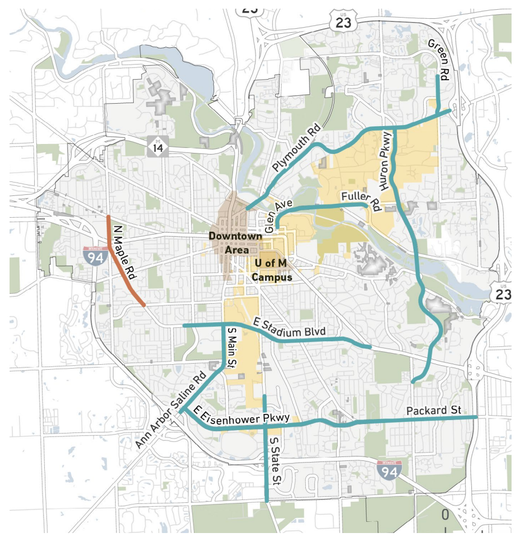
CORRIDOR RECOMMENDATIONS
2. N MAPLE ROAD/W STADIUM BLVD

- **2A:** N Maple Rd — Dexter Ave to Jackson Ave
- **2B:** W Stadium Blvd — Jackson Ave to Pauline Blvd



CORRIDOR 2: NORTH MAPLE ROAD/ W STADIUM BLVD

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

AVERAGE WEEKDAY CARS ON THE ROAD

2A - 2B
18,000

11,000 — 39,000

CRASH RATES
(fatal or serious injury crashes per mile per year)
(2021-2025)

2A - 2B:
1.5

0 — 1.5

BIKE FACILITY TYPE

Proposed

Conventional or buffered bike lanes	Separated bike lanes or shared use path

Minor — Major

EXISTING WEEKDAY TRANSIT FREQUENCY

2A & 2B

No bus	Every 15 mins or less	Every 10-15 mins.	Every 5-10 mins.	Every 2-5 mins.	Every 2 mins. or less

No Bus — <2 min.

THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL

2A - 2B

No bus	High frequency service	Priority service	Bus rapid transit

None — BRT

DRIVING SPEEDS



Target



Posted



Actual
(85th percentile)

ENGAGEMENT THEMES

- The corridor is viewed as overbuilt, encouraging **speeding and aggressive driving**.
- **Bike connectivity gaps and inconsistent facilities** reduce comfort and usability.
- Mixed opinions on lane reductions, but broad agreement that **speed management and safer crossings are needed**.

NEXT STEPS

Segment 2A, N Maple Rd from Dexter Ave to Jackson Ave, is advancing through final design for 2027 construction, incorporating A2R2 findings. N Maple Rd between Jackson Ave and W Stadium Blvd will be added to the CIP for a future design study. A portion of 2B on W Stadium Blvd is scheduled for resurfacing in 2028, with A2R2 guiding safety and lane-organization improvements within the existing curbs.

CORRIDOR RECOMMENDATIONS

OBJECTIVES

- Safer crossings for pedestrians and bicyclists
- Safer bicycle facilities
- Reduced vehicle speeds
- Expanding multimodal access

Future design may vary by location as bicycle, transit, access, and other curbside needs are refined.

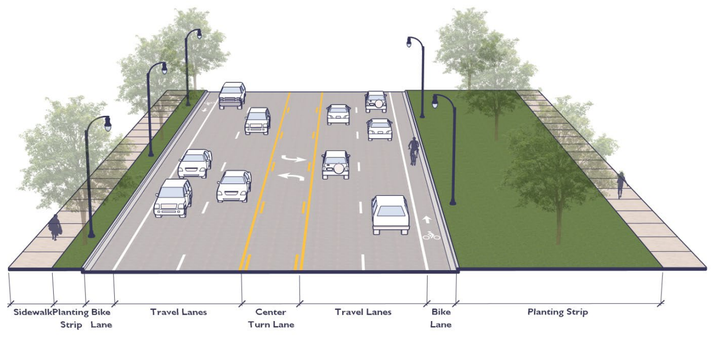
RATIONALE

CURRENT CONDITIONS

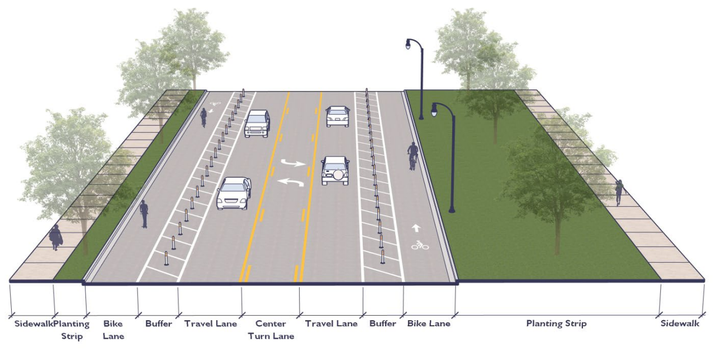
Both segments are on the High Injury Network and the Jackson Ave intersection is a Tier 1 Focus Intersection. Existing speeds are about 34–36 mph compared with a 25 mph target, and the existing conventional bike lanes do not provide the separated, higher-comfort bicycle connection planned for this corridor. Major intersections, particularly Jackson, have long crossings and complex movements.

WHAT THIS DESIGN ACHIEVES

Repurposing outside through lanes can reduce passing opportunities, reinforce lower speeds, simplify crossings, and create space for separated bicycle facilities. Current traffic volumes indicate the change can be made without substantial vehicle-capacity mitigation. Major intersections will still require careful design.



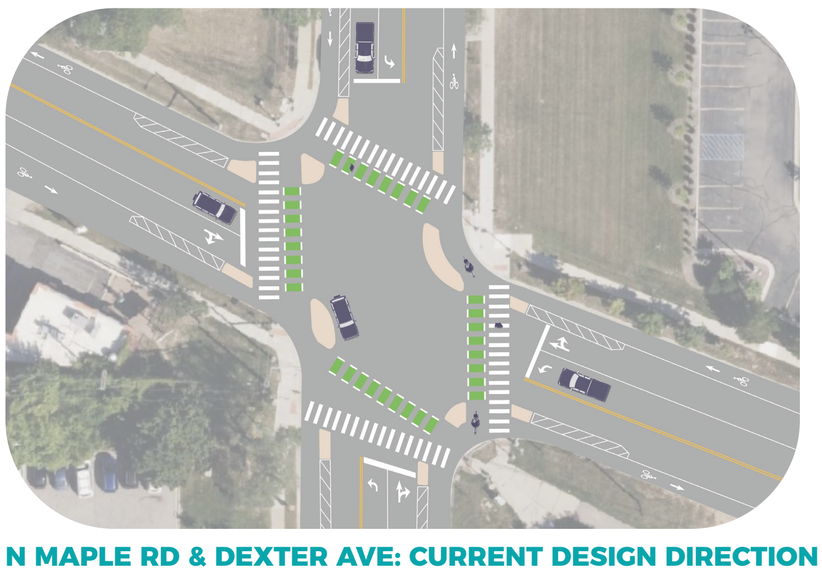
N MAPLE RD: EXISTING



N MAPLE RD: PROPOSED



N MAPLE RD & DEXTER AVE: EXISTING



N MAPLE RD & DEXTER AVE: CURRENT DESIGN DIRECTION