



COMPLETE STREETS POLICY

Adopted: February 11, 2013

INTRODUCTION

The Maple Plain Complete Streets Policy is designed to be an easy-to-use and informative guide on street design within the City of Maple Plain. By enacting this policy, the City seeks to ensure that for any public or private street project developers, planners and engineers involved in designing streets do so with all ages and abilities of users in mind, including but not limited to motorists, bicyclists, transit vehicles and riders, and pedestrians.

The guidelines herein are not meant to inhibit creativity or override good design and problem solving in the design of streets, but rather serve as a reminder on what entails comprehensive design and what questions must be asked as the City's road network evolves. The overriding goal of this policy is to build streets that are safe, accessible, livable and welcoming to all users.

The term "Complete Streets" was initially coined in 2003 to address a growing need for better incorporation of bicycle transit into everyday transportation planning. By 2005, the National Complete Street Coalition had been established as a means to promote the Complete Streets concept nationally, and the scope of the coalition had expanded beyond bicycles to address the unique needs of all methods of transportation beyond the automobile.

Complete Streets are defined as "streets for everyone." They are designed and operated to enable access for all users, making it easy to get to their destinations conveniently, effectively and safely. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to move along and across a street for it to be considered "complete." By having this policy in place, the City seeks to ensure the transportation system routinely includes the needs of all people utilizing varying modes of transportation.

BENEFITS

The City of Maple Plain finds that Complete Streets concepts are beneficial to the community and will therefore incorporate such design standards, as appropriate, in all future streets and transportation projects. In general, the City foresees that Complete Streets will support the community's vision of creating and re-establishing physical and social connections between neighborhoods, businesses and local and regional recreational areas, and, as a result, drive outcomes that improve overall economic prosperity, accessibility, safety, active living and healthy lifestyles, and environmental quality. Specific benefits of Complete Streets include:

- improvements in safety, mobility, accessibility, and convenience of travel for all users including pedestrians, bicyclists, motorists, and people of all ages and abilities, including children, youth, older adults and individuals with disabilities;
- promotion of healthy lifestyles by encouraging more walking and biking;

- reduction in traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions and improving air quality;
- provision of alternative and affordable options to those who do not use personal vehicles for travel;
- provision of a balanced transportation system that strengthens economic growth and stability by providing accessible and efficient connections between residences, parks, employment, and commercial destinations;
- fiscal sense in that sidewalks, bike lanes, transit amenities, and crosswalks, are considered in all initial project designs and therefore the expense of any retrofitting in the future is spared; and
- calming of traffic on residential streets, creation of walkable neighborhoods, and an increase in community interaction.

In addition to being an informative guide, the Complete Streets policy provides references to currently existing requirements and guidance found within the City's various planning documents including the Maple Plain Walking and Biking Plan, Comprehensive Plan, Design Guidelines, and Redevelopment Implementation Plan.

VISION

It is the vision of the City of Maple Plain to establish a complete transportation network throughout the City that is accessible, interconnected and multi-modal for all users.

To achieve this vision, the Complete Streets policy will ensure that, from the start, transportation projects consider the needs of all users, regardless of their age, ability, or the method by which they travel.

As defined by the Metropolitan Council, the City of Maple Plain is considered a developed community in that more than 85% of the City's land is developed and has well-established infrastructure. As a developed community, the City sees limited expansion through new development due to limited land resources. As a result, the City's primary focus is on the maintenance and redevelopment of infrastructure already in place.

Like many other cities, the City of Maple Plain's road system was initially designed for the sole use of motorized vehicles. Thus, many of the City's streets lack important facilities such as crosswalks, sidewalks and bicycle lanes. As the demand for walking, bicycling and other methods of travel increase, safe and accessible transportation accommodation for all modes has become increasingly necessary. The City is committed to serving its residents by providing them with multi-modal transportation options that are safe and accessible.

PURPOSE

The purpose of this policy is to set forth a process to ensure that future streets and transportation projects will give ample consideration to all future users of the particular

corridor, and incorporate features as necessary to fulfill the City's vision of a Complete Street. Importantly, it is recognized that every corridor is unique; thus, design features will likely differ from street to street, yet each street may still be considered "complete."

COMPLETE STREETS POLICY

The following guidelines should be followed to ensure that multi-modal elements are incorporated into all transportation improvement projects (except as exempted herein):

- 1. Complete Streets elements should be incorporated into all public transportation projects, including but not limited to projects completed by the City, Hennepin County and MnDOT, to fulfill the City's vision for complete streets.**
- 2. At the start of any transportation project, the following factors shall be considered:**
 - the current and anticipated land uses along the subject corridor;
 - location of nearby destinations (i.e. parks, library, post office, shopping centers, etc.) that will draw people in. Facilitating movements to these areas may need to be considered in the context of the subject corridor;
 - the multitude of users and their abilities anticipated to frequent the corridor based on the identified land uses, nearby destinations and surrounding development;
 - existing and anticipated transportation infrastructure that will interact with the subject corridor;
 - stated public desires for specific transportation infrastructure in specified areas; and,
 - general and specific guidance for the corridor in the City's Comprehensive Plan, the City's Walking and Biking Plan, the City's Design Guidelines, and the Redevelopment Plan.
- 3. Complete street elements that potentially address the agreed upon factors should be identified at the start of a project.**

There is no singular design prescription for Complete Streets; each design is unique and responds to its neighborhood area or overall community context. A complete street may include but is not limited to one or more of the following elements.

- pedestrian environment:
 - designated walking facilities, including sidewalks, trails, and adequate roadway shoulders if other facilities are not feasible;
 - safe crossing facilities, including marked crosswalks and curb ramps, as well as pedestrian safety improvements such as median refuges, curb extensions and crosswalk improvements;
 - signs, signals and pavement markings that improve pedestrian visibility, safety and convenience;

- ADA (American with Disabilities Act) compliant accessibility improvements, including curb ramps, detectable warnings and audible signals; and
- improvements to the quality of the pedestrian environment, including street trees, boulevard landscaping, planter strips, street and sidewalk lighting, street furniture and other pedestrian amenities.
- bicycle accommodations including:
 - on-street bicycle facilities, including bicycle lanes, bicycle boulevards, cycle tracks, designated roadway shoulders, and shared-use (“Sharrow”) lanes;
 - off-street bicycle facilities, including shared-use paths and bicycle trails;
 - bicycle signs, signals and way finding elements; and,
 - end-of-trip facilities like bicycle parking and storage facilities.
- traffic calming measures including:
 - lane and roadway narrowing, and road diets;
 - center medians, traffic circles and curb extensions; and,
 - preservation of on-street parking.
 - transit accessibility, including efficient and inviting pedestrian and bicycle connections to transit locations.

4. All identified elements may not be warranted based on the importance and limitations of the corridor.

The ideal roadway design may not always be feasible due to either a physical constraint (e.g. not enough right-of-way) or an economic standpoint (e.g. cost of improvements). Factors to consider in making this judgment may include but are not limited to:

- whether the corridor is within an identified “emphasis” area for complete streets. (See IMAGE). If within an emphasis area, identified elements should ONLY be eliminated when certain circumstances exist as determined by the City Council);
- when the corridor is not within an identified “emphasis” area, the following shall be considered:
 - community desires;
 - available and planned right-of-way;
 - existing and planned use context;
 - existing improvements;
 - the number and types of users;
 - utilities;
 - parking needs; and,
 - available budget;
- when balancing competing interests, design decisions should favor the following:
 - transportation infrastructure that provides safe access for as many appropriate modes of transportation as possible; and,
 - transportation design that fits within the corridor’s environmental context in that it preserves the scenic, historic, aesthetic, community, and environmental conditions of the location.

5. Emphasis will be placed on streets located within the City's Mixed-Use Zoning areas – Gateway, Downtown and Budd/Highway 12, and other streets as defined or where improvements are deemed necessary.

Streets emphasized for a Complete Streets design include, but are not limited to: Main Street, Maple Avenue, Highway 12, County Road 19/Baker Park Road, County Road 19/Main Street East, County Road 83/Halgren Road, County Road 19/Budd Avenue, and County Road 29/Baker Park Road.

Even though the City emphasizes development of the streets listed above to include Complete Streets elements, the City will also promote the use of Complete Streets elements elsewhere as other public improvements occur.

6. The City will attempt to draw upon all possible funding sources to plan for and implement this policy and needed complete street features.

The City will actively seek grant funding opportunities that may make the implementation of Complete Streets concepts more economically feasible.

EXEMPTIONS

Complete street elements shall be considered and included in street construction, reconstruction, repaving and rehabilitation projects except those that are exempted by the City Council under one or more of the following conditions:

- a project involves only ordinary maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
- it is determined there is insufficient space to safely accommodate new facilities or such improvements create or do not address relatively high safety risks;
- excessive and disproportionate cost of establishing a specific enhancement as part of a project; and/or
- construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses (including impact from right-of-way acquisition).

Where exemptions occur, the City will seek alternative options as a means to accommodate users with whom the City was unable to initially accommodate. In all cases where an exemption has been granted, the city administrator or other appropriate official shall document the exemption in the project plan file.

COMPLETE STREETS FOCUS AREAS

BAKER PARK RESERVE ↑

Boardwalk Trail ←

Pioneer Creek Dr

Newport St

Budd Ave

Budd Avenue District

Independence St

US Hwy 12

Pioneer Ave

Spring Ave

Marsh Ave

Delano Ave

Maple Ave

Downtown District

W Main St

Pioneer Ave N

Bryant St

Wyman Ave

Prairie Land Ave

Clayton Dr

William Dr

Joyce St

Bryantwood Dr

Perkins La

Gladview La

Drake St

Bradford St

Gateway District

Poplar Ave

Boundary Ave

Howard Ave

E Main St

Oak St

Industrial St

Poplar Ave

Willow St

+ Complete Streets Focus Corridors & Districts

↓ **Luce Line Trail**