

**AGENDA
MAPLE PLAIN PLANNING COMMISSION
MEETING
MAPLE PLAIN CITY HALL
MARCH 5, 2015
7:00 PM**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ADOPT THE AGENDA**
- 4. CONSENT AGENDA**
 - a. Minutes from December 4, 2014 meeting
 - b. Minutes from February 5, 2015 workshop
- 5. 2015 APPOINTMENT OF COMMISSION OFFICERS**
- 6. BIKING AND WALKING PLAN UPDATES**
 - a. Review Sections 1 and 2
- 7. OLD BUSINESS**
- 8. COMMISSION REPORT AND OTHER BUSINESS**
- 9. VISITORS TO BE HEARD**
- 10. ADJOURN**

b. Next meeting: Thursday, March 26, 2015, at 7 p.m.

CITY OF MAPLE PLAIN
PLANNING COMMISSION MEETING MINUTES

DECEMBER 4, 2014, 7 P.M.

1. CALL TO ORDER

Chair Bliss called the meeting to order at 7:05 p.m.

Present: Chair Michelle Bliss and Commissioners John Fay, Barb Rose and Mardelle DeCamp. Also in attendance were City Planner, Mark Kaltsas, City Administrator, Tessia Melvin and Councilmember, Dave Eisinger.

Commissioner Stephen Shurson had an excused absence.

2. PLEDGE OF ALLEGIANCE

3. ADOPT AGENDA

Commissioner DeCamp moved to adopt the Agenda; Commissioner Fay seconded. Motion passed 4-0.

4. CONSENT AGENDA

A. Minutes from November 6, 2014

Commissioner Fay moved to adopt the November 6, 2014, meeting minutes with minor changes; Commissioner Rose seconded. Motion passed 4-0.

Melvin asked the Commission to move the Sign Package Approval for 5030 Highway 12 as the owner, Sean Schumacher was in the audience. Commissioners agreed.

5. SIGN PACKAGE APPROVAL FOR 5030 HIGHWAY 12

Kaltsas reported that Schumacher submitted a Site Plan Review to allow a new wall sign on the existing building at 5030 Highway 12. Kaltsas reported that the Site Plan Review for signage is required by City Code. The Applicant, Schumacher, recently received approval for the site plan for the property.

Kaltsas stated that the applicant is proposing a sign for the principle business only at this time and he noted that staff asked the applicant to provide additional information for future sign monument as well as the secondary business sign. It should be noted that the applicant agreed to seek future approval for additional signage.

Kaltsas reminded the Commission that the total allowable sign area is as follows:

- 10% of the area of the building façade (building façade=1,200 SF)
- Permitted: 120 SF
- Proposed: 60 SF
- Sign Area Remaining: 60 SF, The proposed sign meets the requirements and allows 60 SF of signage for the secondary business.

Commissioner Fay asked Kaltsas to further define “community scale.” Kaltsas responded that the Design Guidelines defines community scale to be used to determine signage size. It assumes that the scale of the sign is based on the building, its neighbors and other community characteristics. For example, if a Home Depot moved to Maple Plain, it would have to reduce the size of its signs, to be complimentary to signs nearby, fit into the community’s landscape. Commissioner Bliss added that the intent was to make sure that the building is what is eye catching and not just the sign. The intent of community scale was to make sure that all signage reflects the community of Maple Plain.

The Commission reviewed the applicant’s samples. Chair Bliss commented that she like the outlined signage and blacklit lighting be used as it is the intention of the Design Guidelines. Commissioner Fay added that the Design Guidelines were created as opportunities to begin cleaning up the Gateway District and he believes this is an opportunity to stick to the Design Guidelines and create precedent for future businesses.

Commissioner DeCamp asked to see examples at night of the backlit lighting. Kaltsas provided examples of a business in Watertown to provide the Commission with a better perspective on the lighting.

Commissioner Rose moved to approve the sign package for 5030 Highway 12 as Cooperplate, with Beer Wine and Spirits in the text, in a red with backlit lighting; Commissioner DeCamp seconded. Motion passed 4-0.

6. TEXT AMENDMENT-CHAPTER 92, ANIMALS, CONSIDERATION TO AMEND THE ORDINANCE TO FURTHER DEFINE THE TOTAL NUMBER AND TYPE OF ANIMALS PERMITTED

Kaltsas reported that the Planning Commission has meetings regarding the potential amendments to Chapter 92. Staff has prepared the revised draft of the animal ordinance which incorporates the following changes:

- Turkeys have been removed from the definition of urban farm animals.
- A definition for beekeeping has been added to the definitions of urban farm animals.
- Beekeeping is prohibited in City Limits.
- A feeding clause has been added to section 92.04 Prohibitions. The feeding of lost, injured or stray domesticated animals will be permitted.
- Section 92.09, Harboring or Keeping of Chickens, now also includes ducks and geese.
- Banty Hen is a miniature type of hen that is commonly kept as a pet.

Chair Bliss raised two questions to the Dangerous Dog definition. Chair Bliss asked about the habitual barking and asked that Kaltsas further define. In addition, Chair Bliss asked for further wording on (2) Killed a domestic animal without provocation while off the owners' property.

Commissioner Fay asked about the number of chickens allowed. It states 5, what about geese and ducks. Kaltsas stated that it can be a combination of any five of the allowed birds.

Commissioner DeCamp asked about including the feeding of animals prohibit the feeding of feral cats. Commissioner DeCamp also added that a bee is not an urban farm animal and is aware that several surrounding communities allow bees. Kaltsas added that they are defined as urban farm animals. Chair Bliss added that the lot sizes within Maple Plain are too small to allow proper beekeeping and noted that there are life-threatening allergies to bees.

Commissioner DeCamp asked about the licensing of chickens and the fees. Kaltsas responded that the second year license is at a reduced price.

Commissioner Fay moved to approve Text Amendment, Chapter 92, Consideration to Amend Ordinance to Further Define the Total Number and Type of Animals Permitted with minor changes; Commissioner Rose seconded. Motion passed 4-0.

7. TEXT AMENDMENT-CHAPTER 153, GENERAL FENCING, SCREENING, LANDSCAPING AND STORAGE, CONSIDERATION TO PROVIDE MORE DETAILS PERTAINING TO FENCING REQUIREMENTS AND FENCING PERMITS

Kaltsas reported that the Planning Commission has meetings regarding the potential amendments to Chapter 153. Staff has prepared the revised draft of the fencing ordinance which incorporates the following changes:

- Clarified that a zoning permit is required for all fences
- Further defined paragraph 2 relating to fence setbacks and the permitted location of a fence
- Clarified paragraph 9 relating to easements

Commissioner DeCamp asked that a building permit not be required for all fences. Kaltsas stated that a zoning permit is required for all fences, to guarantee that neighbors are not building on each other's property; however, a building permit is required for commercial fences due to their size.

Commissioner Fay asked to include a provision about pool covers. Kaltsas stated that according to the State Building Code, pool covers are allowed, so they do not need to be added to the amendment as the City follows the State Building Code. There was much discussion on the topic of pool covers. Melvin suggested, to leave the language as is, but to allow if a variance is requested.

Commissioner DeCamp asked about the fees associated to zoning permits for residential fencing. Kaltsas responded that the City Council would set when they do their entire Fee Schedule.

Commissioner Rose asked that staff talk with the owners of Haven Homes to fix their fence and increase the height as it abuts residential properties.

Commissioner DeCamp moved to approve Text Amendment-Chapter 153, General Fencing, Screening, Landscaping, and Storage Considerations to provide more details pertaining to fencing requirements with minor changes; Commissioner Fay seconded. Motion passed 4-0.

8. COMMISSION REPORTS AND OTHER BUSINESS

Melvin reported on the Highway 12 Safety Coalition. The Coalition is made up of representatives from cities from Orono to Waverly. In addition, there are members of MnDOT, Hennepin County Sheriff, Wright County Sheriff, West Hennepin Public Safety and Minnesota Towards Zero Death. Melvin stated that the coalition is working to make Highway 12 a safer highway and that they will be working with MnDOT to compile a safety audit to see what improvements can be made.

Melvin invited the Commission to the View Santa event, that is held each year by the West Hennepin Public Safety Department.

9. VISITORS TO BE HEARD

Note: This is a courtesy extended to persons wishing to address the Commission who are not on the agenda. A completed public comment form should be presented to the City Administrator prior to the meeting. The presentation will be limited to 3 minutes. The session will be limited to 15 minutes.

There were no visitors to be heard.

10. ADJOURN

Commissioner Rose moved to adjourn the meeting at 8:50 p.m.; Commissioner Fay seconded. Motion passed 4-0.

**City of Maple Plain Planning Commission
Workshop Minutes
February 5, 2015
7 p.m.**

1. CALL TO ORDER

Chair Bliss called the meeting to order at 7:08 p.m.

Present: Chair Michele Bliss and Commissioners John Fay, Stephen Shurson, Barb Rose and Mardelle DeCamp. Also in attendance were Councilmember Dave Eisinger, City Planner, Mark Kaltsas and City Administrator, Tessia Melvin.

2. IMPLEMENTATION of BIKING/WALKING MASTER PLAN

Melvin introduced the subject by explaining the plan and asking the Commission to provide detailed information of what was done and what work priorities had come from the plan.

Commissioner Shurson wanted to begin with the implementation of the Plan. Chair Bliss added that it was a combination of plans and desires of the time. Commissioner Shurson added that he believed Main Street was a missed opportunity because the sidewalk was not installed. Melvin stated that it was an option that was not missed, but did not have buy in of the neighbors. Melvin added that at several public meetings the issue was discussed, but the residents did not want it in their neighborhood due to the increase in road width and the assessments. Chair Bliss added that the plan was intended to represent the entire City and not just affected neighborhoods and added that she would like to see a respective Council approach to the implementation of the Plan

Councilmember Eisinger added that the Plan was never adopted by the City Council, though it was discussed. Eisinger added that the sidewalk was discussed during the project, but there was too much opposition and as a result it was taken out of the original project specs.

Commissioner DeCamp added that instead of a sidewalk in front of people's property on Main Street, an option may be to add a trail behind the properties near the railroad.

Melvin suggested that the Planning Commissioner consider doing sections before their meeting to update and make necessary changes. Melvin added that the Plan is well done, but needs to be updated. Once it is complete, it can be sent to the City Council for adoption. Commissioner Fay agreed and suggested

doing a section or two before the next couple of meetings. He added that it would also allow the City to highlight projects that have been completed.

3. PAVEMENT MANAGEMETN PLAN FOR CITY STREETS

Melvin reported that staff has been working on this Plan and currently they are finalizing numbers to incorporate them into the five-year budget and Capital Improvement Plan. Chair Bliss asked that staff consider building into the Plan an education piece, that helps residents understand why the work needs to be done, what their part is and what part the City will provide.

4. ORDINANCE UPDATE PRIORITIES

Melvin asked the Commission to provide a list of their past priorities that they would like to achieve. The Commissioners created the following list:

- **R1-R3 Zoning Districts**
- **Home Occupation Permit**
- **Consolidation of traffic and parking sections**
- **Condition Use permit**
- **Animals**
- **Wind Power**
- **Low Impact Development**
- **Outdated Coe (Municipal Liquor, Flood Plan)**
- **Handguns**
- **Microbreweries**
- **Storm Water**
- **Rental Ordinance**

Commissioner Fay asked that the Commission add aesthetic provision to the code enforcement area of the City Code. Fay noted that too many properties need improvements to the aesthetic look of their property. There was much discussion on several properties that need to be better maintained, repaired or need additional storage space

Commissioner Shurson added that he would like the Planning Commission to review the nuisance ordinance and make changes to it to eliminate some of the issues that were discussed on nuisances.

5. WORKPLAN TO PRESENT TO COUNCIL

Melvin reported that staff would look into old PC meeting to find a list of priorities and present it at the next PC meeting. This would help with the gameplan that will need to be created to present to a Council workshop.

6. 2014 YEAR END REPORT

Kaltsas presented the 2014 year-end report for the Planning Commission. The Commission approved it with minor changes. Kaltsas reported that he would present to the City Council at their next meeting.

7. SCHEDULE MEETINGS FOR 2015

Melvin asked the Commission about the date of the meetings. Currently staff has encountered some issues with topics going to Planning Commission on the first Thursday of the month and the applicant wanting to have it on the Council's agenda the second Monday of the month. In addition, Melvin asked if there was flexibility to change the night of the meetings to another night. Due to schedule conflicts, it was decided to keep the meetings to the first Thursday of the month, but the Planning Commission would be flexible to host meetings on the fourth/fifth Thursday of the month, in circumstances like Labor Day, July Fourth and other conflicts.

Chair Blissed suggested that staff be more consistent with the Planning Commission meetings and let applicants know that they missed their deadlines and that the Planning items will be reviewed at the fourth Monday of the month Council meetings.

8. ADJOURNMENT

Commissioner Rose moved to adjourn the meeting at 8:50 p.m.;
Commissioner Fay seconded. Motion passed 5-0.



Agenda Information Memorandum
March 5, 2015 Maple Plain Planning Commission

5. 2015 APPOINTMENT OF COMMISSION OFFICERS

ACTION TO BE CONSIDERED

To appoint or reappoint a Chair, Vice Chair and Secretary for the Planning Commission.

FACTS

- City Code 152.06 requires the Planning Commission to elect a Chair, Vice Chair and Secretary annually.
- The previous year appointments were: Michele Bliss, Chair; Stephen Shurson, Vice Chair; and Barb Rose, Secretary.

ATTACHMENTS

None.



Agenda Information Memorandum
March 5, 2015 Maple Plain Planning Commission

6. BIKING AND WALKING PLAN UPDATES

a. Review sections 1 and 2

ACTION TO BE CONSIDERED

To review sections 1 and 2 of the Biking and Walking Plan.

FACTS

- Sections 1 and 2 address the importance of establishing a plan as well as certain assumptions about the City and its existing system.

ATTACHMENTS

Memorandum from City Planner Mark Kaltsas
Sections 1 and 2 of the Walking and Biking Plan

Memorandum

To: Planning Commission

From: Mark Kaltsas, City Planner

CC: Tessia Melvin, City Administrator

Date: March 2, 2015

Re: **Walking and Biking Plan – Review**

Staff and the Planning Commission briefly discussed that the Walking and Biking Plan has not been officially adopted by the City. It was recommended that the Planning Commission review the document and make any changes necessary to ensure its current standing.

It was recommended that the Planning Commission review one or two sections of the draft plan per meeting to achieve a reasonable review time frame. Staff has recommended that for this upcoming meeting, Commissioners review Sections I and II of the plan for discussion at the meeting. These sections address the importance of establishing a plan as well as certain assumptions about the City and its existing system.

DRAFT REPORT

City of Maple Plain

Walking and Biking Plan



A community where walking and biking are safe, comfortable, convenient and fun everyday activities.

Acknowledgements

We are grateful for the participation and support of Maple Plain residents, elected officials and staff, and from their partners and supporters at Hennepin County and other agencies who made the work described in this report possible, including:

- Mayor John Sweeney, City of Maple Plain
- Councilmember Gene Couser, City of Maple Plain
- Councilmember Dave Eisinger, City of Maple Plain
- Councilmember Roger Hackbarth, City of Maple Plain
- Councilmember Jerry Young, City of Maple Plain
- Jason Ziemer, City Administrator, Maple Plain
- Maggie McCallum, Assistant to the City Administrator, Maple Plain
- Stephen Shurson, Commissioner, City of Maple Plain Planning Commission
- Officer Ray McCoy, Director of Public Safety, City of Maple Plain
- Karen Nikolai, Program Manager, Hennepin County Active Living
- Maple Plain / Orono Discovery Center
- Tom Goodrum and Benjamin Gozola, MFRA

And we offer our gratitude to the many residents and community leaders who participated in the project workshops, and shared their guidance, vision and aspirations for Maple Plain.

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Contact information

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Foreword

In recent years, there has been a growing awareness of the role that moderate daily physical activity plays in improving personal and community health and well-being.

Similarly, there has been growing recognition of the importance of promoting and developing human-scaled, walkable environments that facilitate economic development, community interconnection, and prosperity. We are entering an era where “place” is more consistently valued even as our needs for mobility and connection increase.

Walking and bicycling are two healthful, affordable and convivial activities that can fulfill transportation and recreation functions while enhancing the qualities of those places where they are accommodated. Cities large and small are rethinking their approaches to mobility to better integrate walking and bicycling into their fabric, and exploring new approaches for maximizing sustainability, prosperity, and quality of life.

This Walking and Bicycling Plan, funded by Active Living Hennepin County and sponsored by the City of Maple Plain, aims to combine these approaches with current best practices and step-by-step, implementable solutions to make it easier, safer, more comfortable and more convenient for residents of Maple Plain to integrate walking and cycling into their daily lives.

This Plan has two aims:

- 1) To offer recommendations that introduce effective, low-cost measures that expand on Maple Plain’s existing assets and create tangible improvements over the short-term, and that,
- 2) Lay out a long-term vision for improvement and connectivity that expands on these assets and improves transportation and recreations options for residents, neighbors, employees, and visitors to Maple Plain.



Walking and bicycling are good for individuals and families, and for local businesses and cities. This Plan will help Maple Plain make the improvements that are needed to realize those benefits.

Section I

Background

This section provides an overview of existing conditions in Maple Plain, and summarizes reasons to address and improve the city's walking and bicycling infrastructure.

In this section

- 1.1 - Vision and purpose
- 1.2 - Local and regional context
- 1.3 - Urban form and development pattern
- 1.4 - Policy basis
- 1.5 - Making the case for walking and bicycling in a small town / rural context
- 1.6 - Trip origins and destinations
- 1.7 - Existing roadway network

1.1 Vision and purpose

Improving conditions for walking and biking in Maple Plain has long been an important priority for the city’s residents and community leaders. This Walking and Biking Plan presents recommendations for gradual, cost-effective, and implementable improvements that will help city residents, leaders and staff to realize the vision of a more walking and bicycling-friendly Maple Plain.

Approach

This Plan is based on an Active Living approach, and seeks to create the conditions that will invite more Maple Plain residents to more often choose to walk or bike to their destinations, and to easily include physical activity as part of their daily routines.

Vision

“The City of Maple Plain will be a community where walking and biking are safe, comfortable and convenient everyday activities and where people choose to walk or bike to nearby destinations for transportation or recreation.”

Purpose of this Plan

This document is to serve as a tool to guide the efforts of Maple Plain residents, elected officials and city staff as they work together to improve walking and bicycling conditions. It recommends pedestrian and bicycle routes and connections, offers specific treatments and approaches to improve connectivity and circulation, and prioritizes short, medium and long-term recommendations for improving the City’s walking and bicycling mobility network.



A vision for Maple Plain: a walkable, connected, active, prosperous and inviting community.

What is Active Living?

The roads and buildings that make up our built environment shape the opportunities we have for incorporating healthy physical activity, including walking or bicycling, into our daily lives.

Designing for Active Living means addressing and modifying our built environment so that Active Transportation (walking and biking) are safe, comfortable, convenient and inviting options for taking care of our daily travel needs - thus helping to integrate healthful physical activity into people’s lives and daily routines.

Active Living is an important approach for improving health and quality of life for children, seniors and adults in our cities and towns.

1.2 Local and regional context

Maple Plain is a city of approximately 1,800 residents, and is located in western Hennepin County, about 20 miles west of Minneapolis along State Highway 12.

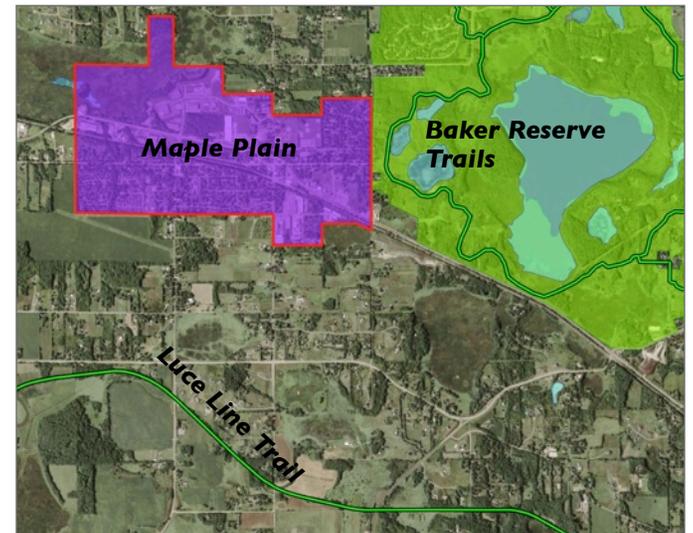
A small town located within a rural context, it has a strong historical and geographical relationship to nearby cities, and offers a rich mix of businesses, services, and employment opportunities, serving as a “downtown” for surrounding areas.

Several important regional walking and bicycling amenities are in close proximity to the City, including Baker Park Reserve (adjoining the city and providing 12 miles of paved walking and biking trails), the Luce Line Regional Trail, Pioneer Park (City of Independence), and Lake Rebecca Park Reserve. Direct links to these walking and bicycling transportation and recreational amenities are not currently provided.

Maple Plain is well connected to the regional automobile transportation network, and is served by State Highway 12 (a major east-west thoroughfare for commuters traveling in and out of the Twin Cities metropolitan area) as well as County Roads 19 and 83, which are oriented north-south.



Baker Park hosts year-round activities. Image courtesy of Three Rivers Park District.



Location of Maple Plain in relation to regional trails at Baker Park Reserve and the Luce Line Regional Trail (shown in green). No direct links to these regional assets are currently provided.

1.3 Urban form and development pattern

First settled in 1854, the City of Maple Plain was incorporated in 1912 and is considered a fully developed jurisdiction. As an older small city within a rural context, it has a well-defined town center that continues to serve as a focal point for economic and civic activity for the community.

Present land uses

Residential: Approximately 36% of the land comprising the City is occupied by detached single-family residences. Primary residential areas are south and west of the railroad tracks on either side of County Road 83, as well as in the northeast corner of the City west of County Road 19.

Commercial: About 5% of Maple Plain's land is dedicated to retail and other commercial land uses. The City's central business district accounts for about half of its total commercial land.

Industrial: Office/industrial land, primarily located in the northwest quadrant of the City, comprises approximately 16% of the land in Maple Plain.

Institutional: About 5% of Maple Plain's land is dedicated to institutional uses, including schools.

Parks: Approximately 4% of Maple Plain's land is parks and recreational uses.

Agriculture: Agricultural and undeveloped land accounts for about 28% of the city's land area.

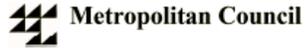


Maple Plain single-family residence.

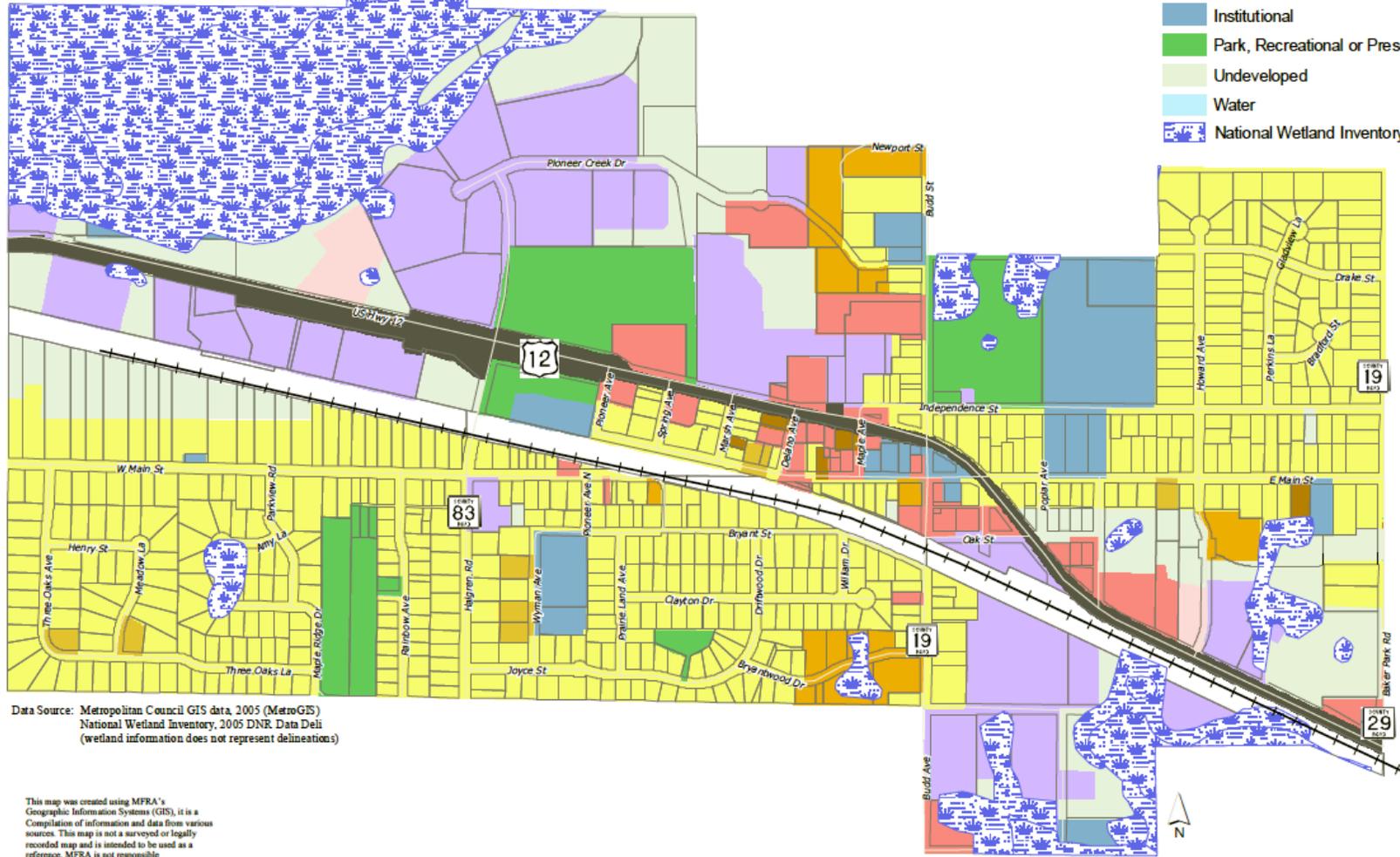


Industrial use along Pioneer Creek Drive, east of Halgren Road and north of Highway 12.

City of Maple Plain Generalized Land Use



- Legend**
- Single Family Detached
 - Single Family Attached
 - Multifamily
 - Office
 - Retail and Other Commercial
 - Industrial and Utility
 - Institutional
 - Park, Recreational or Preserve
 - Undeveloped
 - Water
 - National Wetland Inventory



Data Source: Metropolitan Council GIS data, 2005 (MetroGIS)
National Wetland Inventory, 2005 DNR Data Deli
(wetland information does not represent delineations)

This map was created using MFRA's Geographic Information Systems (GIS). It is a compilation of information and data from various sources. This map is not a surveyed or legally recorded map and is intended to be used as a reference. MFRA is not responsible for any inaccuracies contained herein.

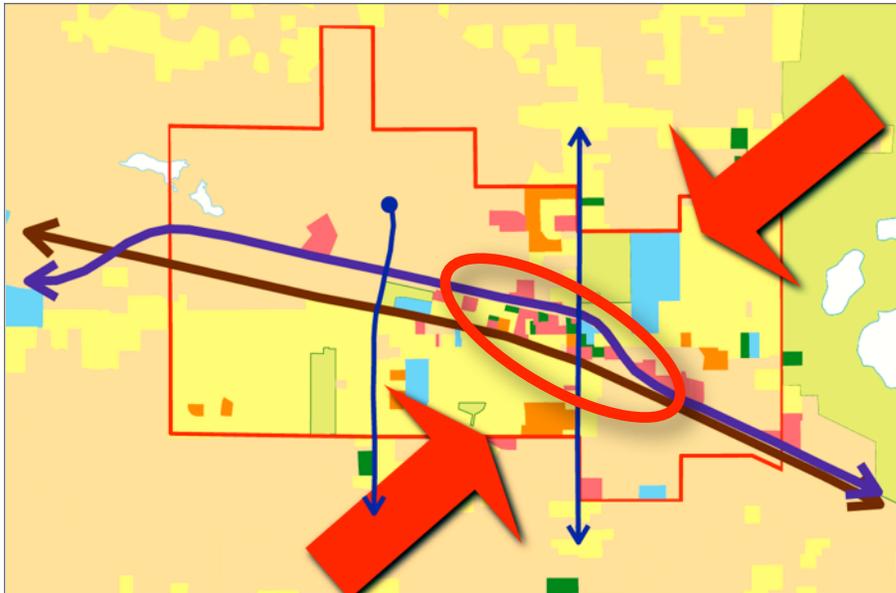
Generalized
Land Use

Existing land uses in Maple Plain. Source: 2030 Comprehensive Plan.

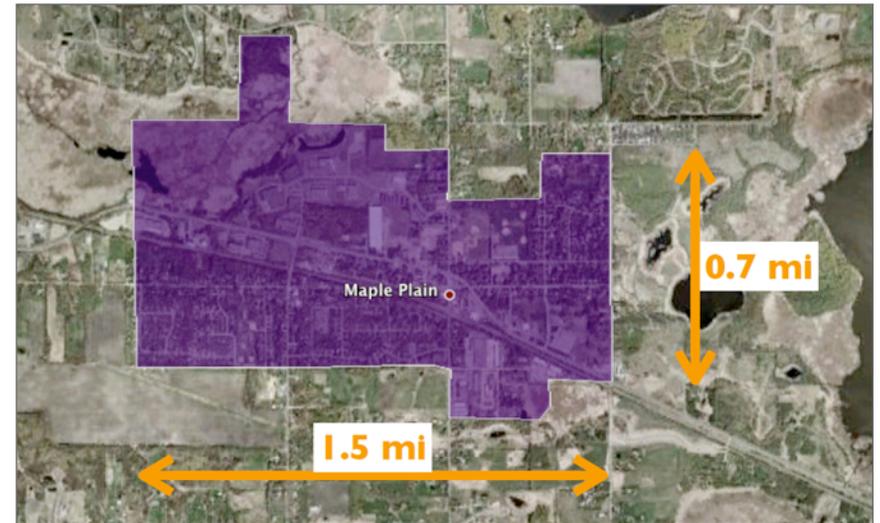
Compactness and connectivity

Maple Plain is of a relatively compact size - about 1.5 miles east to west and 0.75 miles north to south. At an average pace, a person starting in the middle of downtown could bike to any point in the city in about 6 minutes or less (or in 20 minutes or less if traveling on foot).

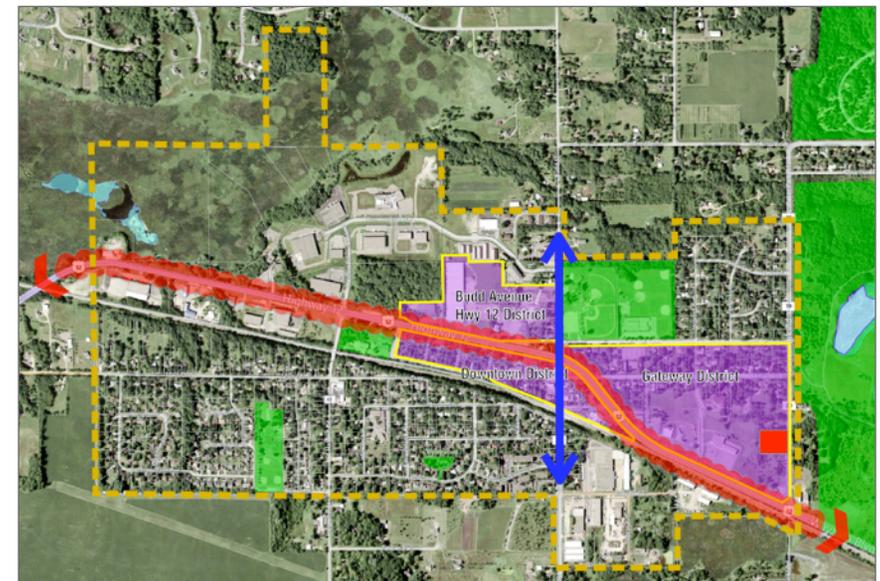
There are, however, several important barriers that impede walking and bicycling movement within and across the City, including lack of facilities for walking and bicycling and the presence of motor-vehicle and rail transportation facilities which have not been adequately contextualized to respond to the city's urban form and fabric.



The principal desired connection in Maple Plain is for safe and comfortable movement between the city's northeast quadrant and its southwest quadrant. The city's downtown (shown in red) is located between them; numerous amenities and draws, including parks, the city's library, access to regional trails and community center also exist along this alignment. Movement along this direction is impeded by Highway 12 (shown in purple) and an active railroad mainline (in brown). Only Budd Avenue (in dark blue) provides connection at this location.



Most points in Maple Plain are located within convenient, short distances from each other.



Highway 12 (in red) is adjacent to all three Maple Plain redevelopment districts (shown in purple). Addressing the crossing at Budd Avenue (in blue) will be an important consideration for their success.

Future land use

Although Maple Plain is considered to be fully developed, the City, in its 2030 Comprehensive Plan has identified three “Special Area Plan Districts” where redevelopment activities are to be directed. These are:

- The Downtown District
- The Gateway District
- The Budd Avenue/Highway 12 District

To support future development, convenient connections to the redevelopment areas should be provided. Providing pedestrian and bicycle network connections for Maple Plain employees, residents, visitors and customers who travel into, out of, and through the City should also be emphasized. High quality walking and bicycling routes can help address issues of connectivity across existing barriers while also improving connections to adjacent communities.



Village at Mendota Heights



Excelsior and Grand, St. Louis Park



Town Square, Falcon Heights



Kensington Park, Richfield



Mound Marketplace



Stonebridge, Lilydale



Downtown White Bear Lake



Valley Square, Golden Valley

*Types of development sought by Maple Plain for its redevelopment districts.
Source: Maple Plain Redevelopment Implementation Plan.*

1.4 Policy basis

Current local, state and federal policies offer strong support for making improvements that benefit pedestrian and bicycle mobility throughout the Twin Cities metropolitan region.

Improving Maple Plain's pedestrian and bicycle facilities and network is consistent with these policies and positions, including:

Regional policies

Hennepin County

Maple Plain is located within Hennepin County, which was the first county in Minnesota to adopt a [Complete Streets Policy](#). Adopted in July 2009, the purpose of the policy is to ensure that streets under the county's jurisdiction are designed and operated to assure safety and accessibility for all users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities.

Metropolitan Council

The Metropolitan Council explicitly supports improvement and provision of bicycle facilities as part of transportation investments in cities within its jurisdiction.

The Council's 2030 Regional Development Framework includes several policies that strongly recommend provision of cycling facilities. A brief excerpt is provided here; the full document can be found by following [this link >](#)

Chapter 2, Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs ... In the longer term, the region also can slow the growth in congestion by encouraging development and reinvestment in urban and rural centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use. Such



Complete Streets provide safe, comfortable, and convenient access for all users, regardless of mode, age or ability. Hennepin County was the first county in Minnesota to adopt a Complete Streets policy.

Did you know?

Hennepin County has established a new cost participation policy to support the development of Complete Streets along its road network:

- **For sidewalks:** \$200,000 annual budget, providing up to 25% of the cost of a sidewalk along a county road.
- **For bikeways:** \$300,000 annual budget, providing up to 50% of the cost of trail or on-street bikeway identified on the bike plan or bike gap system map.
- **For bikeway gaps:** \$300,000 annual budget, providing up to 50% of the cost of trail or on-street bikeway identified on the bike gap system map.

This has great and positive implications for Maple Plain, as several important walking and biking connections in the city, including portions of Budd Avenue, Baker Park Road, Halgren Road and East Main Street, are part of the county's road network.

development enables those who wish to reduce their automobile use to meet their daily needs and makes it possible for those who are unable to drive to live more independently

Minnesota laws and policies

Minnesota Complete Streets Law

On May 15 2010, Governor Tim Pawlenty signed the Minnesota transportation policy bill, which made Complete Streets part of Minnesota law. As defined under Minnesota Statute 175.74, Complete Streets is the “planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities.” Complete streets laws and policies direct state transportation agencies to design and operate Minnesota roads to enable safe access for all users, including pedestrians, bicyclists and motorists.

Minnesota Department of Transportation (MnDOT) policies

The Minnesota Department of Transportation (MnDOT) is a national leader in Context-Sensitive Solutions (CSS) and is recognized for policies that strongly advocate for the provision of adequate facilities for pedestrians and bicyclists.

MnDOT’s official vision for the role of bicycle transportation in the state’s overall transportation network states:

“Minnesota is a place where bicycling is a safe and attractive option in every community. Bicycling is accommodated both for daily transportation and for experiencing the natural resources of the state.”

MnDOT’s role in making this vision reality is included in its mission statement regarding bicycle transportation:

“MnDOT will safely and effectively accommodate and encourage bicycling on its projects in Minnesota communities, plus in other areas where conditions warrant. MnDOT will exercise leadership with its partners to achieve similar results on their projects.”

Starting in 2008, MnDOT has required that all new construction projects over which they have jurisdiction include “safe and effective” bicycle accommodations. Only highway construction projects are excepted from this requirement.

Federal policies

AASHTO guidance

The American Association of State Highway and Transportation Officials (AASHTO) is a standards-setting body that publishes specifications and policies guiding highway design and construction practices throughout the United States. Its policies regarding provision of bicycle facilities strongly recommend providing bicycle facilities:

All highways, except those where bicyclists are legally prohibited, should be designed and constructed under the assumption they will be used by cyclists. Therefore, bicycles should be considered in all phases of transportation planning, new roadway design, roadway construction and capacity improvement projects, and transit projects.

Federal agencies

The Federal Highway Administration (FHWA)'s Non-motorized Design Guidance, governing implementation of the Transportation Equity Act for the 21st Century (TEA-21) and subsequent authorizations, states:

Bicycle and pedestrian ways shall be established in all new construction and reconstruction projects in urbanized areas (unless prohibited by law, excessive cost, or demonstrated absence of need).

Federal law

The Transportation Equity Act for the 21st Century (TEA-21) authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period between 1998 and 2003. After temporary extensions, the act was reauthorized as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) in 2005 to govern transportation spending until 2010, and has since then been extended several times to 2012. It states:

Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted.



Quality pedestrian environments are good for small cities and local businesses, and are supported by Federal and State policies and guidance.

Image: Durham, New Hampshire (pop. 10,300), via Federal Highway Administration and Pedestrian and Bicycle Information Center (PBIC).

1.5 Making the case for walking and bicycling in a small town / rural context

Much progress is being made in providing walking and biking improvements that make Active Living possible in the larger cities of our state. Innovative treatments, new designs, and improved policies and priorities are often discussed. Unfortunately, these conversations often leave out the great strides that are being made to address the needs, contexts and priorities of smaller rural or suburban communities - where the needs for safe, comfortable and accessible options for walking and cycling are the same, or in some cases even greater, than in the larger cities.

Maple Plain residents, businesses, and elected officials have made a clear case for improving conditions for walking and cycling in their city. This Plan is evidence that they and their partners view improved conditions as an important priority for Maple Plain. Here are some additional reasons why these improvements are necessary and why they make sense from an economic, environmental, and public health and welfare perspective *(some materials adapted from National Complete Streets Coalition sources)*:

Why walking and biking are important for small towns

For economic development and Main Street prosperity

Streets that encourage walking and biking help town centers and Main Streets thrive by improving street connectivity and allowing everyone, whether on foot, bike, automobiles, or public transportation, to reach commercial areas and community focal points, and by making travel to and from destinations easier and more pleasant.

Well-articulated pedestrian and bicycle mobility policies and Complete Streets guidelines can help smaller communities ensure safe, accessible, and inviting streets that attract and facilitate reinvestment and economic development in the heart of their town.



Lanesboro, Minnesota (population 750) is a thriving destination that welcomes walkers and cyclists. Image courtesy of Minnesota Tourism.



Northfield, Minnesota has a thriving and pedestrian-friendly downtown.

To support the healthy development of children

Children need safe streets to reach school and activities. Research has shown that children who live in rural areas are more likely to be overweight or obese than those in urban areas, and that they are at greater risk for obesity and related diseases than other children. Providing safe opportunities for walking and biking to and from school is a key strategy to keep kids active and healthy. Roads that are designed to safely accommodate children and other vulnerable users will be safer for everyone.

To improve accessibility and convenience

Access to jobs, groceries, healthcare, education, and other destinations is as important in rural communities as in suburban or urban areas. Many rural households do not have access to a car. Public transportation, social service van pools, carpooling, and ridesharing services to reach healthcare, employment, and other resources can be a lifeline in rural areas, especially for older adults, people with disabilities, and low-income households. Recognition of this fact is helping to improve transit access to small towns and rural area - currently, about 60% of rural areas have public transportation service, and demand for more options is growing: rural and small urban public transportation systems experienced a 20% rise in ridership from 2002 to 2005. Maple Plain and MetroTransit have begun development of a Park-and-Ride facility for many of these same reasons. And just as in urban areas, public transportation trips usually begin and end as walking trips. Creating safe walking, bicycling, and public transportation options for Maple Plain residents will build a more livable, accessible community for people of all ages, abilities, and income levels.

To improve safety for everyone

Residents of small towns are more likely to be injured or killed on the transportation system than those in urban areas. In 2006, more than half of all traffic-related fatalities (56%) occurred in rural areas - even though they are home to only about 23% of the US population.

The mixture of high speeds, poor or non-existent pedestrian and bicycle facilities, and poor policies and priorities from state and county transportation agencies have in many cases conspired to create hazardous conditions that deter rural and small-town residents from engaging in Active Transportation and that increase the chances of injury for those residents who do choose to walk or bike.

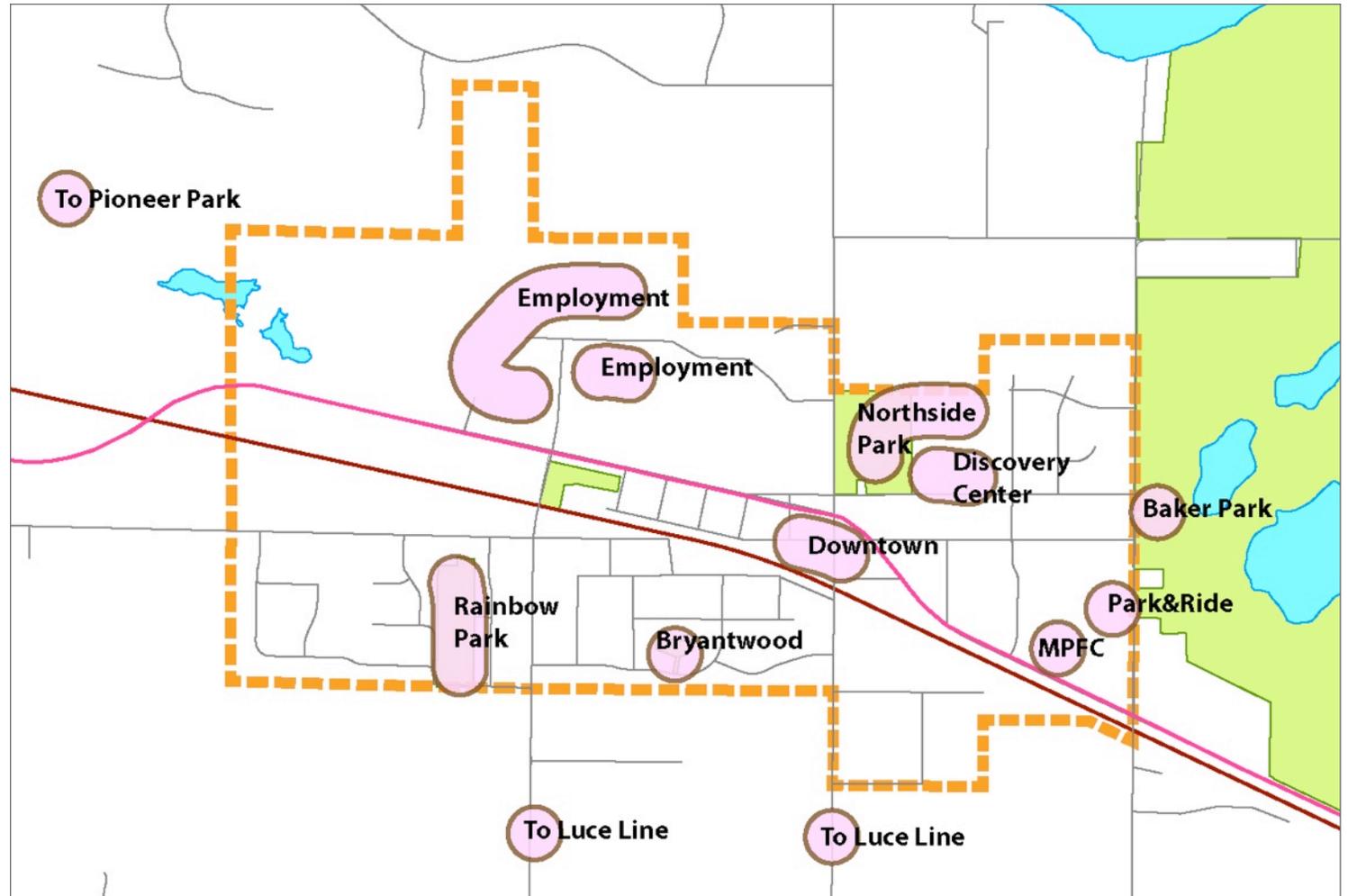
Additionally, rural communities and small towns tend to have higher concentrations of older adults and low-income citizens, two populations that are less likely to own cars or drive. Without safer roads and streets, people with limited transportation options have little choice: travel along high-speed roadways with few pedestrian accommodations or stay home. In focusing mobility efforts on automobiles alone, we have done a disservice to these citizens who are then isolated from their community's life and economy.

Fortunately, growing recognition of the importance of safe and inviting accommodations for residents of small towns is opening new directions for improvement and helping to establish initiatives like this one, that aim to remedy existing deficiencies and create connected, safe and accessible networks for mobility.

1.6 Trip origins and destinations

Within town

Several trip origins and destinations for walking and biking were identified by participants at project workshops, through the project survey, and as part of the work of developing this Plan. A summary of destinations identified as being important to connect is provided below.



Destinations in Maple Plain.

Work commute

Travel to and from work is an important component of daily trips. Two commute patterns are investigated:

- Workplace location for people residing within Maple Plain, and
- Residential location for people working Maple Plain.

Data is obtained from the US Census Bureau's 2010 [Local Employment Dynamics](#) (LED) data.

Where Maple Plain residents work

	2010	
	Count	Share
All Places (Cities, CDPs, etc.)	1,005	100.0%
Minneapolis city, MN	119	11.8%
Maple Plain city, MN	76	7.6%
Plymouth city, MN	69	6.9%
Minnetonka city, MN	67	6.7%
Orono city, MN	41	4.1%
Golden Valley city, MN	39	3.9%
Medina city, MN	39	3.9%
Bloomington city, MN	37	3.7%
Independence city, MN	32	3.2%
Wayzata city, MN	31	3.1%
All Other Locations	455	45.3%

Where Maple Plain workers reside

	2010	
	Count	Share
All Places (Cities, CDPs, etc.)	1,590	100.0%
Independence city, MN	93	5.8%
Maple Plain city, MN	76	4.8%
Mound city, MN	69	4.3%
Plymouth city, MN	67	4.2%
Delano city, MN	56	3.5%
Minneapolis city, MN	49	3.1%
Buffalo city, MN	45	2.8%
Medina city, MN	42	2.6%
Rockford city, MN	38	2.4%
Maple Grove city, MN	36	2.3%
All Other Locations	1,019	64.1%

1.7 Existing roadway network

Roadway jurisdiction

Several entities have jurisdiction or control over the roads and streets in Maple Plain. Addressing walking and biking improvements along and across these roads will require the participation and support of these jurisdictions.

Who controls which roads?

Several entities have jurisdiction or control over roads in Maple Plain. Here's a brief summary:

MnDOT

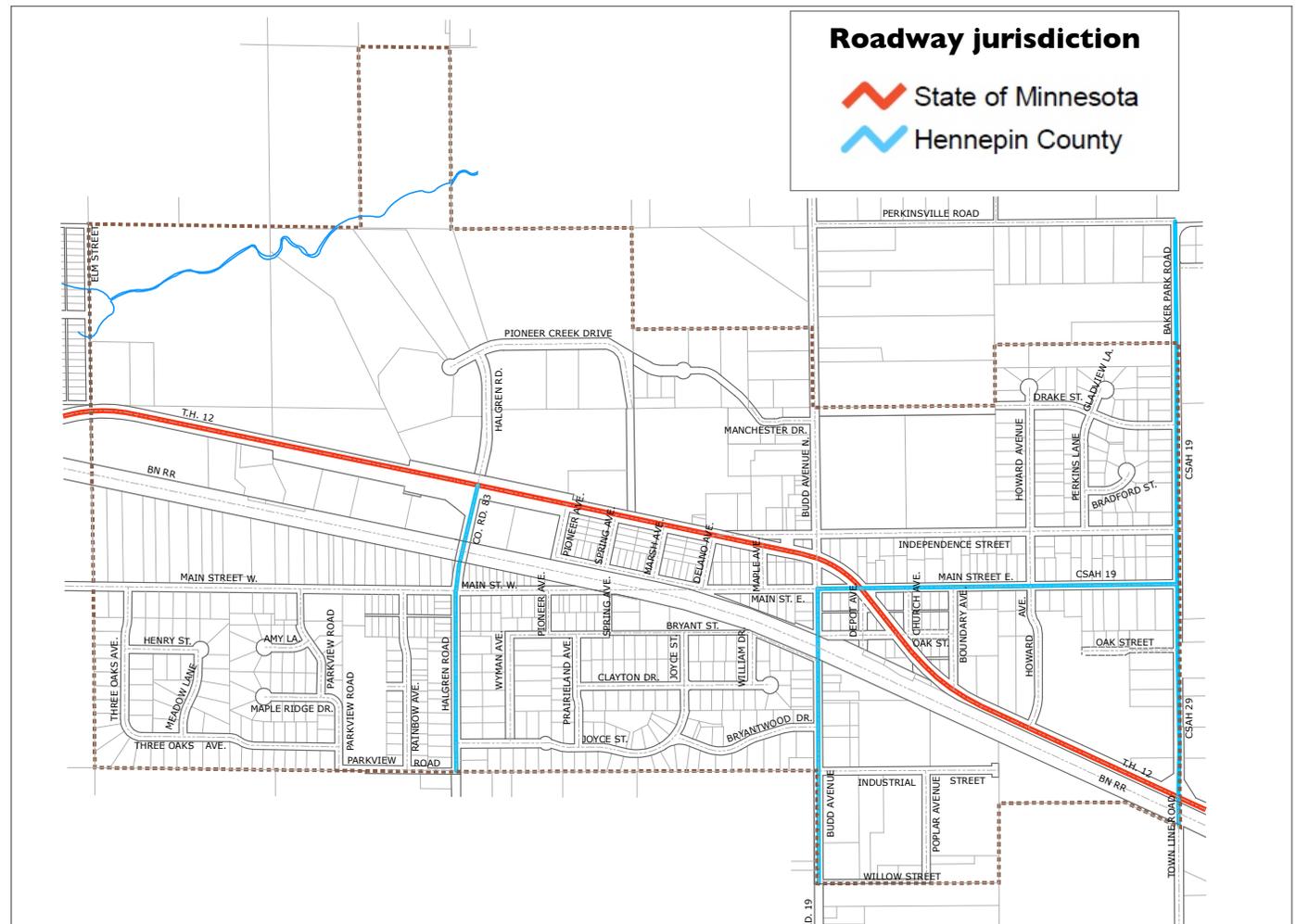
- Highway 12

Hennepin County

- Portions of Budd Avenue
- Baker Park Road
- Halgren Road
- East Main Street

City of Maple Plain

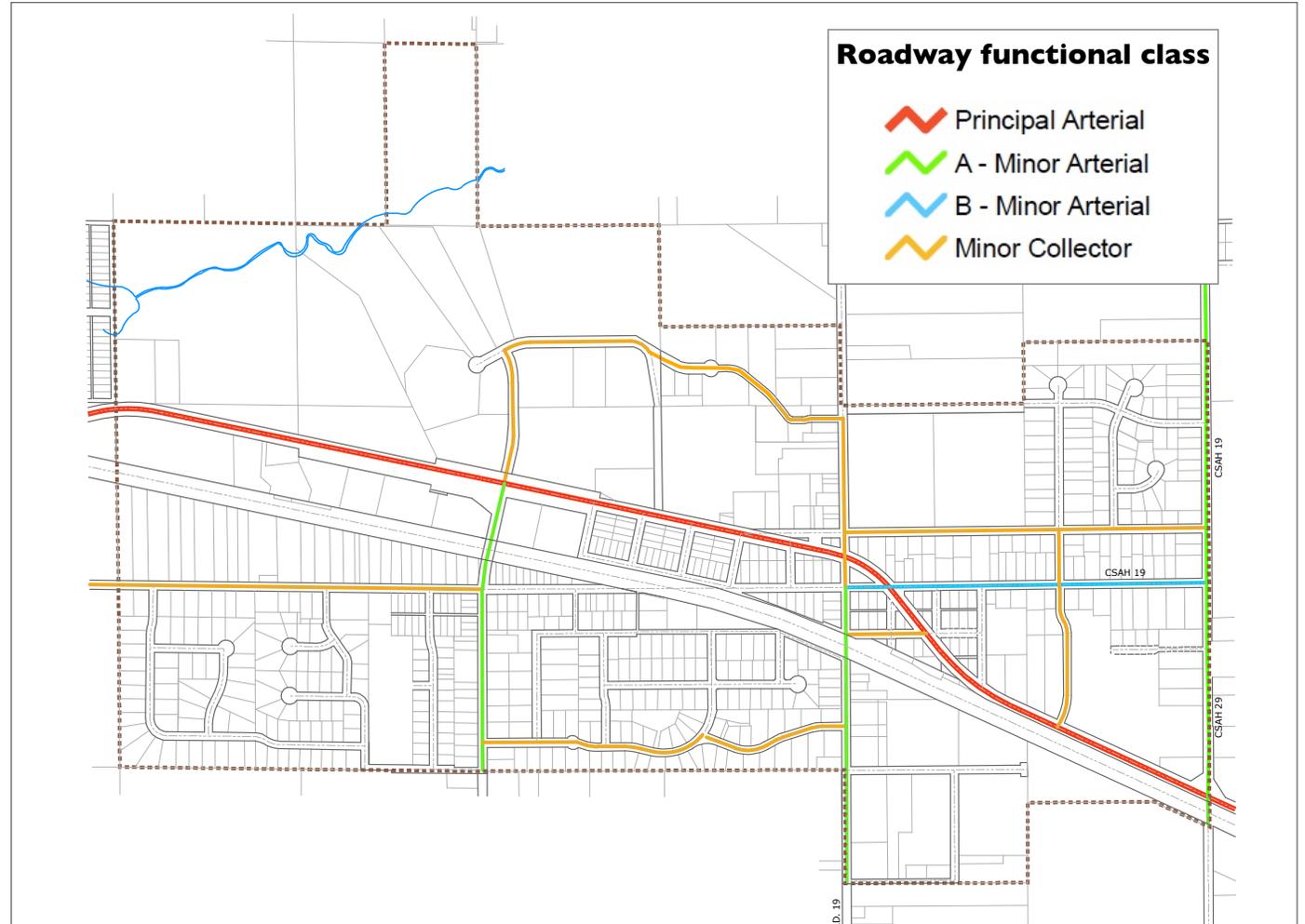
- All other roads in the city



Roads and the entity with jurisdiction over them; remaining roads are controlled by the City of Maple Plain. Adapted from the City of Maple Plain Comprehensive Plan (2008).

Functional classification

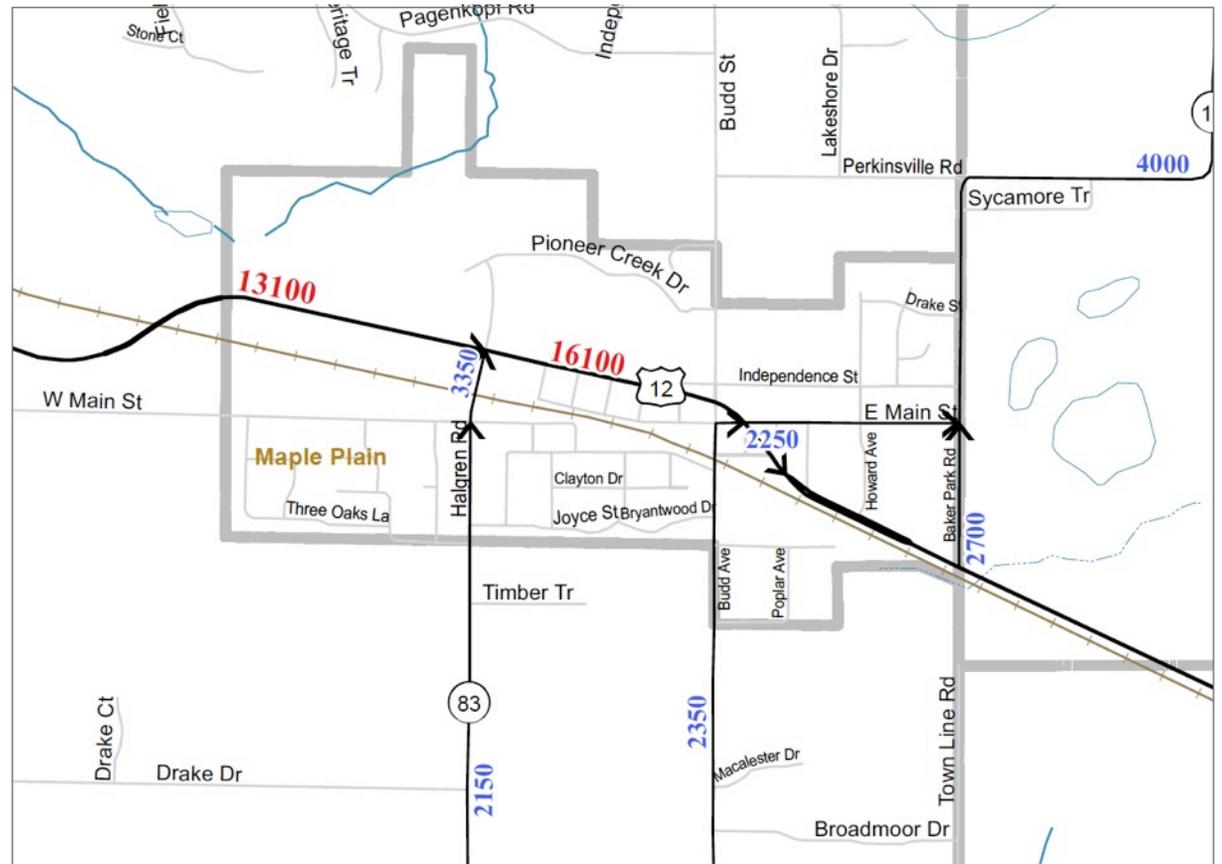
The functional classification system is a way of grouping roads according to the role or function they play in the motor-vehicle transportation system. Three main functional classes are defined in common US transportation practice: arterial, collector, and local. The classification assigned to a road responds to and, because of the way in which transportation investments are developed, shapes the speed, volume, and accessibility characteristics of a road.



*Functional classification of roads in Maple Plain.
Adapted from the City of Maple Plain Comprehensive Plan (2008).*

Traffic volumes

Traffic volume refers to the average number of motor-vehicles that travel on a given road each day, and is typically expressed as ADT or AADT (Annual Average Daily Traffic). Traffic volume is a direct measure how busy a road may be, and has implications for walking and biking connections across and along a road - for example, higher volume roads may be more difficult to cross because fewer gaps exist in the traffic stream, and may require traffic control signals to improve safety and comfort for those movements, especially for children and seniors. High volumes of traffic also affect movement along a road, and typically requires greater separation between traffic and people on foot or bike in order to provide comfortable and safe travel for them.



2010 traffic volumes for roads in Maple Plain.
Source: Minnesota Department of Transportation.

Section II

Planning Process and Community Engagement

The recommendations in this Plan respond to questions and ideas received from Maple Plain residents and their representatives. This section includes an overview and summary of information received at public meetings.

In this section

- 2.1 - Walkability workshop
- 2.2 - Results from the project survey
- 2.3 - Other project meetings

2.1 Walkability workshop - Nov 13, 2011

On November 13th, the City of Maple Plain convened a Walkability Workshop to kick-off this project. The workshop was attended by Maple Plain residents as well as by the City Administrator Jason Ziemer and members of the consulting team.

Participants engaged in a group mapping activity to identify the primary destinations in Maple Plain before heading out on a walk to experience the walking environment around some of those same destinations.

During the workshop, participants were asked to answer three questions about walking in Maple Plain:

- 1) What do you like about Walking in Maple Plain?
- 2) What do you not like about walking in Maple Plain?
- 3) How could we make things better?

Participants wrote their answers on individual sticky notes that were then affixed to a large-format sheet of paper. The notes were transcribed and the results are outlined below:

What do you like about Walking in Maple Plain?

- Most things are centralized
- Proximity to regional assets – Baker Park, Luce Line
- Everything is close
- Seeing neighbors in yards – stopping and chatting
- Quiet – not busy
- You can either walk or bike to everything
- Baker Park trail is close
- Luce Line is close
- Small town – see neighbors, know neighbors
- Many "things" (i.e. businesses) in close proximity



Maple Plain residents discussing their ideas about walking in the city.

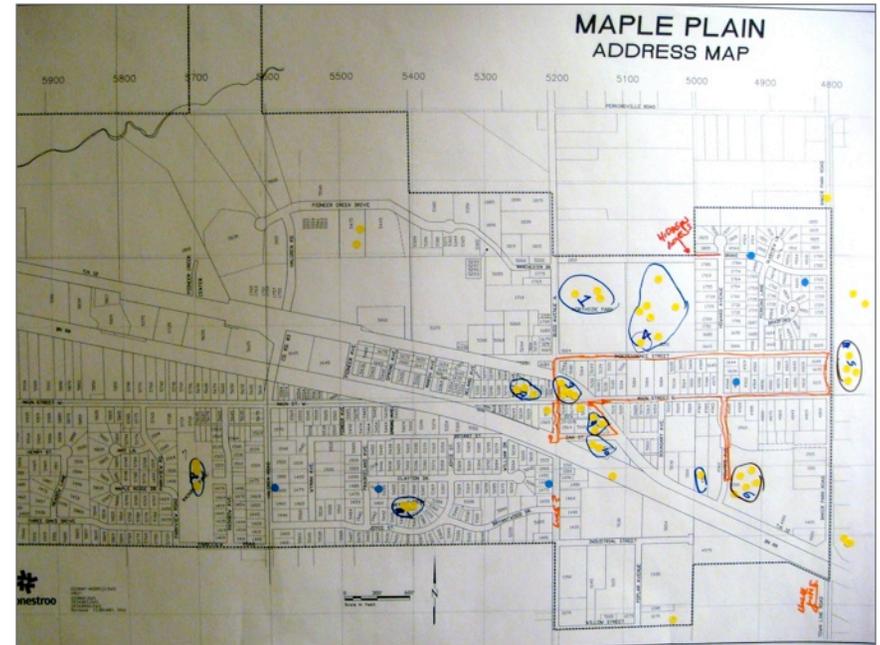


Noting conditions for walking across Highway 12 .

- Generally feel safe
- Destinations are close by, short distances
- Everything is close, less than 10 minute walk to shops/services
- Generally, residential streets have light, respectful traffic
- Even night walking on residential streets feels safe
- Easy to navigate routes want to walk
- Like sidewalk on Howard to MPFC
- Safe, low traffic except for Hwy 12 and Main St.

What do you *not like* about walking in Maple Plain?

- The steps right in the middle of the sidewalk (on County Rd 19)
- Don't like sidewalk on Co Rd 19
 - Snow pack
 - Stairs blocking
- No walking facilities i.e. sidewalks, trails, etc.
- Cars/drivers not respectful of walkers/bikers
- Roads can be bad to walk on – holes, uneven
- City council resistance (cost)
- Sidewalk to road to shoulder (no consistency)
- Shoulders of County Roads – (19 and 83) are too narrow
- Crossing @ Budd is dangerous
- Issues of sidewalks starting and stopping making for inconsistent walking routes
- Hwy 12!!! (crossing = safety issue)
- Crossing Hwy 12 – Dangerous, even at crosswalk
- Walking on the street. Most roads do not have shoulders marked
- Walking on roads with narrow shoulders – i.e. Co Rd 19 S toward Luce Line and Budd Ave North of park
- Poor connections to major destinations
- Crossing Hwy 12 – too wide
- Drivers not always pay attention



What are some of your primary destinations in Maple Plain? (Locations are marked in yellow).

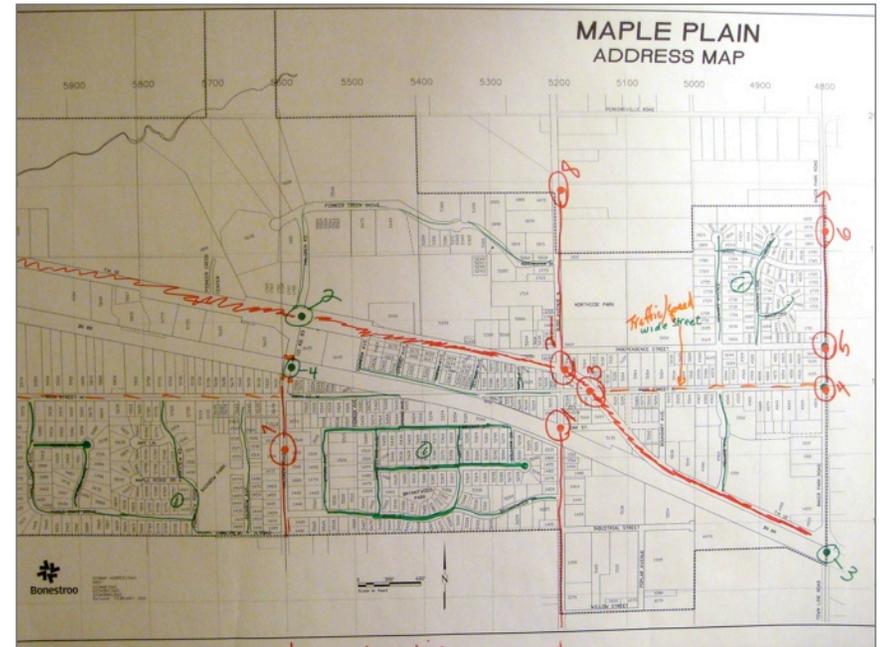


Baker Park was often named as an important destination for both walking and cycling.

- Some sidewalks need repair because they are cracked, while some areas don't even have sidewalks
- Crossing 12!!!!
- Gaps in sidewalks/trails
- We didn't walk at night – light concerns?

How could we make things better?

- Stripe or in some way clearly mark crosswalks, ped or bike spaces on sides of roads
- Better sync with Hennepin County and Three Rivers Park District
- On County Roads - widen shoulders
- Signage that indicates to drivers watch for walkers, bikers
- Partner with other agencies
 - Three Rivers Park District
 - Hennepin County
 - MnDOT
 - non-profits
 - grants
- Need “connections” for bikes from Luce Line to Downtown/ Gateway
- Linking Maple Plain to area attractions (i.e. Baker Park, Luce Line)
- Safer crossing at Budd St light
- Require near developments to include trails and sidewalks
- Repair and/or install sidewalks!
- Tackle “low hanging fruit” meaning – striping or existing roadways, use available, unused [row] for trails
- Add traffic light on Hwy 12 activated by pedestrians to safely cross
- Wayfinding signage
- Complete gaps
- Do simple roadway improvements to create visuals (i.e. narrow at intersections)
 - Make better connectivity



**What do you not like about walking in Maple Plain?
(Location of difficult conditions is shown in red).**



Crossing Highway 12 was named as a prominent barrier to walking to destinations in the city.

- Continuous paths vs. random starts and stops
- Develop city policies to promote a walkable city
- Define safe walking/bike areas
- Need a light at Budd to stop traffic (could be a light for walkers and bikers only?)
- Need connection for bikes from Baker Park to Downtown/Gateway
- Do simple roadway improvements to create visuals (i.e. stripe crosswalks, narrowing of intersections)
- Rebuild streets narrower – include bike/ped paths

Additional Notes

(Other destinations, issues and desired connections mentioned by participants at other points of the meeting)

- Shopping/services
- Recreation
- Familiar areas
- Playgrounds, ballfields
- Baker Park trails
- Shopping at MPFC
- Hardware Store
- Library
- Post office/Blackwater
- Residents may be unaware of opportunities (i.e. routes)
- Not good idea to drive to go walk
- No clear crossing on Hwy 12
- Everything is walkable
- Visit parks – more local trails
- Small community – not a lot of traffic (except for Hwy 12)
- Like to see city a lot more walkable – not easy to get around due to lack of infrastructure
- Connect to all places in and around community
- Would like to see improved safety

1. Did you have room to walk?		Yes	No	4. Was it easy to follow rules?		Yes	No
There were sidewalks, paths or shoulders		<input type="checkbox"/>	<input type="checkbox"/>	Could you:		<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks started and stopped		<input type="checkbox"/>	<input type="checkbox"/>	Cross at crosswalks		<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks were broken or cracked		<input type="checkbox"/>	<input type="checkbox"/>	See both ways before crossing streets		<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks were blocked with poles, signs		<input type="checkbox"/>	<input type="checkbox"/>	Walk where you could see oncoming traffic		<input type="checkbox"/>	<input type="checkbox"/>
Too much traffic		<input type="checkbox"/>	<input type="checkbox"/>	Cross with the light		<input type="checkbox"/>	<input type="checkbox"/>
Something else: _____				Something else: _____			
○ 1 — ○ 2 — ○ 3 — ○ 4 — ○ 5 — ○ 6				○ 1 — ○ 2 — ○ 3 — ○ 4 — ○ 5 — ○ 6			
2. Was it easy to cross streets?		Yes	No	5. Was your walk pleasant?		Yes	No
There were crosswalks and "walk" signs		<input type="checkbox"/>	<input type="checkbox"/>	Other people out and about		<input type="checkbox"/>	<input type="checkbox"/>
Road was too wide		<input type="checkbox"/>	<input type="checkbox"/>	Need more grass, plants		<input type="checkbox"/>	<input type="checkbox"/>
Walk signals gave me enough time to cross		<input type="checkbox"/>	<input type="checkbox"/>	Scary dogs		<input type="checkbox"/>	<input type="checkbox"/>
Parked cars blocked my view of traffic		<input type="checkbox"/>	<input type="checkbox"/>	Good lighting		<input type="checkbox"/>	<input type="checkbox"/>
There were curbs in good repair		<input type="checkbox"/>	<input type="checkbox"/>	Clean; little litter		<input type="checkbox"/>	<input type="checkbox"/>
Something else: _____				Something else: _____			
○ 1 — ○ 2 — ○ 3 — ○ 4 — ○ 5 — ○ 6				○ 1 — ○ 2 — ○ 3 — ○ 4 — ○ 5 — ○ 6			
3. Did drivers behave well?		Yes	No	Suggestions for improvement? <div style="border: 1px solid black; height: 100px; width: 100%;"></div>			
Looked before backing out		<input type="checkbox"/>	<input type="checkbox"/>				
Yielded to people crossing streets		<input type="checkbox"/>	<input type="checkbox"/>				
Turned into crosswalk with people in it		<input type="checkbox"/>	<input type="checkbox"/>				
Drove slowly		<input type="checkbox"/>	<input type="checkbox"/>				
Sped up to get through lights in time		<input type="checkbox"/>	<input type="checkbox"/>				
Something else: _____							
○ 1 — ○ 2 — ○ 3 — ○ 4 — ○ 5 — ○ 6							

Questions from the walkability worksheet used by participants, adapted from Dakota County's "Simple Steps" program.

2.2 Online survey

An online survey was developed to learn about Maple Plain residents' travel habits and attitudes toward walking and biking in the city, and to collect their ideas and recommendations for improving non-motorized mobility.

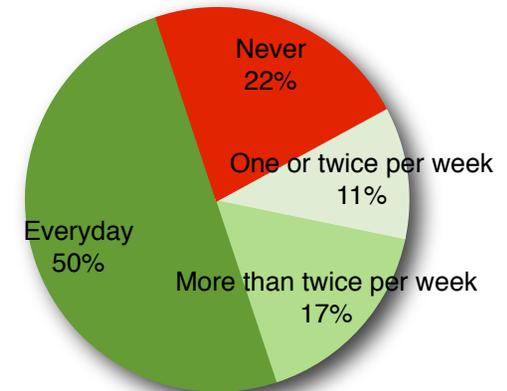
The survey, which included multiple choice and free-form questions, was widely distributed by City staff through their electronic contact lists, and was available for respondents ahead of the project's initial walkability workshop (on November 13 2011), and was closed on December 31, 2011.

A total of 21 surveys were completed by respondents. Collected responses are provided in this section. Where appropriate, additional observations are provided.

Survey Part 1: Walking in Maple Plain

Q1-1. Participants' frequency of walking

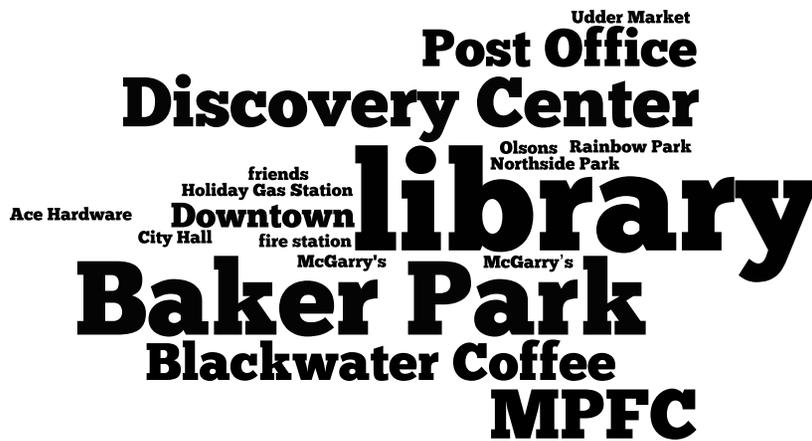
"During the summer months - how often do you walk to a destination in or around Maple Plain?"



- A total of 18 participants answered this question
- More than three quarters of respondents (77%) indicated they walked to a Maple Plain destination at least a couple of times per week
- Half (50%) of all participants indicated that they walked to a Maple Plain destination everyday, or almost everyday

Q1-2. Participants' Top 3 summer walking destinations

A total of 41 answers were received, with many items repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in larger size. Answers are presented as submitted by participants, with minor editing for clarity.



Q1-3. What would help you walk more often?

(Representative free-form text answers as submitted by participants, with minor editing for clarity)

- A sidewalk along Budd Ave - it's such a dangerous road to walk along, especially during rush hour. It would also be nice to have public trash cans in more areas (parks have enough) to encourage people to pick up after themselves and their dogs. A stop light at Budd and Hwy 12 would also be nice as cars almost never stop for pedestrians in the sidewalk; I have seen many kids almost get hit.
- Seeing other people walking (socializing)
- more prizes [incentives]
- If there were sidewalks to keep my kids safe when we walk. The roads especially around the Discovery Center are busier than people realize, and I'm always worried cars won't see us when we are walking. Also, I can't let my little ones ride trike or walk on those roads either, which is annoying.
- More sidewalks, paths so I didn't have to be afraid of my kids getting hit by a car.
- Ability to SAFELY cross US12 at Budd
- Sidewalks or pedestrian lanes on Budd, Independence, Main St east of 12
- By redeveloping the city and creating more attractive businesses where I can actually eat, study, or shop, otherwise I enjoy biking.
- Being able to walk on a walk path or sidewalks rather than roads and streets and having safe, well-lit paths/trails to walk in evening or early morning.
- A safe sidewalk along Budd Avenue South. Bryantwood Avenue to Main Street.
- Less traffic. Return neighborhoods back to neighborhoods. Create a community again and raise the quality of life for the people who actually live here. Make it safe for children to play

street hockey and basketball. Instead of providing a race track for people to drive faster through our neighborhoods, turn the streets into culdesacs. Keep traffic on Hwy 12. Put a light at Bud and Hwy 12 so people can cross the street. As it is right now it's very dangerous for pedestrians and drivers. We walked to McGarry's the other evening and nearly got run over trying to cross Hwy 12. Most of the people using the Discovery Center don't live in this neighborhood but they love to whip down Independence St to pick up their kids not concerned at all about the kids who live here.

- Bridges over Hwy 12; Sidewalks on Main Street on the north side of highway 12
- Being able to safely cross highway 12. I only attempt to walk across it at times of day when the traffic isn't heavy. (When the construction work closed 12 west of town I found that I walked around town a lot more because it was easy to cross 12.)
- Also, more sidewalks would help.
- A sidewalk on 19 would make walking safe to walk and bike to Maple Plain. It's the only way into town and its very dangerous at the moment due to the lack of any shoulder on the highway and the speed of traffic.
- An easier way to cross highway 12. Either an overpass or underpass.

Q1-4. Which destinations in or around Maple Plain do you wish you could walk to more easily?

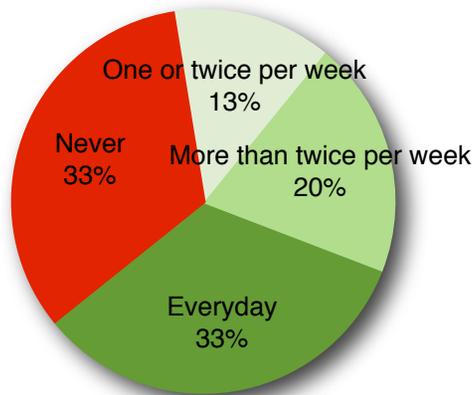
A total of 20 answers were received, with many items repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in larger size. Answers are presented as submitted by participants, with minor editing for clarity.



Survey Part 2: Bicycling in Maple Plain

Q2-1. Participants' frequency of bicycling

"During the summer months - how often do you bicycle to a destination in or around Maple Plain?"



- A total of 15 participants answered this question
- Two thirds of respondents (66%) indicated they rode a bicycle to a Maple Plain destination at least a couple of times per week
- One third (33%) of all participants indicated that they rode a bicycle to a Maple Plain destination everyday, or almost everyday

Q2-2. Participants' Top 3 summer bicycling destinations

A total of 30 answers were received, with many items repeating several times. Responses are shown as a "word cloud" - answers received more often are shown in larger size. Answers are presented as submitted by participants, with minor editing for clarity.



Q2-3. What would help you ride your bicycle more often?

(Representative free-form text answers as submitted by participants, with minor editing for clarity)

- Trail or bike path connecting Maple Plain with the Luce Line.
- Means of crossing Hi-way 12 during rush hour.
- Having a place where I feel it's safe for my kids to ride (preschoolers).
- More paths
- Ability to safely cross US12 at Budd
- A bike path leading to the Luce Line Trail.
- Well-lit separate trails for biking rather than streets. Streets are in terrible condition and too dangerous to meet bike and foot traffic.
- Safe trails connecting neighborhoods to these destinations. Budd Ave south Neighborhoods to Main street and Crossing Hwy 12.
- I jog.
- Again, being able to easily and safely cross Hwy 12.
- A trail along 19 connecting Baker Park and the Luce line would be ideal.

Q2-4. Which destinations in or around Maple Plain do you wish you could ride a bicycle to more easily?

A total of 30 answers were received, with many items repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in larger size. Answers are presented as submitted by participants, with minor editing for clarity.

A word cloud of destinations in or around Maple Plain. The words are arranged in a roughly rectangular shape, with 'Baker Park' being the largest and most prominent word in the center. Other large words include 'MPFC' and 'Luce Line Trail'. Smaller words include 'Discovery Center', 'County Road 6', 'Blackwater Coffee', 'Bank', 'Subway', 'County Rd 19 South', 'Lake Independence', 'Pagenkopf Road', and 'library'.

Survey Part 3: Additional Comments

Q3-1. Participants' additional information or ideas for improving conditions for walking or bicycling in Maple Plain

- I like to rollerblade at Baker Park, but have to drive the few blocks to get there, since neighborhood roads are so rough.
 - Large identified crosswalks at the 2 stop lights in town.
 - Creating a bike path on County 29 from Baker Park Trail to Stop-light at Highway 12.
 - Since Main St is wide set aside a walking/bike path on Main Street (East and West)
 - If feasible create an over or under pass of Hi-way 12 somewhere in town.
 - If Budd Avenue had a path, I would walk/bike to town more often with my kids.
 - Crossing 12 at Budd on a bike is dicey, on foot it is very dangerous. If you could improve one thing, it should be that situation.
 - I think an extra path built over the train tracks would help improve walking and bicycling conditions. I also think an extra path over HWY 12 or a stop light by the library would benefit everyone but I understand that would be a long process of waiting for the planning of the redevelopment of the city, and MnDOT, etc.
 - Sidewalks, wider streets, better lighting, paths around Northside Park baseball fields and Discovery Center, access to other trails (Luce Line), path parallel to Cty Rd 19.
 - Please consider all of the people in the Bryantwood apartments and surrounding neighborhoods that need a safe way to be connected to main street and businesses as well as the Bus transit - this includes adults and children we see walking up and down Budd Ave to each of these destinations. Please address good lighting on these trails and sidewalks as well.
- My biggest concern is that we are catering to traffic to quickly move it through Maple Plain. The people who live and play here should be our priority. We wouldn't need the expense of putting trails in neighborhoods if we didn't have to worry about traffic on our neighborhood streets.

2.3 Open house and other meetings

Several additional public meetings and presentations have been held a part of this project's development. These include:

- Open House: December 20, 2011
- Open House: February 21, 2012
- City Council Meeting: February 27, 2012 (cancelled)
- Planning Commission: March 8, 2012
- City Council: March 26, 2012
- City Council: July 9, 2012

In addition, a project website has been used to communicate project meetings and provide access to project documents.



A project website has been used to share project results. The URL is www.mapleplain-walkbikeplan.info