Parkway Design Framework Plan

City of Dayton

March, 2020

CITY OF Dayton
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Image Caption

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Introduction

The purpose of this document is to provide design guidance for City of Dayton parkway and road improvement projects planned within the City. This framework plan is intended to be a flexible guide to implement new corridors that are in keeping with the communities vision, values , and brand.

The streetscape goals and elements outlined in the document were developed from a planning and visioning session conducted with members from the City Council, Planning Commission, and the Parks Commission along with City Staff.

This group of stakeholders reviewed local examples of similar road corridors in surrounding communities. The local examples ranged from high amenity to very basic roadway corridors. These examples were used to review right-of-way widths, pedestrian amenities, lighting, signage, median treatments, and landscaping.

This planning and analysis process created the groundwork for the goals and streetscape elements outlined in the following pages.

Visual Preference Survey Results

During the survey the group reviewed several corridor elements which included:

- Local Parkway Examples
- Pedestrian Amenities
- Lighting
- Landscaping
- Signage Elements

Full results of the survey have been included in the appendix of this document.

The local parkway examples that scored the highest points had the following in common:

- Maintained a rural community aesthetic using a wide right-of-way with open space.
- Multi-use trails
- Street trees
- Street lighting
- Understory/ground level landscaping
- Signage
- Site furnishings including benches and trash receptacles

The highest rated local parkway example included:

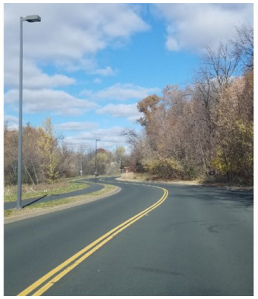
- Nottingham Parkway - Maple Grove
- Ramsey Parkway - Ramsey
- Frankfort Parkway - St. Michael

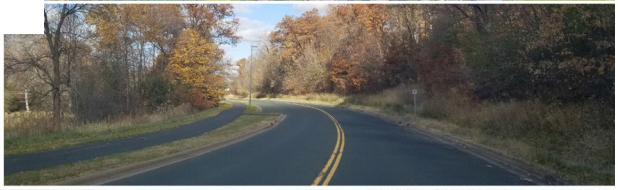
The following page highlights the top rated images from the Visual Preference Survey

Local Parkway Examples

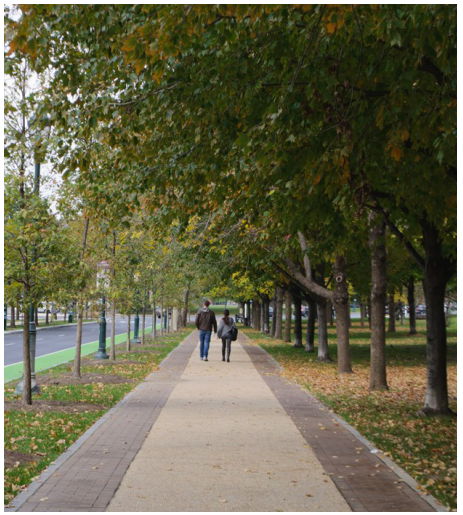
NOTTINGHAM PARKWAY
MAPLE GROVE, MN

ROADWAY CLASSIFICATION
OTHER ARTERIAL (CLASS BELOW A MINOR ARTERIAL)
ROW WIDTH
75'
NUMBER OF LANES
(2) LANES - NO TURN LANES
SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL ON BOTH SIDES (WHEN ALLOWED)
MEDIAN
NO MEDIAN EXCEPT AT ONE MAIN INTERSECTION
AMENITIES
LIGHTING, DECORATIVE BRIDGE TREATMENTS





Landscaping



Pedestrian Amenities

Lighting

Signage Elements

Streetscape Design Goals

Using the information gathered from the Visual Preference Survey exercise goals were developed for future Dayton streetscapes. The following outlines the goals and streetscape elements that should be included in future road projects to accomplish the goals set by the city.

Streetscape Design Goal:

- Maintain a rural & natural aesthetic along new road corridors providing community connections, pedestrian amenities, and sustainable landscape treatments.

Elements to accomplish streetscape design goal:

- Multi-use 10' wide trail on both sides of the street
- Overstory street trees placed 30' to 50' on center
- Street lighting
- Understory/ground level native landscaping consisting of shrubs, perennials, grasses, and decorative stone mulch.
- Open space to maintain rural feel with meadow plantings to reduce weekly maintenance and irrigation, provide seasonal change, and enhance pollinator habitats.
- Salt tolerant turf grass where plantings are not present
- Signage using natural materials reflecting the rural/ agricultural/ natural landscape of Dayton
- Decorative pavement maintenance strip behind curbs
- Road design to meet transportation needs
- Site furnishings including benches and trash receptacles located at intersection and high pedestrian traffic areas.
- Stormwater treatment

Streetscape Types

Three streetscape types have been developed for new road corridors planned within the city. A specialty stormwater treatment type has also been developed for areas able to accommodate wider ROWs to include stormwater management.

Type 1 (High Amenity)

This streetscape type is located along corridors with the ability to have wide right-of-ways to incorporate a ample areas for landscape and pedestrian amenities.

Type 2 (Parkway)

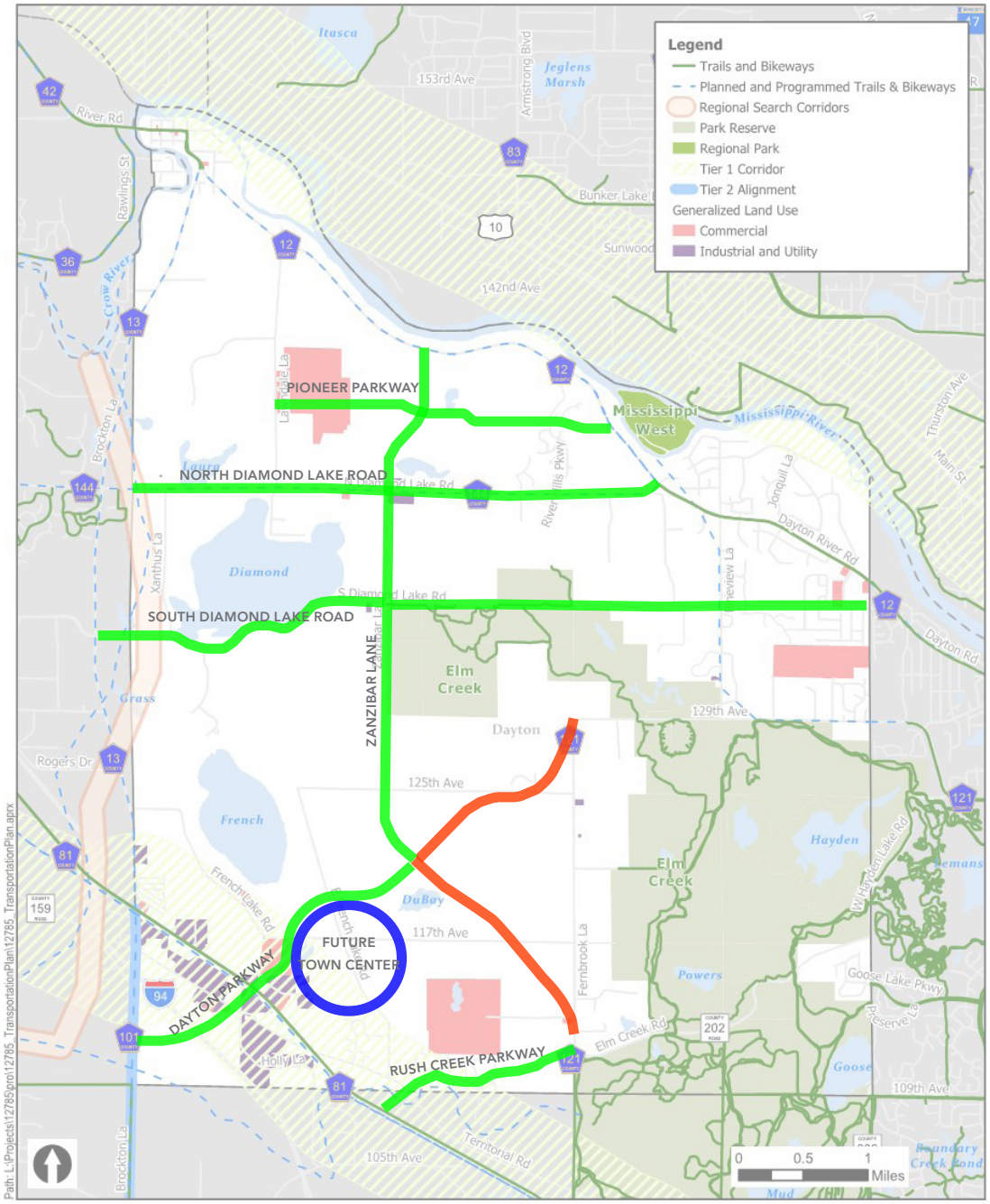
This streetscape type is located along corridors with the ability to highlight scenic & unique features within Dayton. Parkways can also be used to connect parks within the City.

Type 3 (Town Center)

This streetscape type is located in the future Town Center area where a wider pedestrian realm is needed. These areas are anticipated to have the heaviest pedestrian activity. To accommodate intense sidewalk activity.

Specialty Stormwater Treatment Zone

This streetscape type is located along corridors with the ability to widen the right of way to highlight park spaces, natural amenities, and treat stormwater generated from city roads. Locations should be determined by the city and coordinated with future development. The stormwater treatment goal of these zones is to provide some treatment for impervious areas enhancing the environment, educating the public on the importance of stormwater treatment, and recharging the local aquifers.



Streetscape Type Map

- Type 1 (High Amenity)
- Type 2 (Parkway)
- Type 3 (Town Center)

This map highlights the locations of future streetscape types planned within the city.

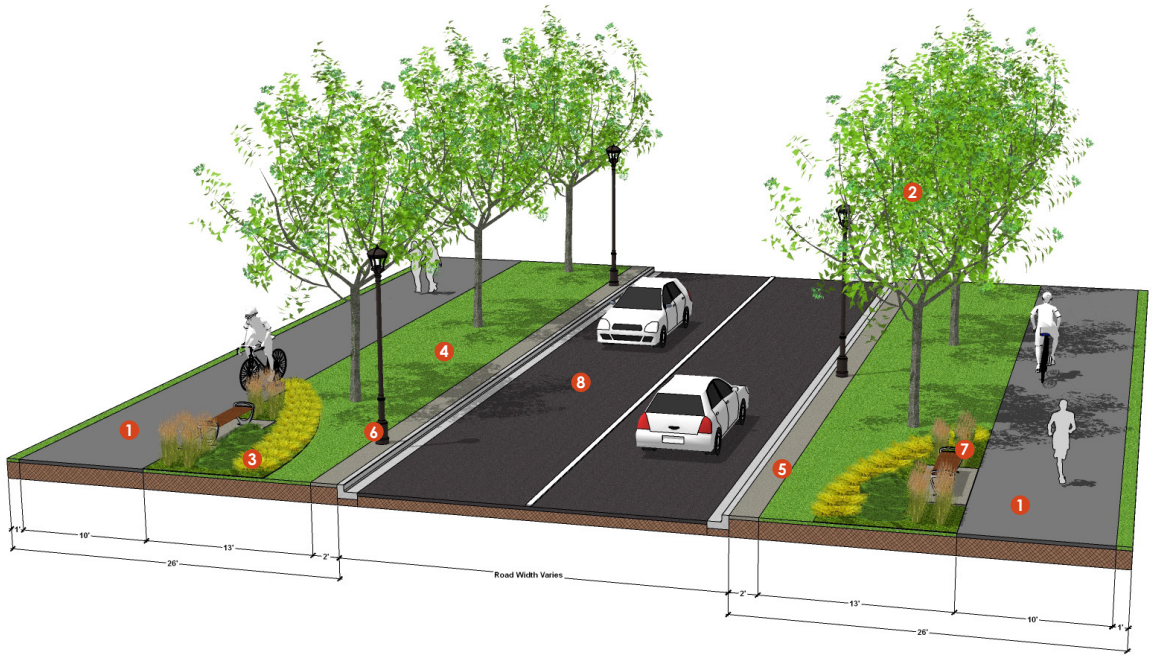
The information on the following pages outlines typical sections for each streetscape type. Typical streetsape elements are also highlighted on the graphics to help illustrate the design intent outlined by the City.

Type 1 (High Amenity)

This streetscape type is located along corridors with the ability to integrate landscape and pedestrian amenities. This treatment includes:

1. Multi-use 10' wide trail on both sides of the street
2. Overstory street trees placed 30' to 50' on center
3. Understory/ground level native landscaping consisting of shrubs, perennials, and grasses located in high traffic areas.
4. Salt tolerant turf grass where plantings are not present
5. Decorative pavement maintenance strip behind curb
6. Street lighting
7. Site furnishings including a bench and trash receptacle located at intersections and high pedestrian traffic areas.
8. Road design to meet transportation needs

- Signage using natural materials reflecting the historically rural/ agricultural/ natural landscape of Dayton
- Irrigation for turf and planting areas

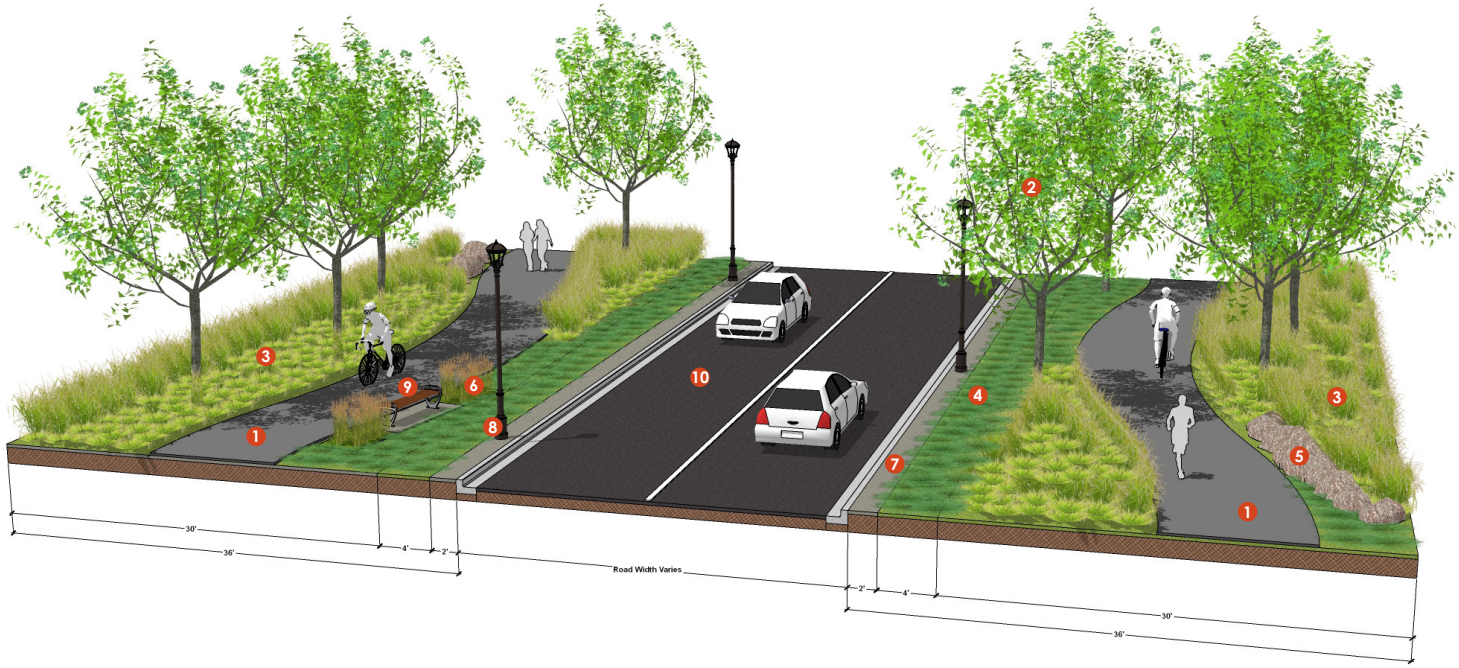


Type 1 (High Amenity) Alternate

This streetscape type is located along corridors with the ability to have wide right-of-ways to incorporate a ample areas for landscape and pedestrian amenities. This treatment includes:

1. Multi-use 10' wide trail on both sides of the street
2. Overstory street trees placed 30' to 50' on center in natural looking clusters along corridor.
3. Meadow plantings to reduce weekly maintenance and irrigation, provide seasonal change, enhance pollinator habitats.
4. No mow turf to reduce weekly maintenance
5. Natural fieldstone boulder walls where grading allows
6. Understory/ground level native landscaping consisting of shrubs, perennials, and grasses located in highly traffic areas.
7. Decorative pavement maintenance strip behind curb
8. Street lighting
9. Site furnishings including a bench and trash receptacle located at intersection and high pedestrian traffic areas.
10. Road design to meet transportation needs

- Signage using natural materials reflecting the historically rural/ agricultural/ natural landscape of Dayton
- Irrigation for planting areas

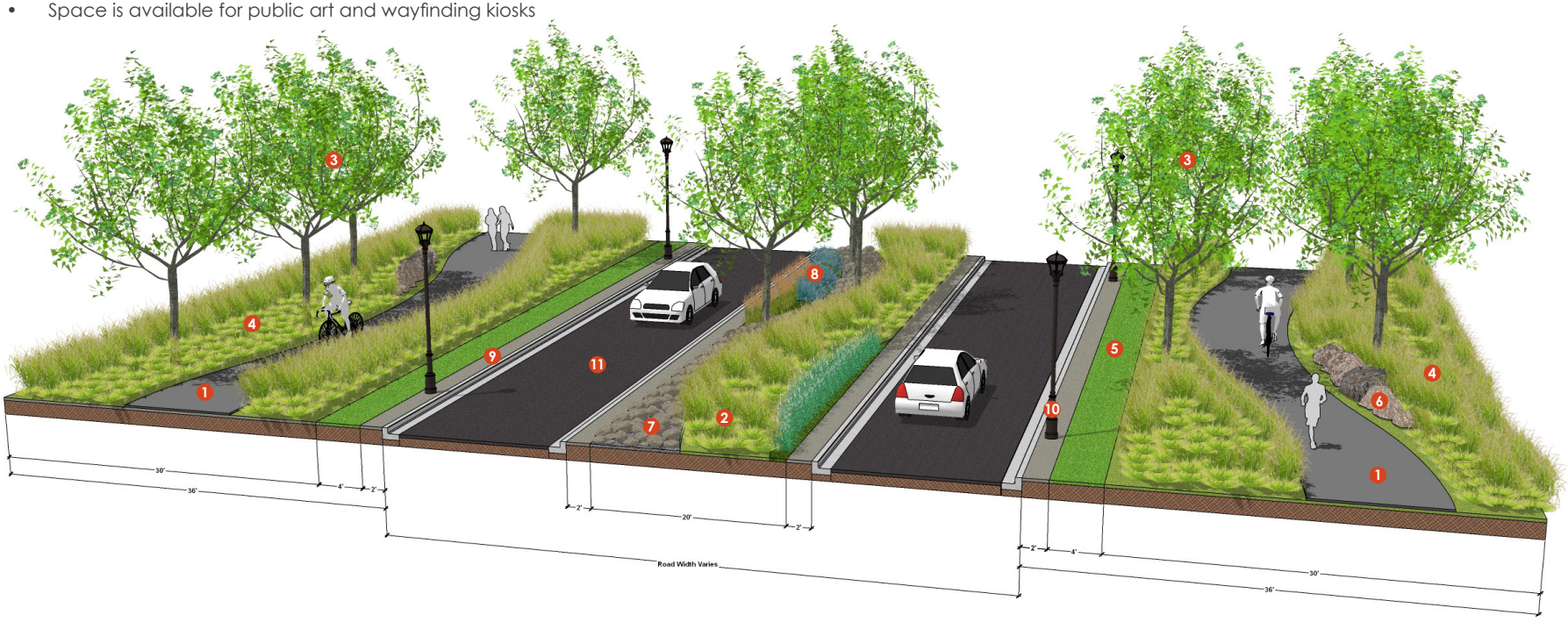


Type 2 (Parkway)

This streetscape type is located along corridors with the ability to highlight scenic & unique features within Dayton. Parkways can also be used to connect parks within the City. This treatment includes:

1. Multi-use 10' wide trail on both sides of the street
2. Wide median (minimum of 10' wide planting space, preferred 20' wide) providing ample room for landscaping
3. Overstory street trees placed in natural looking clusters along corridor.
4. Meadow plantings to reduce weekly maintenance and irrigation, provide seasonal change, enhance pollinator habitats.
5. No mow turf to reduce weekly maintenance
6. Natural fieldstone boulder walls where grading allows
7. Decorative stone mulch beds to reduce the area of plantings and maintenance requirements
8. Understory/ground level native landscaping consisting of shrubs, perennials, and grasses located in highly traffic areas.
9. Decorative pavement maintenance strip behind curb
10. Street lighting
11. Road design to meet transportation needs

- Site furnishings including a bench and trash receptacle located at intersection and high pedestrian traffic areas.
- Signage using natural materials reflecting the historically rural/ agricultural/ natural landscape of Dayton
- Irrigation for planting areas
- Space is available for public art and wayfinding kiosks



Type 3 (Town Center)

This streetscape type is located in the future Town Center area where a wider pedestrian realm is needed. These areas are anticipated to have the heaviest pedestrian activity. To accommodate intense sidewalk activity the streetscape treatment includes:

1. Decorative paving from the back of curb to the building faces. Could include pervious pavements to improve stormwater treatment
2. Street trees with tree grates and structural soils
3. Street lighting with banners
4. Monuments & signage
5. Benches, public art, wayfinding kiosks, and movable tables and chairs
6. On street parking with pedestrian bump-outs at intersections
7. On street bike lanes

- Larger open planting areas with raised planters for understory/ground level native landscaping consisting of shrubs, perennials, and grasses
- Irrigation for planting areas and trees

Specialty Stormwater Treatment Zone

This streetscape type is located along corridors with the ability to widen the right of way to highlight park spaces, natural amenities, and treat stormwater generated from city roads. Locations should be determined by the city and coordinated with future development. The stormwater treatment goal of these zones is to provide some treatment for impervious areas enhancing the environment, educating the public on the importance of stormwater treatment, and recharging the local aquifers. This treatment zone includes:

1. Curb cuts along the roadway allowing water to enter the stormwater system
2. linear vegetated bioswales that bring water to a larger infiltration basin
3. Infiltration basins sized to treat stormwater runoff
4. Meadow plantings to reduce weekly maintenance and irrigation, provide seasonal change, enhance pollinator habitats.
5. No mow turf to reduce weekly maintenance
6. Decorative stone mulch beds to reduce the area of plantings and maintenance requirements

- Natural fieldstone boulder walls where grading allows
- Interpretive signage
- Include design elements integrated into the other streetscape types

Streetscape Improvements

The right proportions, unique spaces, and appropriate amenities can make the public realm a comfortable, inviting and memorable space where people want to spend time. The quality, function and scale of the streets shape the character of the City. The intent of this section is to present ideas and benefits for an improved streetscape.

Design Principles

Reinforce identity of Dayton
The future streetscape design should reflect the rural roots of Dayton.

Provide continuity throughout Dayton
The design is intended to provide a thread of continuity throughout future corridors, yet allowing the City to include some elements that change as you progress from district to district to create a unique yet unified sense of place.

Provide a Flexible Palette of Streetscape Elements
The design of the streetscape should be adaptable to a variety of site conditions and at the same time provide an armature for layers of change and activity. Vertical streetscape elements can be used such as lighting, trees, identification signs, and artwork, to create a sense of enclosure and human scale, define edges, and create a positive identity for the corridors. Elements should be functional and simple in design and able to withstand the snow, salt, vandalism, and other site conditions. The streetscape elements should contribute to a sense of safety and comfort and promote walking and biking throughout the City.

Streetscape Elements

The combination, quality, function and scale of the streetscape elements will shape the character and identity of Dayton. The following recommendations highlight specific streetscape improvements to enhance the public realm.

Street Trees

Street trees are the most important organizing element of the public realm environment. Appropriate tree species selection, tree location and design of the plantings areas will ensure the healthy growth and longevity of trees, enhance streetscape character, and maximize the City's investment.

Principles for Street Tree Plantings:

- Street trees are strongly encouraged in boulevard areas or planting strips if they are of minimum of 6' - 8' depending on tree size.
- As an important element along sidewalks and trails, street trees must be provided with conditions that allow them to thrive, including adequate uncompacted soil (minimum of 3'-0" of soil depth), water, and air.
- In urban areas engineered soils such as 'Swedish" soils should be utilized to promote better tree health while protecting paved surfaces from root damage. The design of planting areas should consider including appropriate conditions for improved stormwater detention and infiltration.
- If trees are planted in constrained areas, provisions should be made to connect these smaller areas below the surface to form larger effective areas for the movement of air, root systems, and water through the soil. Space for roots and above ground growth is the main constraint to the urban forest achieving the maximum growth potential.
- Careful siting of trees and landscaping to keep sight lines open as well as existing above and below-grade utilities is important.
- The selection of tree species and their placement in the public right-of-way should be consistent with the goals of a particular street. Appropriate tree species selection should consider: form, mature size, color, and texture to reflect the design goals

of a street

- Street tree spacing should be determined by the expected mature size of the tree. Generally, trees within the City Corridors should be planted at a spacing of 30 feet to a maximum of 50 feet on-center. We recommended that the trees be planted in clusters of 3 to 5 trees to create a continuous tree canopy along the street. The recommended spacing should be considered a general target to allow for trees to adjusted to local street conditions such as setbacks, utilities, driveways, and building entrances.
- Street lighting should be coordinated with tree selection, placement, and pruning, so that canopies do not sit directly below street lighting.
- Consider how a mature tree canopy will affect street lighting or views of signage and building fronts

Tree Species:

All tree species should be indigenous to the appropriate hardiness zone and physical characteristics of each site/corridor. Options for suitable tree species are identified below:

Deciduous Trees

- Linden: Boulevard | Greenspire | Sentry
- Common Hackberry
- Honeylocust: Imperial | Skyline | Northern Acclaim
- Elm: Princeton | Accolade | Cathedral | Frontier
- Maple: Armstrong | Autumn Blaze | Norway | Red
- Common Hackberry
- Oak: Northern Pin | Swamp White | White | Bur
- Ginkgo

Ornamental Trees

- Crabapple
- Thornless Hawthorne
- Serviceberry
- Japanese Tree Lilac
- Birch
- Dogwood

Ground Level / Understory Landscaping

Ground level and understory landscaping includes sidewalk planting strips, raised planters and landscaping in stormwater management areas. This simple and inexpensive addition of green space to the public realm area adds aesthetic, habitat, stormwater management and ecological value to the right of way.

Principles for Ground level plantings:

- The planting strips should be located along sidewalks, trails, and at street corners.
- Planting strips should be a minimum of 5' wide along a street where trees are to be planted. Narrower planting strips less than 4' wide may be used for other types of plants (e.g., shrubs, ground cover, and grass). The same planting strips used for plants can also be designed to detain, cleanse, and infiltrate stormwater.
- Native or drought tolerant landscaping should be considered anywhere ground level/ understory landscaping projects are implemented.

Shrub, Perennial & Seed Mixes:

All shrub and perennial species should be indigenous to the appropriate hardiness zone and physical characteristics of each site/ corridor. Options for suitable species are identified below:

Deciduous Shrubs

- Gro-Low Sumac
- Currant
- Spirea
- Dwarf Bush Honeysuckle
- Potentilla
- Chokeberry
- Hydrangea
- Dogwood

Coniferous Shrubs

- Juniper
- Yew
- Mugo Pine

Perennials

- Daylily
- Russian Sage
- Sedum
- Catmint
- Coneflower
- Black Eyed Susan

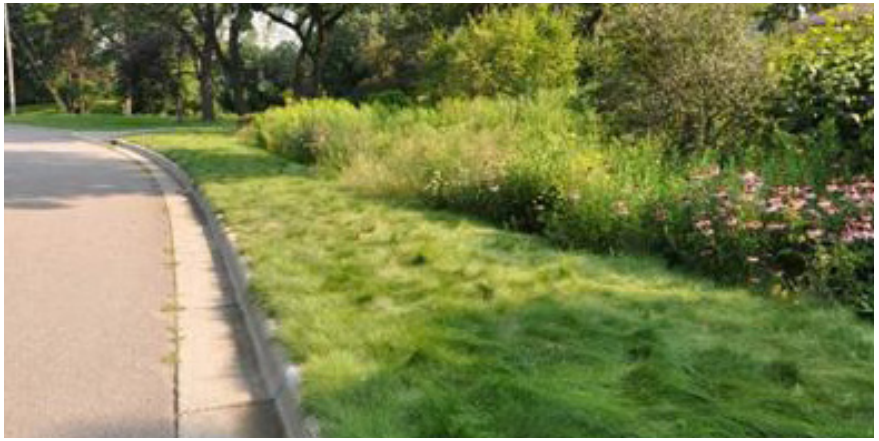
Ornamental Grasses

- Feather Reed Grass
- Miscanthus
- Little Bluestem
- Switchgrass
- Prairie Dropseed

Seed Mixes

Minnesota Board of Water and Soil Resources (BWSR) has multiple seed mixes used for several different purposes including prairies, stormwater facilities meadow and pollinator restoration, and wetland areas. Many of these landscape types exist along Dayton road corridors and new native seeding should utilize BWSR seed mixes.

No Mow Lawn Seed: This type of turf ground cover is a great alternative to conventional turf lawn. This versatile grass blend of cultivar fescues establishes quickly, growing into a flowing carpet that can go unmowed or be mowed to a recommended 3" height occasionally or frequently, depending on rainfall, application and intended use. This lawn mix reduces the need for pesticides, fertilizers, and frequent watering or mowing.



Street Lighting

Street lighting is a key organizing streetscape element that defines the nighttime visual environment in urban settings. Quality streetscape lighting helps define a positive urban character and support nighttime activities. The quality of visual information is critical for both traffic safety and pedestrian safety and security. Lighting should be designed not only for vehicular traffic on the roadways, but also for pedestrians on sidewalks and pedestrian paths.

Street lighting includes roadway and pedestrian level lighting in the public right-of-way. Street lighting fixtures illuminate both roadway and sidewalk and are typically 20' to 30' high. Pedestrian-scale lighting fixtures, typically 12' to 15' high, illuminate pedestrian-only walkways and provide supplemental light for the sidewalk and trail system. Pedestrian-scale fixtures should be installed along all roadways and areas with high pedestrian activity. Pedestrian and street lighting poles should be located close to the street curb edge. In public realm areas with wider sidewalks, the pedestrian level lighting poles can be located closer to sidewalk areas and street lighting can remain closer to the curb. Pedestrian level lighting poles should be located between street lighting poles. Light poles should have a consistent spacing with regard to trees and other street poles. Light fixtures should not be located directly adjacent to street tree canopies that may block the light. The rhythm of the lighting poles should be consistent along each roadway.

Site Furnishings

Site furnishings provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. They include: benches and seating, bicycle racks, bollards, gateway monuments, public art, trash receptacles, wayfinding signage, and other elements.

Site furnishings define the public realm as an area for pedestrians and create a more comfortable and visually interesting environment. Site furnishings should be focused in areas with a large amount of pedestrian activity and where pedestrians may linger and enjoy the public realm. Site furnishings should be considered secondary to street trees and lighting. Street tree and lighting placement should define the major rhythm of design elements along the street, and site furnishings should be placed in relation to trees and lighting, after the best locations for these elements have already been located.

Public Realm Seating

Public seating is an important component of the public realm because it creates a comfortable, useable, and active public environment where people can rest, socialize, or simply people-watch. Public realm seating is critical to create social places where people can sit and congregate, which is an ingredient in creation of a of great and successful public space. As Dayton develops, the City should encourage public-realm seating both in the ROW and on private property. This seating can be incorporated in to the building form, such as seat-walls, to encourage pedestrian activity and to activate the front of larger commercial or mixed-use developments.

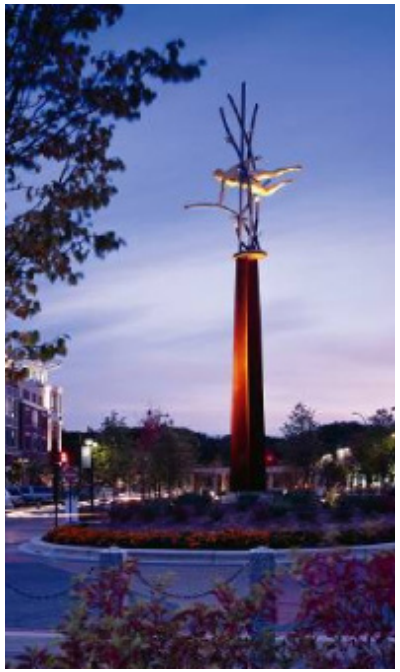
Gateway Monuments

Gateway monuments are typically larger structures that denote an entrance into a special area, neighborhood or district. These monuments should function as a major visual element that can be designed to reinforce a desired character or image of a district or neighborhood.

Public Art

Public art has the ability to create a unifying element within the City while enhancing the pedestrian experience within the public realm. It is recommended that a public art budget be included as part of any future public improvement projects in the City. Its also important to utilize local artists when feasible connecting Dayton to the regional arts

Public art should be located on streets and in public spaces with high volumes of pedestrian traffic to enhance a pedestrian's experience and denote a unique and special place for people to enjoy.



Intersection Treatments

Intersection improvements should consider the needs of all travel modes. While vehicular traffic flow should be carefully considered, creating safe crossings and accommodating pedestrians and bicycles as much as possible in the available right-of-way should take precedence.

Design Principles:

The following should be incorporated into the planning of pedestrian crossing improvements.

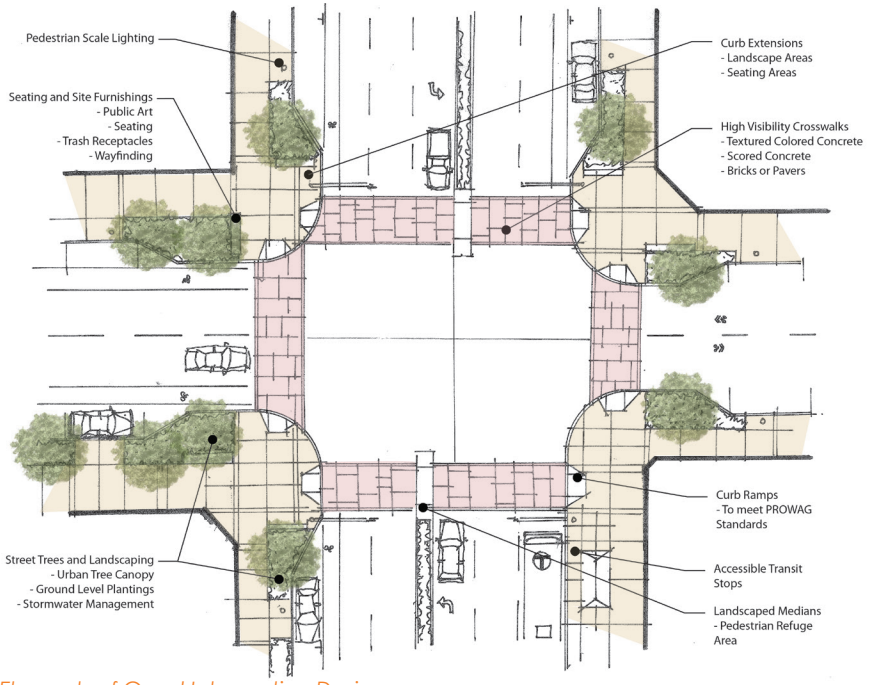
Pedestrian safety and convenience measures should be considered as key components of the improvement to the public realm. Pedestrians traveling along new corridors, especially students from the local schools should have safe and convenient crossing opportunities. For the safety of pedestrians and bicyclists, various pedestrian safety enhancement measures, such as curb extensions, no right-turns on red signals, enhanced pedestrian crossings and improved signalization should be implemented. Pedestrian crossings must meet accessibility standards and guidelines.

Intersection Design

Most conflicts between roadway users occur at intersections, where the different modes cross each other's path. Good intersection design provides clear indication to those approaching the intersection what they must do and who has to yield.

The following principles apply to all intersections:

- Good intersection designs are compact
- Unusual conflicts should be avoided
- Simple right-angle intersections are best for all users since many intersection problems are worsened at skewed and multi-legged intersections
- Free-flowing movements should be avoided
- Access management practices should be used to remove additional vehicular conflict points near the intersection
- Signal timing should consider the safety and convenience of all users and should not hinder bicycle or foot traffic with overly long waits or insufficient crossing times



Elements of Good Intersection Design

Intersection Sight Triangles

A corner triangle of 30 feet by 30 feet should be kept clear of any unnecessary visual obstruction. In addition, minimal obstructions should be maintained in a sight triangle defined using AASHTO recommended methodologies and appropriate street cross-section and intersection designs.

Intersection Improvements

Bollards, planters, or other fixed objects should be used at primary intersections where necessary to protect pedestrians and prevent vehicles from driving onto the sidewalk.

The following elements should be considered in intersection designs:

- **Curb Ramps-** Curb ramps provide pedestrian access between the sidewalk and roadway for people using wheelchairs, strollers, bicycles, and pedestrians who have trouble stepping up and down high curbs. Curb ramps must be installed at all intersections where pedestrian crossings exist.
- **Advance Stop Bar Markings-** Stop bar markings extend across all approach lanes to indicate where vehicles must stop in compliance with a pedestrian crosswalk at an intersection. These markings reduce vehicle encroachment into the crosswalk and improve drivers' view of pedestrians.Advance stop lines should be considered at all primary signal-controlled intersections with marked crosswalks.

Accessible and Countdown Pedestrian Signals

Accessible pedestrian signals (APS) provide information in non-visual format (such as audible tones, verbal messages, and/or vibrating surfaces). APS should be provided at all signalized intersections.

Special Intersection Paving and Crossing Treatments

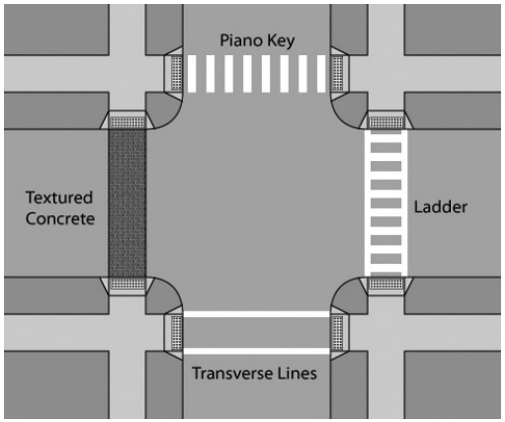
Special intersection paving treatments can break the visual uniformity of streets, highlight pedestrian and bicycle crossings as an extension of the public realm, and announce key locations.

Paving treatments can include the following applications:

- Special intersection paving treatments include integrated colors, textures, and scoring patterns.
- Special Pavers - A distinctly patterned paver may be applied to distinguish intersection crosswalks from the rest of its surroundings.

High Visibility Crosswalk Markings

High visibility crosswalk marking is an added feature beyond the use of the standard or enhanced pavement markings, colored pavement, or special pavers. High visibility crosswalk markings can be in the form of signage, special pavement markings, flashers, or in-ground lights. These markings should be provided at all mid-block crossings and at intersection crossings where no traffic control is provided. When used, the minimum enhancement should include a stop bar and ladder style markings, which are perpendicular lines that accompany the standard parallel markings to delineate the pedestrian crossing areas.



Appendix

Visual Preference Survey Results

	Strongly Negative			Neutral			Strongly Positive		Comments
Total Survey	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**Total**	
Local Parkway Examples									
1	0	0	1	4	5	4	1	60	Metal fence, no pavers hard to maintain, white rural fence good | Median too narrow | Wider median | Gated entry structure, not welcoming | Don't like pavers | Good for River Hills | No brick items, like the different trails, skinny median | Fence w/stone, picket - how diff. to manage but like the look | Narrow medians, not a fan of cobbles
2	0	1	2	9	1	2	0	46	Landscaping is really nice | Don't like back of trail | Hate big monuments | Too industrial | Sign too big, medians wide, like planting | Too much grass
3	0	0	0	6	4	4	0	54	Simple & clean | Like color concrete curb | Don't like width | No pavers | Fieldstone natural | Better median, good mix tree/shrubs
4	0	0	0	2	0	7	4	65	Natural landscaping | Like hills w/vegitation | No median, love natural | 2 lanes | Stone | Looks natural (good) | Like natural planting & bitu trail | Natural protection | Great for residential, like the surves, more needed w/median, protects existing natural area | Little narrow
5	1	1	1	4	5	2	0	45	Sidewalk too close to road, need more trees | No trees | Love natural, don't care for wall | No trees in median (bad) | Good for high speed road | Too highway like | Ok lights, median needs trees
6	7	7	0	0	1	0	0	11	Natural vegitation on edges was good - that's it | Plain | It has nothing | Ugly, plain |
7	5	3	4	3	0	0	0	20	Sidewalk next to road - bad | Too close to road | No blvd | Sidewalk too close | Sidewalk too close to road | Trail too close
8	0	0	3	0	4	7	1	63	Too forced - not natural | Wide park in median | Too complicated, like interaction | Like the trees | Very interesting, like the community elements | Unique storm water

	Strongly Negative			Neutral			Strongly Positive		Comments
Total Survey	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**Total**	
Signange Elements									
1	4	0	2	7	0	2	0	35	Bulky
2	3	3	1	1	4	3	0	39	
3	2	0	1	4	4	4	0	50	
4	5	5	1	2	0	2	0	23	
5	2	3	5	2	1	1	1	34	
6	5	4	3	3	0	0	0	19	
7	6	0	5	2	2	0	0	24	No digital
8	3	2	3	2	1	3	1	39	
9	0	0	5	3	4	1	2	52	
10	2	0	2	1	7	2	1	51	
11	0	0	1	3	3	4	2	55	
12	2	0	3	2	2	5	0	45	
13	1	0	1	3	3	5	2	60	Closest to yes
14	4	0	3	2	4	1	0	33	
15	7	4	2	1	0	0	0	11	
16	2	2	0	4	3	5	1	57	
17	0	1	0	4	3	4	3	63	
18	5	2	3	1	0	3	1	32	
19	3	3	3	2	2	0	2	35	
20	2	2	2	5	1	2	1	41	
21	3	4	4	3	1	0	0	25	
22	3	1	4	2	3	1	0	32	
23	2	2	1	2	3	4	0	42	
Lighting / Banner Poles									
1	1	1	3	3	4	0	2	44	
2	0	1	2	6	3	1	2	52	
3	9	2	3	0	1	0	0	12	
4	9	4	1	1	0	0	0	9	
5	0	4	1	5	2	3	0	44	
6	0	1	2	3	5	4	0	54	
7	0	0	1	2	5	4	3	66	
8	9	3	2	1	0	0	0	10	
9	1	1	2	5	2	3	1	49	No flags, no double flags
10	1	1	1	4	5	1	2	52	
11	3	2	3	4	1	2	0	34	
12	1	2	0	3	2	5	2	56	
13	2	2	4	1	1	2	3	45	No flag | Too many happen | Light ok - not anything else

	Strongly Negative			Neutral			Strongly Positive		Comments
Total Survey	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**Total**	
Landscaping									
1	0	1	1	1	6	5	1	61	
2	0	0	0	5	2	7	1	64	
3	0	0	4	8	1	2	0	46	
4	2	2	1	6	2	1	1	41	
5	1	2	1	2	3	5	1	53	Texture
6	0	0	0	2	4	7	2	69	Prairie
7	1	0	5	3	3	2	1	47	
8	0	2	4	2	3	1	3	51	
9	0	0	1	1	6	4	3	67	
10	0	0	1	1	3	4	6	73	
11	1	2	3	2	2	4	1	48	Like the texture
12	1	1	0	2	7	3	1	56	
13	3	1	3	3	1	3	1	41	
Pedestrian Amenities									
1	0	0	1	4	5	3	2	61	
2	2	1	7	1	2	2	0	36	
3	5	3	7	0	0	0	0	17	
4	7	5	2	1	0	0	0	12	
5	6	7	2	0	0	0	0	11	Too close
6	6	6	2	0	0	0	1	16	
7	3	3	7	2	0	0	0	23	Grassy | Needs bigger median
8	0	2	2	8	2	0	0	38	
9	1	1	1	5	6	1	0	47	
10	0	0	0	2	4	5	4	71	
11	1	4	1	7	1	1	0	36	
12	0	0	5	6	4	0	0	44	
13	2	2	2	7	2	0	0	35	
14	0	1	2	3	3	6	0	56	
15	0	0	1	4	5	5	0	59	
16	1	0	1	4	2	5	1	53	Urban look

NOTTINGHAM PARKWAY

MAPLE GROVE, MN

ROADWAY CLASSIFICATION
OTHER ARTERIAL (CLASS BELOW A MINOR ARTERIAL)

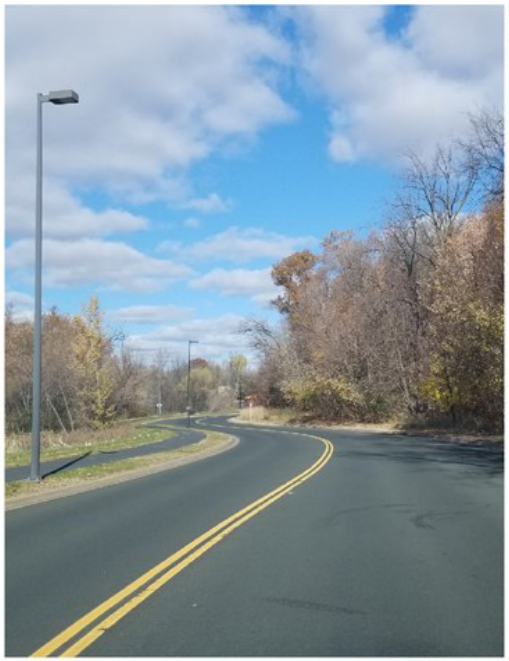
ROW WIDTH
75'

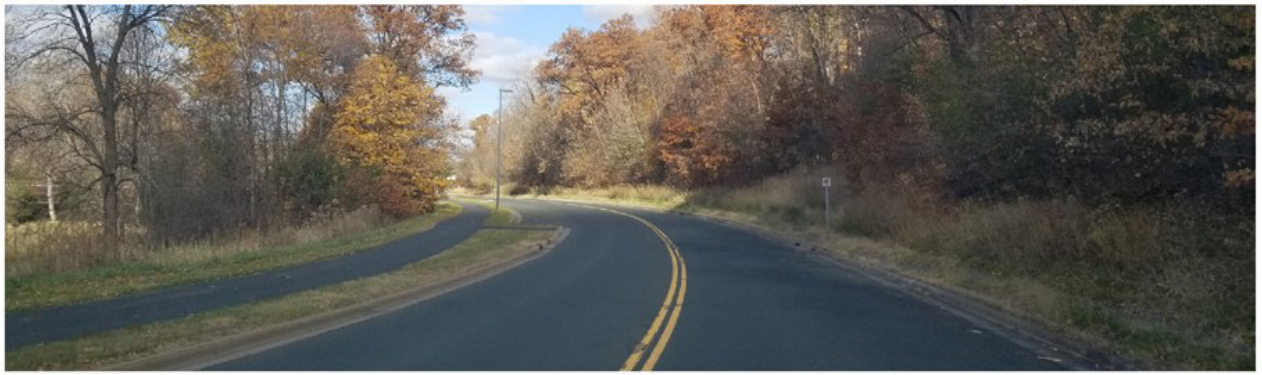
NUMBER OF LANES
(2) LANES - NO TURN LANES

SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL ON BOTH SIDES (WHEN ALLOWED)

MEDIAN
NO MEDIAN EXCEPT AT ONE MAIN INTERSECTION

AMENITIES
LIGHTING, DECORATIVE BRIDGE TREATMENTS





RAMSEY PARKWAY

RAMSEY, MN

ROADWAY CLASSIFICATION
LOCAL ROAD

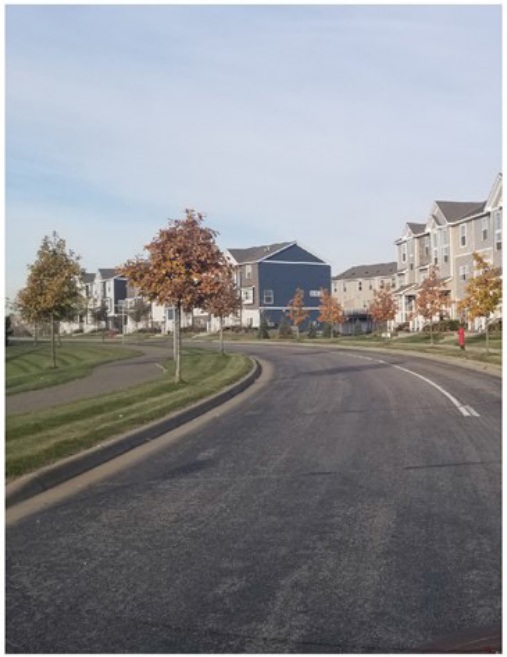
ROW WIDTH
110' - 400'

NUMBER OF LANES
(2) LANES WITH MEDIAN

SIDEWALKS/TRAILS
MULTIPLE TRAIL CONNECTIONS

MEDIAN
EXTENSIVE MEDIAN WITH AMENITIES

AMENITIES
LIGHTING, SEATING, PARK/COMMUNITY GATHERING SPACE, STORMWATER TREATMENT, LANDSCAPING , TREES



Positive

FRANKFORT PARKWAY

ST. MICHAEL, MN

ROADWAY CLASSIFICATION
COLLECTOR

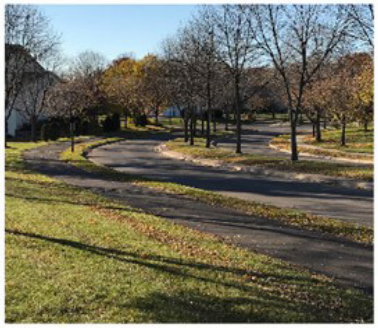
ROW WIDTH
RANGES FROM 85' - 115'

NUMBER OF LANES
(2) LANES W/ TURN LANES

SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL & CONCRETE SIDEWALK

MEDIAN
CURBED W/ SOD, PLANTING BEDS, TREES

AMENITIES
WIDE MEDIAN, DECORATIVE LIGHTING, ENTRY MONUMENTS, BENCHES, DECORATIVE CONCRETE CROSSWALKS, PAVERS INSIDE CURB OF MEDIAN, IRRIGATION



MAIN STREET

MAPLE GROVE, MN

ROADWAY CLASSIFICATION
MAJOR COLLECTOR

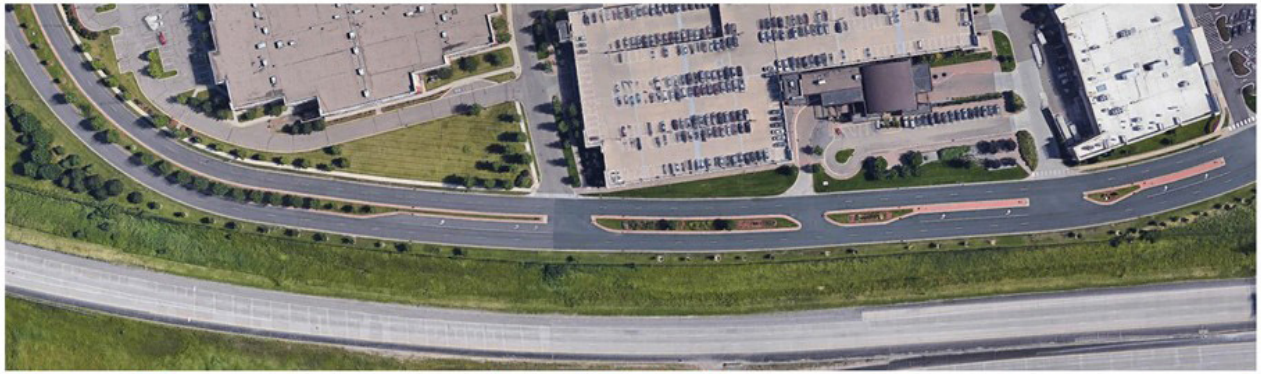
ROW WIDTH
100'

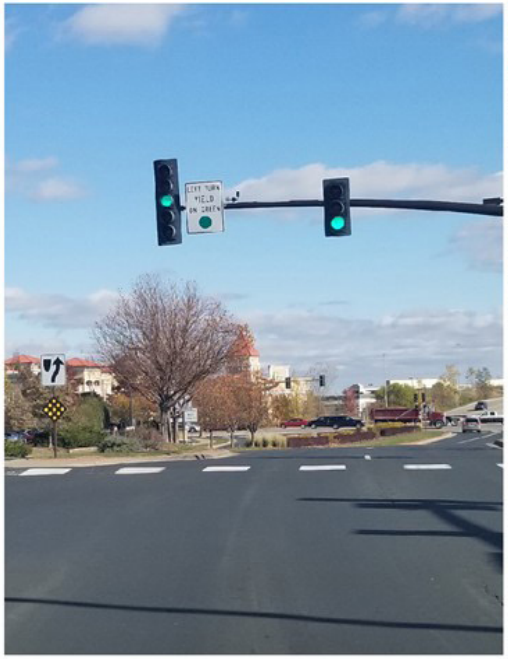
NUMBER OF LANES
(4) W/ INTERIOR TURN LANES

SIDEWALKS/TRAILS
5' WIDE CONCRETE WALKS ON BOTH SIDES

MEDIAN
SOD, TREES, COLOR CONCRETE EDGING, COLOR CONCRETE MEDIAN AT TURN LANES

AMENITIES
COLORED CONCRETE AND PLANTINGS AT MEDIAN. LIGHTING, IRRIGATION





MAPLE GROVE PARKWAY

MAPLE GROVE, MN

ROADWAY CLASSIFICATION
A-MINOR EXPANDER

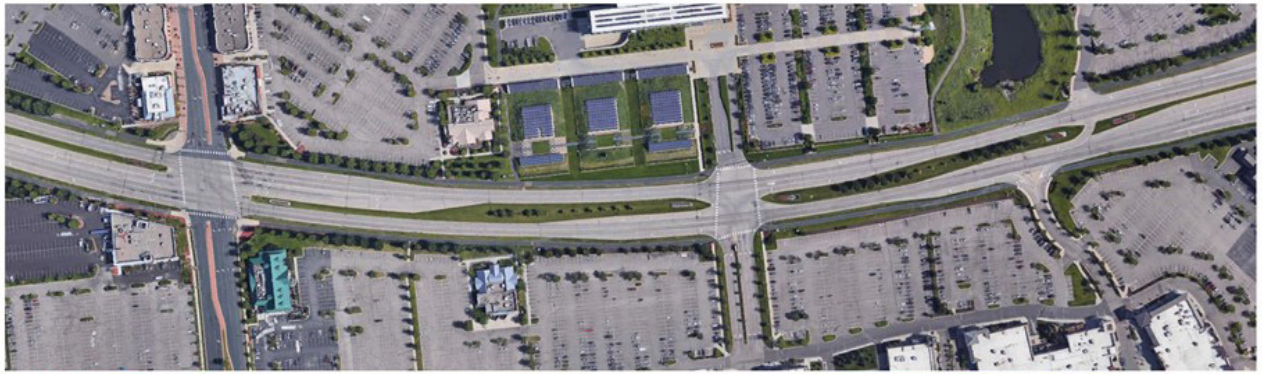
ROW WIDTH
150'

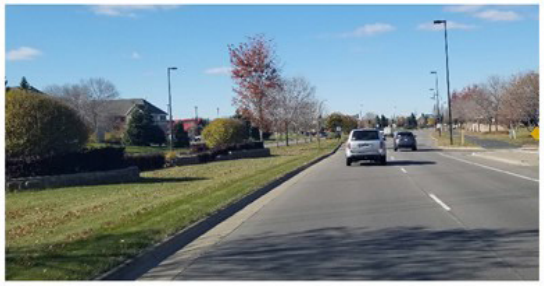
NUMBER OF LANES
(4) LANES W/ CENTER AND EXTERIOR TURN LANES

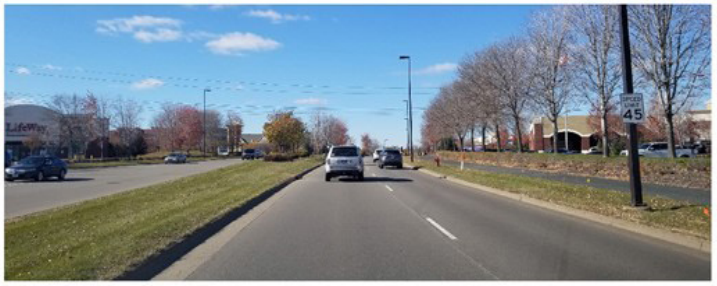
SIDEWALKS/TRAILS
10' WIDE BIT. TRAILS ON BOTH SIDES

MEDIAN
CURBED W/ SOD, PLANTING BEDS, TREES

AMENITIES
VERY WIDE MEDIAN, RAISED PLANTING BEDS, LIGHTING, ENTRY MONUMENTS, BENCHES, IRRIGATION







BASS LAKE ROAD

MAPLE GROVE, MN

ROADWAY CLASSIFICATION
MINOR ARTERIAL

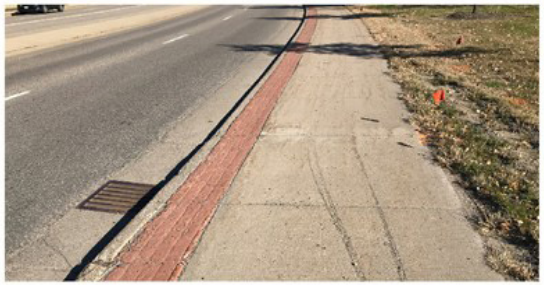
ROW WIDTH
75'

NUMBER OF LANES
(4) LANES W/ CENTER AND EXTERIOR TURN LANES

SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL ON BOTH SIDES

MEDIAN
CURBED W/ SOD, PLANTING BEDS, TREES

AMENITIES
LIGHTING, DECORATIVE BRIDGE TREATMENTS



ROCKFORD ROAD

PLYMOUTH, MN

ROADWAY CLASSIFICATION
A-MINOR ARTERIAL

ROW WIDTH
110'

NUMBER OF LANES
(4) LANES W/ CENTER AND EXTERIOR TURN LANES

SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL ON BOTH SIDES

MEDIAN
CONCRETE MEDIAN

AMENITIES
MEDIAN, TRAILS

PEONY LANE

PLYMOUTH, MN

ROADWAY CLASSIFICATION
A-MINOR ARTERIAL

ROW WIDTH
100'

NUMBER OF LANES
(2) LANES - CENTER TURN LANES AND LARGE SHOULDER

SIDEWALKS/TRAILS
10' WIDE BIT. TRAIL & CONCRETE SIDEWALK

MEDIAN
NO MEDIAN

AMENITIES
SOD BOULEVARD

Signage Elements

17 Positive 63

13 Positive 60

16 Neutral 57

11 Neutral 55

9 Neutral 52

10 Neutral 51

3 Neutral 50

12 Negative 45

23 Negative 42

20 Negative 41

8 Negative 39

2 Negative 39

1 Negative 35

19 Negative 35

5 Negative 34

14 Negative 33

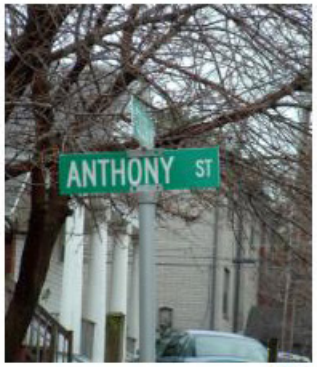
18 Negative 32

22 Negative 32

21 Negative 25

7 Negative 24

4 Negative 23



6 Negative 19

15 Negative 11

Lighting / Banner Poles

7 Positive 66

12 Neutral 56

6 Neutral 54

2 Neutral 52

10 Neutral 52

9 Negative 49

13 Negative 45

1 Negative 44

5 Negative 44

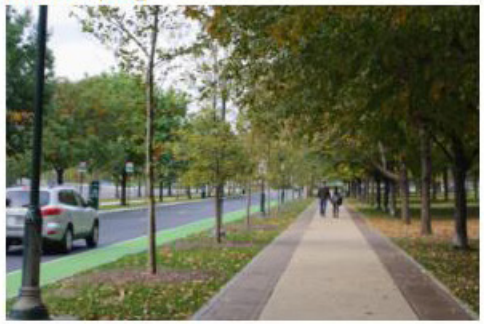
11 Negative 34

3 Negative 12

8 Negative 10

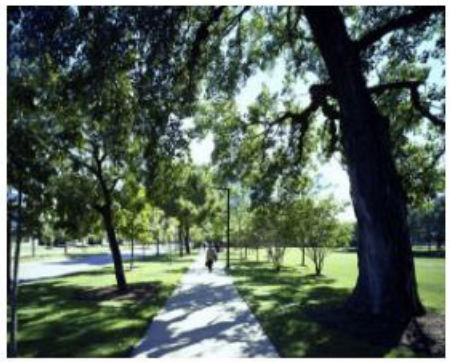
4 Negative 9

Landscaping

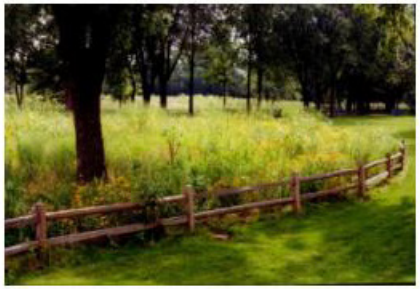


10 Positive 73

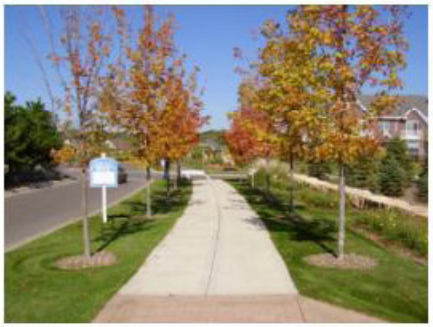
6 Positive 69



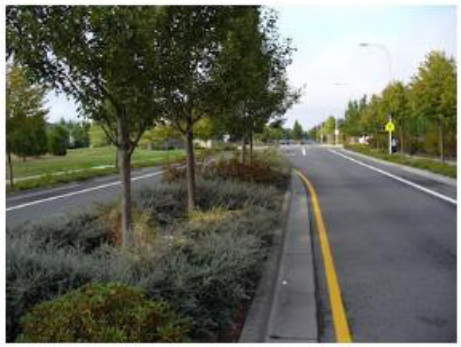
9 Positive 67



2 Positive 64



1 Positive 61



12 Neutral 56

5 Neutral 53

8 Neutral 51

11 Negative 48

7 Neutral 47

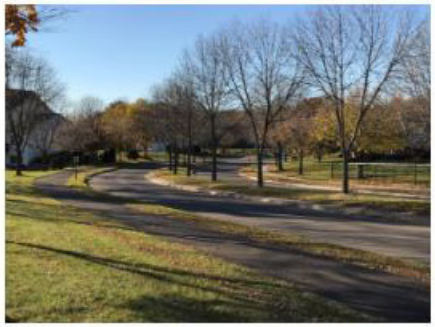
3 Negative 46

4 Negative 41

13 Negative 41

Pedestrian Amenities

10 Positive 71



1 Positive 61

15 Neutral 59

14 Neutral 56

16 Neutral 53

9 Negative 47

12 Negative 44

8 Negative 38

11 Negative 36

2 Negative 36

13 Negative 35

7 Negative 23

3 Negative 17

6 Negative 16

4 Negative 12

5 Negative 11