

SECTION 4: TRANSPORTATION

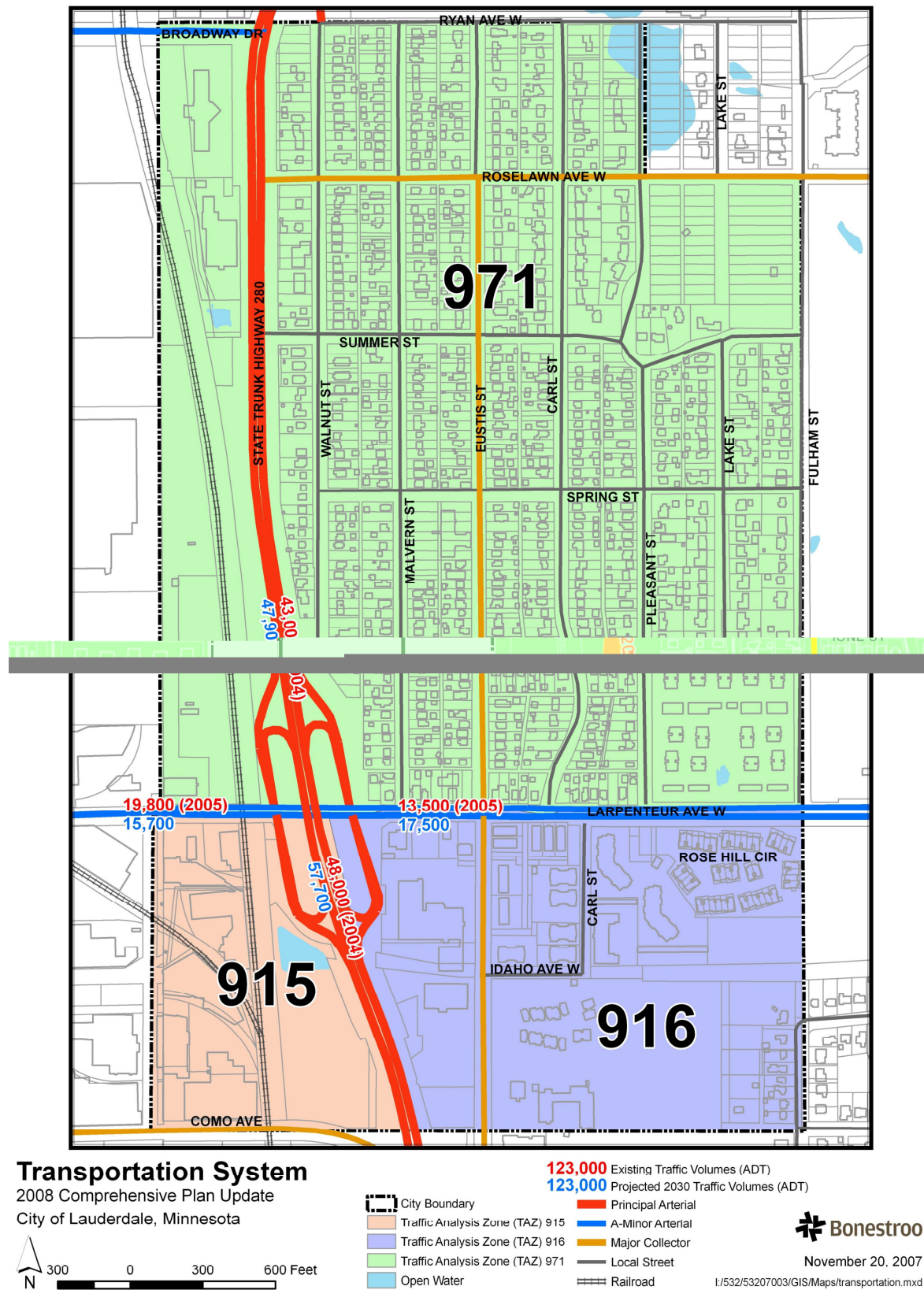
The transportation section of the Comprehensive Plan provides information related to traffic analysis zones, highways and local streets, transit, bike and pedestrian accommodations, and aviation as required by the Metropolitan Council. Also discussed are Lauderdale specific issues. The section is outlined as follows:

- Functional Classification of Streets and Highways
- Current and Projected Traffic Counts
- Future Roadways and Right-of-Ways
- Planned Improvements to the Regional Highway System
- Forecasted Population, Households and Employment by Traffic Assignment Zone (TAZ)
- Review of Metropolitan Council Policies Applicable to Lauderdale
- Capacity and Safety Issues
- Bike and Pedestrian Plan
- Transit Plan
- Aviation Plan

Transportation Goals

- Provide safe local roads for Lauderdale residents.
- Partner with neighboring cities, Ramsey County, and Mn/DOT on road improvements and management for safe access for all travelers passing through Lauderdale.
- Plan for the traffic and parking needs that result from redevelopment.
- Provide residents maximum opportunity to access transit systems.
- Create a pedestrian and bicycle transit plan.

Map 4-1: Highway, Roadway, and TAZ Map



Functional Classification of Streets and Highways

The transportation system is comprised of several categories of streets and highways. The classification of each street or highway is determined by its location and design characteristics. This is done to maintain uniformity of transportation plans for communities in the metropolitan area. The functional categories that are situated in Lauderdale are: principal arterial, A-minor arterial, urban collector, and local streets (Table 4-2).

Principal Arterial - Lauderdale has one principal arterial within its borders, Trunk Highway 280 (TH280). Until the Interstate 35W (I-35W) bridge collapse, this road provided access to and from Lauderdale at five separate intersections (Walnut Street,

Broadway Drive, Roselawn Avenue, Larpenteur Avenue, and Como Avenue). The primary access to the community has always been at Larpenteur Avenue. That Larpenteur entrance points are even more important as TH280 is the official I-35W detour and Mn/DOT closed access at Walnut Street, Broadway Drive, and Roselawn Avenue. To meet the new traffic needs, the Larpenteur/East Hennepin Bridge was turned from a clover-leaf design into a diamond shaped intersection with traffic controls on the bridge. Prior to the bridge collapse, TH280 carried an average of 49,000 vehicles daily south of Larpenteur Avenue and 45,500 vehicles north of the Larpenteur Avenue bridge. Mn/DOT official told City officials at a recent public meeting that TH280 traffic counts are 200 – 250% higher since the bridge collapse.

Mn/DOT maintains contact with the City in preparation for the replacement of the Larpenteur / East Hennepin Bridge. Bids are expected to be let in February 2009 for construction starting in April 2009 with completion by August 2009. The emergency reconfigurations to the exit / entry ramps are a small-scale version of the proposed changes that include a diamond interchange. Other details are yet to be determined or negotiated. The City plans to actively participate in the design process for the following reasons:

- *TH280 separates the western edge of Lauderdale from the rest of the City. The commercial area along Broadway Drive is especially isolated from City services.*

Table 4-2 City Thoroughfares and Streets			
Roadway	Jurisdiction	Classification*	Length Total (ft)
Highway 280	State Highway	Principal Arterial	5,000
Larpenteur	County	A Minor Arterial	2,750
Roselawn	County	Urban Collector	2,400
Eustis	County	Urban Collector	4,200
	City		600
Fulham	County	Urban Collector	2,750
	City		325
Broadway	City	Urban Collector	350
Carl	City	Local Street	4,200
Idaho	City	Local Street	450
Ione	City	Local Street	2,050
Lake	City	Local Street	1,425
Malvern	City	Local Street	3,375
Pleasant	City	Local Street	3,125
Ryan	City	Local Street	1,125
Spring	City	Local Street	2,100
Summer	City	Local Street	2,125
Walnut	City	Local Street	2,900
Total Feet			41,250
Total Miles			7.8
See Appendix A for road classification.			
Source: 1991 Road Study by Springsted & 1996 City Maps			

- *The highway interchange at Larpenteur Avenue takes up a significant amount of space.* An expansion could disturb homes and businesses. The City wants to see the least amount of developable, taxable land turned into roadway right-of-way.
- *The highway creates a noise nuisance.* Previously, the City Council decided not to recommend construction of a sound wall; however, this has been reconsidered in light of changes along TH280 since the I-35W bridge collapse.

“A” Minor Arterial - Lauderdale’s only “A” Minor Arterial is Larpenteur Avenue. Larpenteur carried an average of 13,500 cars daily in 2005 and serves many functions within the City:

- Larpenteur Avenue is the City’s commercial district primarily at the Eustis Street intersection.
- Larpenteur Avenue is an access road to TH280 for residents of Lauderdale, Falcon Heights, and Roseville.
- Larpenteur divides Lauderdale into a single-family residential district and a commercial / industrial / multi-family residential district.

Urban Collectors - Lauderdale’s urban collector roads are Eustis Street, Fulham Street, and Roselawn Avenue. Daily traffic on Eustis Street between Como and Larpenteur in 2005 was 3,800 vehicles; 1,050 cars traveled on Eustis Street north of Larpenteur. Roselawn Avenue averaged 1,700 vehicles between Fulham Street and Eustis Street with only 940 cars continuing to Walnut Street in 2005. Fulham Street’s average daily vehicle count in 2005 was 660. While Fulham carries less traffic than Roselawn or Eustis it is a “shortcut” between Roselawn and Larpenteur Avenues for Roseville residents, Midland Hill golfers, and the owners of the new residences at Midland Hills.

Local Streets - Lauderdale’s local streets include Walnut, Malvern, Carl, Pleasant, Lake, Summer, Spring, Ione, and Idaho. Since the previous Comprehensive Plan, all of the City streets north of Larpenteur Avenue were reconstructed with new water, sanitary sewer, and storm sewer lines, and paved surfaces between 2000 and 2003. The City bonded for these projects with payments ending in 2015.

Border Streets - Lauderdale is bordered on the north by Ryan and Roselawn Avenues, on the east by Pleasant and Fulham Streets, on the south by Como Avenue, and on the west by 33rd Avenue Southeast.

Alleys - The alleys in Lauderdale were reconstructed in 1993 and improved/ paved during the City road reconstruction projects. The City continues to maintain the alleys.

Current and Projected Traffic Counts

Map 4-1 and Table 4-3 show the current and projected traffic counts for TH280 and county roads. TH280 averaged 35,000 cars per day in 1991. By 2004, traffic counts totaled 43,000 to 48,000. TH280 is projected to carry 57,700 cars per day between Lauderdale's southern border and Larpenteur Avenue and 47,900 north of Larpenteur Avenue by 2030.

Table 4-3			
Traffic Counts and Projected Traffic Counts (per day)			
	1991	2004 / 2005	2030
Highway 280	35,000	43,000 – 48,000	47,900 – 57,700
Larpenteur Avenue		13,500 – 19,800	15,700 – 17,500
Eustis Street		1,050 - 3,800	
Roselawn Avenue		940 – 1,700	
Fulham Street		660	
Source: Mn/DOT & Met Council			

Currently, Larpenteur Avenue carries 17,500 vehicles east of TH280 and 15,700 vehicles west of TH280 each day. The projections for Larpenteur Avenue for 2030 are stable; vehicle counts are projected to be 15,700 heading west across the Highway 280 bridge and 17,500 heading east.

The other county roads carry less traffic each day but are significant to local users. Eustis Street carries 1,050 vehicles daily north of Larpenteur Avenue but 3,800 between Larpenteur and Como Avenues. During the traffic count, Roselawn carried 940 - 1,700 vehicles while Fulham carried 660 vehicles. Since TH280 access at Roselawn closed after the I-35W bridge collapse, people have found alternate routes. The City does not know if the traffic was diverted to Eustis Street or Fulham Street or rerouted through Falcon Heights and Roseville.

Future Roadways and Right-of-Ways

As a fully developed City, Lauderdale has no plans for new city streets or plans for future right-of-way acquisition. Recently, Mn/DOT staff asked the City to inventory its right-of-way for purposes of expanding TH280 and the City complied with that request.

Planned Improvements to the Regional Highway System

The Metropolitan Council asked cities to include the planned improvements to the metropolitan highway system listed in Tables 4-9 and 4-10 of the *Transportation Policy Plan*. None of the improvements are planned for road segments within Lauderdale.¹³

¹³ Information available at:
http://www.metrocouncil.org/planning/transportation/TPP/2004/TPP04Chapter4_Final.pdf#page=35.

Forecasted Population, Households and Employment by Traffic Analysis Zone (TAZ)

The City is sectioned into three traffic analysis zones.

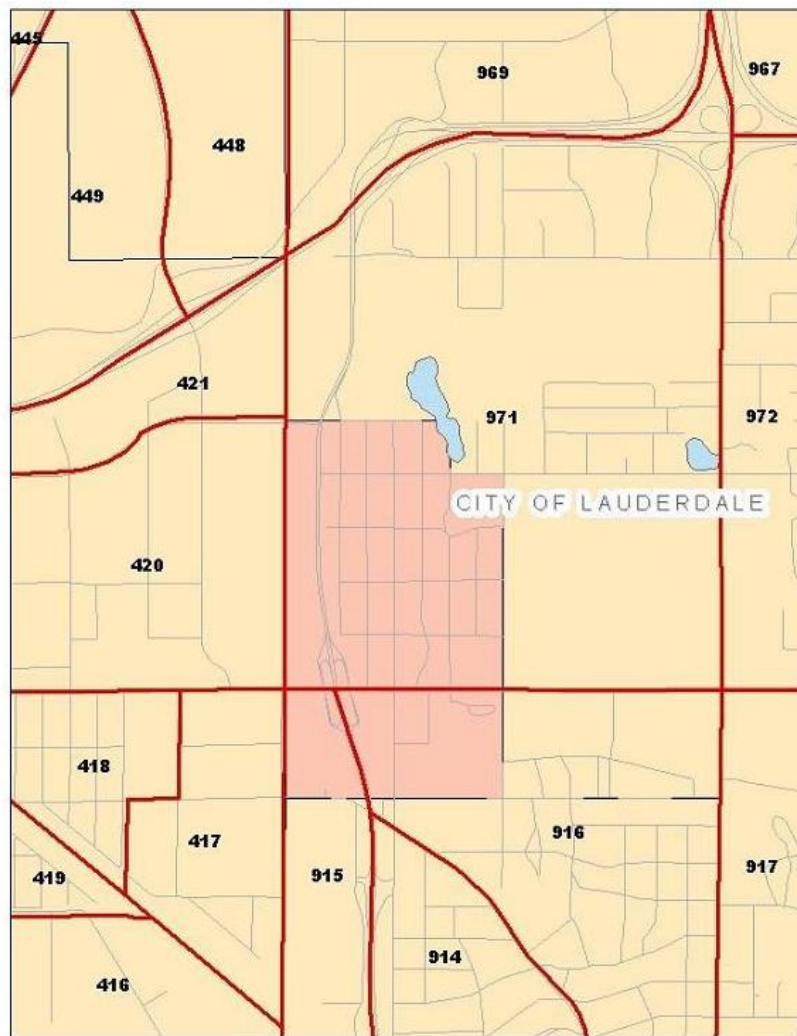
TAZ 915 extends from the City's western border to the middle of TH280 on the east and from the City's southern border to Larpenteur Avenue on the north.

TAZ 916 extends from the middle of TH280 on the west to the City's eastern border and from the City's southern border to Larpenteur Avenue on the north.

TAZ 971 is the largest of the City's TAZs and encompasses all City land from Larpenteur Avenue to the north.

Map 4-4: Lauderdale Traffic Analysis Zones

TAZs in Lauderdale and Vicinity



Even though fully developed, the Metropolitan Council projects Lauderdale's employment, households, and overall population to grow.

As explained in *Section 3*:

Land Use Planning, the City

expects to accommodate the growth through redevelopment of the Larpentour Avenue Corridor.

As a result, there will be some changes to the allocation of population, households, and employment among the City's TAZs.

Table 4-5: Forecast of Population, Households, Employment					
	1990	2000	2010	2020	2030
Population	2,700	2,364	2,400	2,600	2,600
Household	1,166	1,150	1,160	1,250	1,250
Employment	500	700	730	750	800
Source: Metropolitan Council					

Population and Household

Between 2007 and 2010, Metropolitan Council planners predict 36 new Lauderdale residents and 10 new households. These will be accommodated in existing housing and rental units since no new housing projects are anticipated before 2010.

After the City completes its analysis of the Larpentour Avenue corridor, and determines whether the market supports redevelopment of the vacant buildings and lots, the City may rezone a portion of the corridor for mixed use. The mixed use designation, the development of a design plan, and the offering of development incentives (monetary or non-monetary) will ideally replenish the commercial corridor. New housing and commercial establishments would be created along Larpentour Avenue and expanded as the mixed used area expands per the land use staging plan (page 28).

The population and households forecasted would be accommodated in TAZ zones 916 and 971.¹⁴ Larpentour Avenue divides the two TAZs and Table 4-6 shows the anticipated growth in households and population is split between the two zones between now and 2010. Table 4-6 reflects the expectation that more people and households will reside in TAZ 916 as the area south of Larpentour Avenue is redeveloped for mixed uses. A Lauderdale business south of Larpentour indicated their intent to move, potentially opening a sizable piece of real estate for residential or commercial use. Some new residents and households would be accommodated in TAZ 971 as the mixed use area expands north of Larpentour Avenue per the staging plan (page 28).

Employment

City research shows that Lauderdale's current employment figure¹⁵ already exceeds the Metropolitan Council 2020 forecast. This will change if New Mech finds an alternative location for its headquarters. Lauderdale would lose 200 of its 700 plus employees located in TAZ 216.

Similar to population and household growth, job replacement and growth is expected to center around the Larpentour Avenue / Eustis Avenue intersection (TAZs 916 and 971) due to the creation of a mixed use corridor previously described.

¹⁴ TAZ 915 houses Lauderdale's industrial area and housing is not expected in that area.

¹⁵ Total employment of 765 per May 2007 phone survey. Full results found on page 18.

Table 4-6: Allocation of Forecasts to Traffic Analysis Zones (TAZ)

TAZ	2000			2010			2020			2030		
	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp
915	0	0	318	0	0	340	0	0	340	0	0	340
916	832	555	295	850	560	305	1,000	625	315	1,000	625	340
971	1,532	595	87	1,550	600	85	1,600	625	95	1,600	625	120
Totals	2,364	1,150	700	2,400	1,160	730	2,600	1,250	750	2,600	1,250	800

Pop = Population forecasts HH = Households forecasts Emp. = Employment forecasts

Metropolitan Council Policies Applicable to Lauderdale.

The second policy of the Metropolitan Council is to “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.”

Lauderdale fully supports this policy directive, especially as it relates to connecting land use and transportation policies. The 18 policies outlined in chapter 3 of the *Transportation Policy Plan* affect Lauderdale to varying degrees. The City defers planning for state and county road and expects the responsible road entity will coordinate transportation investments with the Metropolitan Council and solicit public input.

Two of the policies and strategies identified are of particular interest for Lauderdale. Policy 1 highlights the intensification of job centers and areas with medium-to-high residential density to create livable communities with access to transit. A number of local businesses that offered services to the community closed in recent years. As Lauderdale is nestled between a golf course and industrial area, the ability to walk or bike to retail establishments in St. Paul and Falcon Heights is limited. As previously described, the City is looking at the viability of redevelopment along Larpenteur Avenue. The preference is a compact, mixed use design that focuses on transit, pedestrian and bike accessibility, and commercial space. The City strongly favors commercial businesses that meet local resident needs to limit the need for parking and expanded access.

Policy 15 directly relates to the previous discussion. The policy reads: “Develop and Maintain Efficient Pedestrian and Bicycle Travel Systems. Safe, high-quality, continuous, barrier-free pedestrian and bicycle facilities must be developed, maintained and improved to function as an integral part of the region’s transportation system.”

Lauderdale residents and staff participated in a Walkable Communities Workshop in May 2006 and discussions on improving paths and roads for the safety of recreational walkers and bikers and those accessing transit on Larpenteur and Como Avenues have continued since. The City engaged neighboring cities on this topic as the creation of a walkable, bikeable area that can replace car trips requires cross-jurisdictional planning. For the Comprehensive Plan, the City created a bicycle and pedestrian plan found on page 54.

Capacity and Safety Issues

Trunk Highway 280

Larpenteur / East Hennepin Avenue Bridge Replacement. Mn/DOT repaved TH280 in 2005 and the City is aware of Mn/DOT plans to reconstruct the Larpenteur / East Hennepin Avenue Bridge. The bridge is considered operationally deficient as it fails to meet capacity, bridge clearance for truck transport, and provide entrance and exit lanes appropriate for modern speeds. The City will work with Mn/DOT to create a bridge that meets motorized vehicles *and* bicycle / pedestrian needs. Additionally, the City will work with Mn/DOT during the reconstruction phase to ensure worker and driver safety, and to the extent possible, ongoing access to Lauderdale businesses along Larpenteur Avenue.

Access closed to TH280 at Roselawn Avenue. The emergency closure of this access point in August 2007 significantly reduced traffic along Roselawn Avenue. The City may request permanent closure of the access point as it minimizes thru traffic and closes an entrance/access point to the highway that did not have adequate acceleration/deceleration lanes.

Access closed to TH280 at Walnut Street (at Ryan). This small strip of road is in Roseville, but was primarily used by Lauderdale residents. Previously, closing the north end of Walnut Street was an emergency response concern. Lauderdale began contracting for 24-hour police protection in 2007, in addition to ongoing fire service from the City of Falcon Heights and ambulance service from the City of St. Paul. With 24-hour police patrol and other emergency services coming from the east, the closure of Highway 280 at Walnut Street is no longer a public safety concern.

Sound Wall Construction. In October 2007, residents expressed their desire for a sound wall at a City Council meeting held in conjunction with Mn/DOT. The wall would curb noise and create a physical barrier between the cars on Highway 280 and residents' backyards.

Larpenteur Avenue

Ramsey County reconstructed Larpenteur Avenue since the last Comprehensive Plan. Currently, the Larpenteur / Eustis intersection poses some safety concerns that Lauderdale would like Ramsey County to continue monitoring. The steep embankment that runs along Eustis from Larpenteur Avenue to Como Avenue creates a blind intersection for vehicles crossing or turning onto Larpenteur Avenue.

The potential commercial and housing redevelopment along Larpenteur Avenue creates parking and access challenges. Redevelopment plans will have to address access for safety reasons as well as the economic viability of any business that would like to open along the corridor.

County Roads

Ramsey County is responsible for the ongoing maintenance of the county roads: Roselawn, Fulham, Eustis, and Larpenteur. Fulham Street was repaved since the last Comprehensive Plan and Roselawn Avenue's road condition rating does not make it a candidate for improvement. The City's focus is the condition of Eustis Street.

The only portion of Eustis Street receiving a poor enough rating by Ramsey County to qualify for replacement is the concrete apron at the Eustis/Larpenteur Avenue intersection (by Super USA). The City renewed county road turn-back discussions with Ramsey County in 2007. The City proposed a joint plan to improve Eustis Street before the City took over as the road authority. The City's concern is that the road's surface is deteriorating, the infrastructure under the street is aging, and the road needs bike/pedestrian improvements to improve access to the bus stops on Larpenteur and Como Avenues. Pedestrian safety along Eustis Street south of Larpenteur is of special concern as many students and faculty live in Lauderdale and use the bus to access the University of Minnesota. The City adopted a no parking policy along Eustis Street just north of Como Avenue to improve walkability and site lines for motorists as a start to improving overall access.

Local Streets

Generally speaking, Lauderdale's residential streets¹⁶ do not pose safety concerns as they support less traffic than the county roads. Most local streets also do not warrant sidewalks. The narrow streets calm traffic which allows pedestrians and vehicles to share the road. The City will continue to assess areas residents feel need monitoring and look for ways to improve road crossings and shoulder areas to make the street more walkable. This may be done through police monitoring, traffic counters, speed carts, road markings / striping crosswalks, and other methods recommended by the City Engineer.

Improvement Strategies

As the City is not the road authority for the streets and intersections where many of the safety issues exist, the City will work cooperatively with the responsible parties too see that issues are addressed.

¹⁶ Local streets are Walnut, Malvern, Carl, Pleasant, Lake, Summer, Spring, Ione, and Idaho.

Bike and Pedestrian Plan

Vision Statement

Create safe, convenient access to work, home, school, and services by transit, bicycle, or on foot.

Goals and Objectives

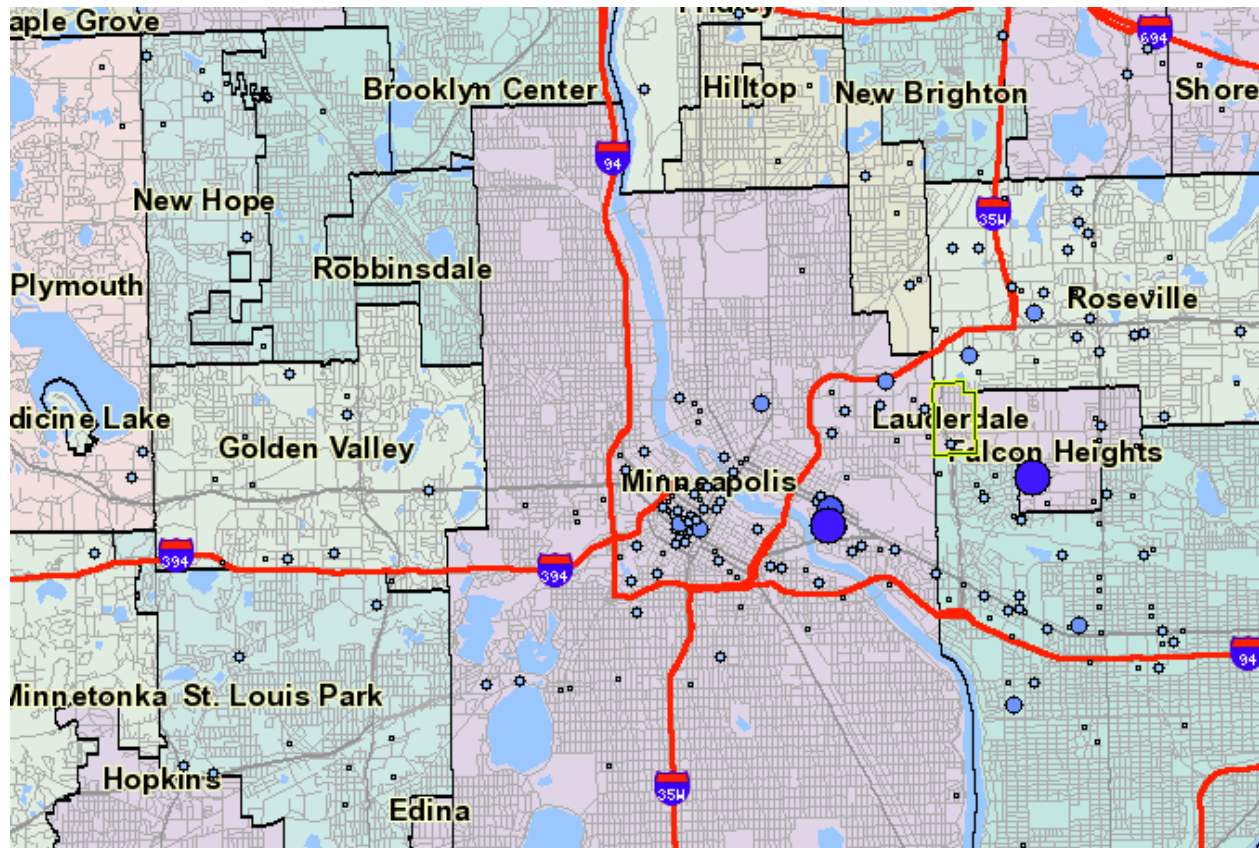
- Provide safe accommodations for pedestrians, bicyclists and transit users.
- Remove barriers that discourage residents from walking and bicycling.
- Provide safe, convenient, attractive, and accessible development along Larpenteur Avenue and Eustis Street.
- Increase physical activity among residents.
- Negotiate for bike and pedestrian accommodations along county roads and the TH280 Bridge.
- Work with neighboring jurisdictions and Active Living Ramsey County on a regional bike network.

Analysis of Existing Conditions / Barriers

Currently, Lauderdale does not have a defined bicycle or pedestrian network. With the exception of scattered sidewalks along Larpenteur Avenue, residents share the road with vehicles. The absence of sidewalks and bike lanes is generally not a problem on local streets in the residential area north of Larpenteur Avenue. The City does not have special road treatments or crossings for walkers and bikers north of Larpenteur Avenue. For recreational purposes, the City invested in walking paths in and around the park.

Lauderdale attracts students because of its proximity to the University of Minnesota and Luther Seminary. Downtown workers are also drawn to Lauderdale because of its proximity to both the Minneapolis and St. Paul downtowns. The following diagram highlights where Lauderdale residents work. Three locations stand out: both University of Minnesota campuses and downtown Minneapolis. Smaller pockets of Lauderdale employees are scattered within a few miles of Lauderdale.

Map 4-7: Census LEHD© Map



Residents north of Larpenteur Avenue can walk to the Lauderdale businesses and transit stops along Larpenteur Avenue and to the City Park at the corner of Fulham Street and Roselawn Avenue. The City has many avid walkers that loop the City on the newly reconstructed city streets. South of Larpenteur Avenue, many residents living in the multi-family housing walk to the transit stop on Como Avenue and Eustis Street to catch Bus 3 which connects both downtowns via the University of Minnesota campuses. Additional points of interest are the HealthPartners Clinic at Como and Eustis, the Midland Hills Golf Club, the University of Minnesota Golf Course, the St. Anthony Park shopping area, and the businesses along our border with Minneapolis.

The City became aware of the need for good pedestrian and bike access to Minneapolis after the I-35W bridge collapse. The Broadway intersection was closed to make TH280 a freeway and the Larpenteur Avenue Bridge, for safety reasons, lost the pedestrian signals that allowed for pedestrian crossing. City staff received numerous calls from residents requesting that pedestrian access be restored.

Three roads within Lauderdale require special attention as they pose barriers to walkers, bikers, and transit users.

Larpenteur Avenue is the City's commercial corridor but it lacks continuous sidewalks. Sidewalks, in various states of condition, extend along the southern side of Larpenteur Avenue but do not continue into Falcon Heights. On Larpenteur Avenue's north side, sidewalks are inconsistent. The sidewalk coming from Falcon Heights stops at the Lauderdale border. No sidewalk exists in front of Brandychase Condominiums and Larpenteur Avenue's single-family homes, including the bus stop at the corner of Pleasant Street and Larpenteur Avenue.

As Larpenteur Avenue carried 13,500 cars per day in 2005 (and more since the I-35W collapse), crossing Larpenteur is perceived as dangerous by residents. This impedes transit access for residents in the northern half of the City who want to access the University of Minnesota campuses and both downtowns by bus. As a result, many residents drive to the Como/Eustis park-and-ride, even though the distance is walkable from the farthest corners of Lauderdale.

While **Eustis Street** is a Ramsey County road, it is a City priority as residents perceive the road as unsafe for walkers. Eustis north of Larpenteur is narrow and receives more cars per day than the other city streets. Many Eustis Street residents with front-yard sidewalks replaced them over the years with grass and other plantings. As Eustis Street extends south of Larpenteur Avenue, the grade of the road quickly changes and many perceive the road as too dangerous to walk. Pedestrians are required to walk on the shoulder without protection from oncoming traffic and there are no resting spots for the elderly or infirmed who may want to walk to HealthPartners.

Fulham Street is the final road segment identified as hindering residents' ability to stay fit and reach their destinations. Much like Eustis Street, Fulham connects travelers to Larpenteur Avenue from Roselawn Avenue. This includes local residents (including the new residences at Midland Hills) and those accessing Midland Hills Country Club and the University of Minnesota Golf Course. The shoulders are unpaved and cars parked along the eastern side of Fulham (western side of the U of M Golf Course) force walkers into the motor vehicle right-of-way.

Bicycle and Pedestrian Facilities and Transit Connections

Lauderdale met with representatives from neighboring jurisdictions in early 2007 to discuss a broader vision for bicycle and pedestrian access and connections for the area. After that discussion, the City of Roseville applied for funding for a path along Fairview Avenue extending into the St. Paul University of Minnesota Campus (Map 4-8, page 58). This would have been the first segment of pathways that Falcon Heights and Lauderdale could build off of. Unfortunately, the grant application was denied but the overall plan remains. Lauderdale plans to work with our neighboring jurisdictions and Ramsey County on the following implementation strategies with the priorities being Eustis Street and Larpenteur Avenue.

Recommended Improvements / Implementation Strategies

Cooperation is critical to improving access for pedestrians and bicyclists as Ramsey County and the State are responsible for Lauderdale's most traveled roads. These roads provide the connection between residents' homes and where they work and play. Planned land uses changes and ongoing efforts to create a mixed-use commercial / residential corridor along Larpenteur Avenue provide an opportunity for, and may be dependent upon, connecting Lauderdale and our neighbors through a bike/pedestrian network.

Strategy 1: Work with Ramsey County on identifying resources for improvement to Eustis Street and Larpenteur Avenue.

- Continue to monitor and improve access across Larpenteur Avenue
- Develop a concept plan for Eustis Street that includes pathways for bikers and walkers.
- Negotiate for improvements along Eustis Street, especially the hill south of Larpenteur Avenue
- Budget for bike/pedestrian improvements during road construction and redevelopment projects.
- Ensure bike and pedestrian improvements and facilities meet MnDOT State Aid standards. Consider Mn/DOT Bicycle Transportation Planning and Design Guidelines.

Strategy 2: Cooperate with Falcon Heights and Ramsey County on bike and pedestrian accommodations for Fulham Street. The best option may be to create a path on the east side of the street in Falcon Heights' right-of-way.

- Create a citizens' advisory group comprised of Lauderdale and Falcon Heights residents to assess need for and recommend types of pathways.
- Dialogue with University of Minnesota on a proposed path, including the cross county team which trains around the golf course.
- Pursue all applicable grants and funding for the development of the pathway and/or strategies for ways to fund the pathway.

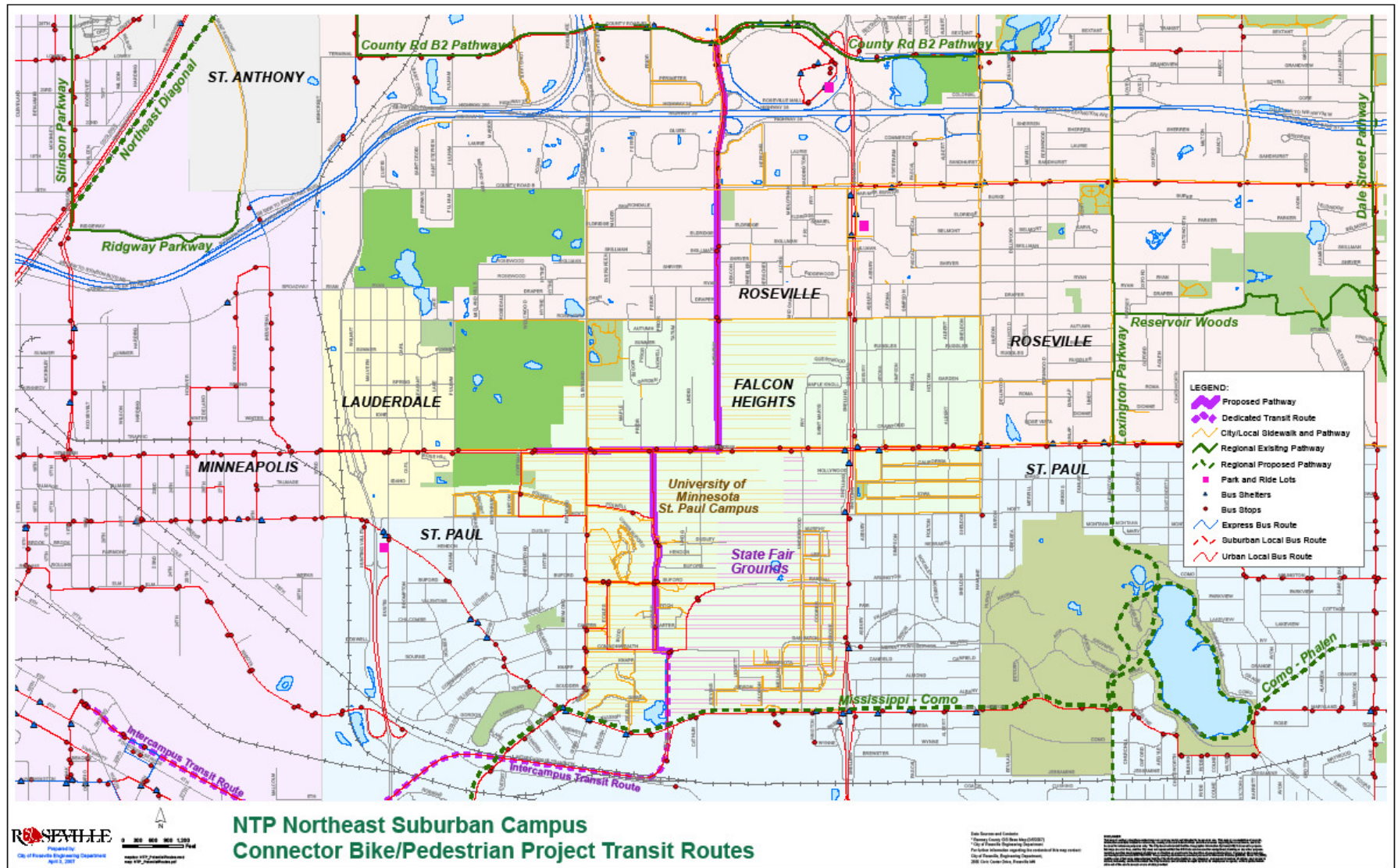
Strategy 3: Cooperate with Mn/DOT and the City of Minneapolis regarding bike and pedestrian access on the Larpenteur Avenue Bridge and extending into Minneapolis (East Hennepin).

- Demonstrate to Mn/DOT the need to provide pathways on both sides of the Larpenteur Avenue Bridge to meet City plans for improved bike, pedestrian, and transit access.
- Due to parking and access limitations, the viability of Larpenteur Avenue businesses will partially depend upon customers arriving by other means than vehicles.
- Work with Minneapolis on a long-term vision to extend the walk/bike pathway coming from Falcon Heights through Lauderdale and into Minneapolis.
- Engage local business owners in the development of paths so they do not become an economic liability.

Strategy 4: Improve local streets for recreation walkers.

- Create a citizens' advisory group to assess need for and recommend types of pathways, road crossings, signage, or other traffic devices that would make walking more enjoyable and safe.
- Pursue all applicable grants and funding for the development of pathway and pedestrian improvements.

Map 4-8: Area Pathways and Transit Connections



Transit Plan

Residents surveyed still lament the loss of the University of Minnesota bus service. They also expressed the need for expanded bus service in the evenings. The following routes stop in or close by Lauderdale.

Route 3 (A, B, C) runs along Como Avenue and connects downtown Minneapolis to downtown St. Paul via both the Minneapolis and St. Paul University of Minnesota campuses. According to Metro Transit, Monday through Friday service runs approximately every 10 - 15 minutes during rush hours, every 10 minutes during midday, and every 15-30 minutes in the evening. There is no service from 1:00 a.m. to 5:00 p.m. Saturday service runs approximately every 30 minutes and every hour on Sundays and holidays. There is a park-and-ride at the Eustis / Como bus stop.

Route 61 runs along East Hennepin and Larpenteur Avenues to connect downtown Minneapolis and downtown St. Paul with Lauderdale stops on Larpenteur Avenue. According to Metro Transit, Monday through Friday service runs approximately every 30 minutes during rush hours and midday, and every 60 minutes in the evening. Saturday service runs approximately once per hour. Lauderdale encourages Metro Transit to improve the bus stop areas along Larpenteur Avenue to promote ridership.

Transit Market Area

Lauderdale resides in Transit Market Area II with a population density of 9 to 14.9 persons/acre. Lauderdale's market area is defined as having a moderate concentration of jobs, housing and activities. In Transit Market Area II, Metro Transit runs regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing. Frequencies range from 15-30 minute or 30-60 minute depending on land use pattern. The span of service is generally 12-20 hours per day, 7 days per week. Locals are spaced 0.5-1.0 mile apart with 6-8 bus stops per mile.

Lauderdale plans to continue working with the Metropolitan Council as the transit provider. The area's attraction is due to its location in the heart of the metro with excellent access for passenger vehicles as well as transit.

Map 4-9: Lauderdale Area Transit Facilities



0 550 1100 1650 ft.

Metropolitan Council Maps and Data Web Mapping Application.

Created: Dec 7, 2007

Special Traffic Situations

Lauderdale is not located in one of the four special traffic situation areas: downtown Minneapolis, downtown St. Paul, University of Minnesota, and Airport South / Mall of America in Bloomington.

Aviation Plan

There are no airports, private airfields, seaplane, or heliport areas within Lauderdale's borders. The City is also not within an airport influence area as defined by the Metropolitan Council. As such, no land use controls are necessary to manage the impacts these aviation facilities might have on the community. Issues related to aircraft noise are also not applicable to the City. However, the City will comply, as necessary, with Federal Aviation Administration (FAA) and Metropolitan Council requirements to protect airspace from potential electric interference to air navigation, communication, air traffic operations, and other aviation land use compatibility guidelines.

The City has no existing structures of 200 feet or more in height, and has no plans to permit such structures in the future. Any applicant who proposes to construct such a facility shall notify the City and the Federal Aviation Administration (FAA) using form 7460-1.