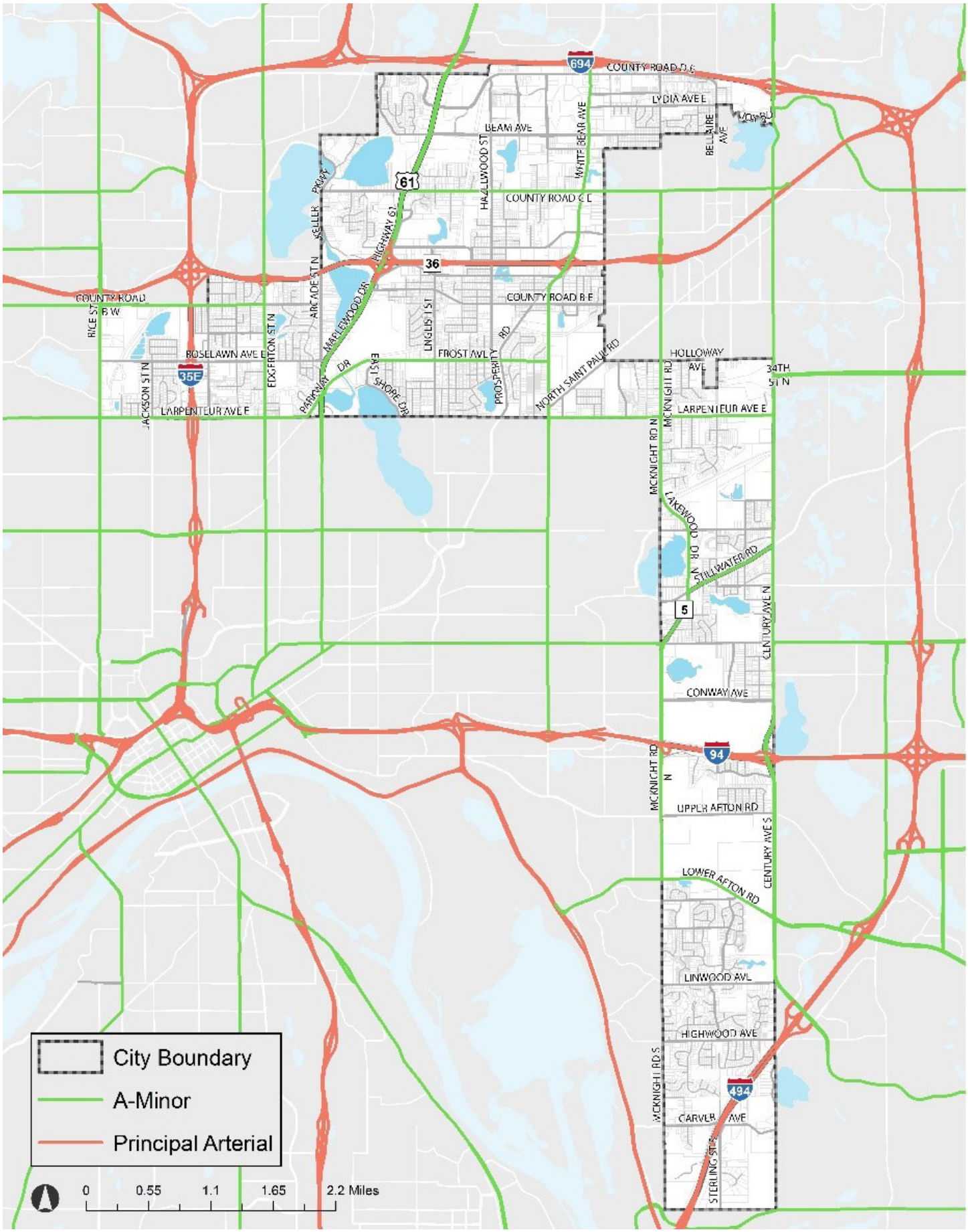


Figure 12-14. Principal Arterial and A-Minor Road Functional Classifications



Guiding Principles for Transportation

The following principles will guide the City of Maplewood approach to maintaining and improving its transportation system:

- **Safety:** The City of Maplewood is committed to the safety of its residents, visitors, workers, and the community. The City considers a safe environment, including secure, enjoyable neighborhoods, well-maintained bicycle and pedestrian facilities, and safe, well-designed roadways, as central to the character of its community, and foundational to an increasingly vibrant and prosperous city.
- **Connectivity:** The City of Maplewood prioritizes the ability of its community members to move within the City and connect with the region. A dense, connected transportation network decreases travel distances and increases route options, creates opportunities to exercise and recreate, and spurs economic development by facilitating opportunities to shop, work, and hire. Additionally, the availability of quality alternative transportation modes, such as efficient public transit and dedicated bike and pedestrian facilities, reduces the reliance on the use of cars for transportation. This will help elevate the health and safety of the community.
- **Sustainability:** The City of Maplewood is committed to advancing transportation initiatives that support the environmental and economic sustainability of its community. By maintaining sustainability as a guiding principle in transportation decision-making and policy formulation, the City will set the course for an increasingly healthy and vibrant community by improving environmental quality, encouraging sustainable economic development, and creating a setting that is attractive to new residents.
- **Livability:** The City of Maplewood is committed to providing an environment that is safe and engaging, where community members enjoy access to employment centers, attractive built and natural environments, and educational opportunities, and where all are treated with dignity and equality. The City recognizes that a fundamental aspect of a community's livability is its transportation network. Providing a range of efficient transportation options reduces dependence on the single-occupancy vehicle, improves air quality, promotes physical activity, bolsters property values, and allows households to decrease costs and access employment.
- **Economic Prosperity:** The City of Maplewood is aware of the economic and social opportunities and benefits that result from an efficient, connected transportation network. Indeed, targeted transportation investments attract new businesses and residents by increasing the ability of workers to commute to and from work, helping customers travel to and from services areas, and aiding the movement of goods between producers and consumers. In turn, businesses contribute to livability and quality of life through investments in the built environment, culture, and philanthropy.

Implementation

The following goals, policies, and actions are provided to guide the provision and maintenance of multimodal transportation facilities in the City of Maplewood.

HEALTH **RESILIENCE**

EQUITY **AGE-FRIENDLINESS**

The Icons above are used to reference the guiding principles, which describe community values that are intended to be achieved through the implementation of the Comprehensive Plan.

See Chapter 3: Guiding Principles for further description of each.

Goals and Policies

1. Maintain a comfortable multimodal transportation network as a central facet of safe neighborhoods, and a welcoming city with a high quality of life.

1.1 Promote and enhance the safety of Maplewood's transportation network for all modes of travel.

1.2 Create inviting, walkable, and connected neighborhoods that attract and maintain residents.

2. Establish and maintain a citywide transportation network that connects users of all ages, abilities, and modes to destinations, neighborhoods, and the regional transportation network.

2.1 Increase the degree to which public transportation, walking and cycling paths connect people to local and regional destinations.

2.2 Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA.

2.3 Extend bicycle, pedestrian, and public transit facility to eliminate gaps in both local and regional transportation networks.

3. Leverage the transportation system and network to promote the environmental, cultural, and economic sustainability of the city and its residents.

Completed in 2012, the Bartelmy Lane Meyer Street Improvement Project was the City's first Living Street project.

3.1 Encourage mode shift to non-motorized transportation and transit to reduce congestion and air pollution.

3.1 Embrace road designs that increase safety, minimize runoff, and decrease construction and maintenance costs.

3.2 Include rainwater gardens along roads to intercept and filter storm water runoff.

3.3 Provide viable alternatives to the single-occupancy vehicle such as quality bike, pedestrian, and public transit facilities.

3.4 Increase local shopping, local investment and job growth by making businesses more accessible to bicyclists and pedestrians.

Actions

Multimodal

1. Implement the principles of the City of Maplewood's 2013 Living Streets Policy.
2. Increase the presence of dedicated bike and pedestrian infrastructure.
3. Implement safe connections to public transportation hubs.
4. Implement the traffic calming techniques described in Maplewood's Living Streets Policy.
5. Incorporate traffic calming elements such as curb extensions, bump-outs and narrowed streets as necessary during design of roadway projects.
6. Improve biking and walking conditions along natural connector routes and collector streets by designating bike lanes, sidewalks, and multi-purpose trails.
7. Identify ways to slow neighborhood cut-through traffic via traffic calming measures.
8. Proactively work with auto dealerships in the City to identify appropriate vehicle test routes that reduce impacts to local neighborhoods.

City-wide Transportation Network

9. Actively support regional public transit projects, including the METRO Gold Line and Rush Line, by participating in technical committees and coordinating local projects and policies.
10. Identify and eliminate gaps in the Regional Bicycle Transportation Network and the connections to the network.
11. Continue to collaborate with Ramsey County to make access and safety improvements along McKnight Road and Century Avenue, in the I-94 corridor, and at and around Maplewood Mall.
12. Coordinate closely with regional transit agencies in the siting and design of potential LRT or busway station locations, including park-and-ride facilities.
13. Actively participate in the planning for light rail transit and bus systems in the City, including participation in Metro Transit TACs.

14. Assure that land use policies fully leverage the benefits of transit hubs by promoting denser, mixed-use transit-oriented development.
15. Minimize disruptions by coordinating municipal projects with transit facility constriction.

Sustainability

16. Principal Arterial and A-Minor Road Functional Classifications Follow the road design guidelines presented in the 2013 Maplewood Living Streets Policy, including narrower streets with less asphalt, more trees, and the inclusion of roadside rainwater gardens to filter storm water runoff.
17. Seek opportunities to improve local bicycle and pedestrian infrastructure adjacent to transit stops, schools, employment centers, and other critical destinations.

Focus Areas

The City of Maplewood is committed to providing a transportation system that is safe, convenient, and accessible to users of all modes, ages, and abilities. It is committed to making street improvements that improve quality of life, provide access to transit service and important destinations, and maintains the highest standards of the City's *Living Streets Policy*.

Figure 12-15 below depicts areas of the City that will be focus areas for multimodal street improvements over the course of this Comprehensive Plan. These projects are also listed below.

- Farrell/Ferndale Area Streets
- Londin/Highpoint Area Streets
- Ferndale/Ivy Area Streets
- Mailand/Forest Area Streets
- Dennis/McClelland Area Streets
- Schaller Area Streets
- Sterling Street Bridge
- East Shore Drive Area Streets
- Southcrest/Ferndale Area Streets
- Cope/McMenemy Area Streets
- Gervais Area Streets
- Frost Avenue Improvements
- Prosperity Road Improvements
- Hazel and Cope Area Streets
- Woodlynn/Southlawn Area Streets
- Birmingham/Sandhurst Area Streets
- Maplewood Drive/Cypress Area Streets
- Jackson/Skillman Area Streets
- Walter/Beam Area Streets
- County Road C Area Streets
- Montana/Nebraska Area Streets

Completed in 2013, this Living Streets project involved landscaping and multimodal connectivity and access improvements on Frost Avenue north of Lake Phalen.

Figure 12-15. Street Improvement Focus Areas