

Road System Plan

The City of Wyoming Road System Plan describes the pattern of existing and planned major roads, establishes road design standards and addresses intergovernmental coordination for road improvements.

Functional Classification Plan

Functional classification is a method of categorizing streets by the type of transportation service provided and the roadway's relationship to surrounding land uses. The purpose of a functional classification system is to create a hierarchy of roads that collects and distributes traffic from neighborhoods to the metropolitan highway system in an efficient manner given the topography and other physical constraints of the area.

The major road system classification are:

- Principal Arterial
- Major Arterial
- Minor Arterial
- Collector
- Local

The classifications provide for freeway, urban and rural standards. Figure R-1 shows the planned pattern of road functional classification, and Table R-1 lists roads by functional class, number of lanes, jurisdictional class and sub-class.

1. Adopt the Functional Classification System of Roads: The City of Wyoming will adopt and follow the functional classification system of roads described below. The purpose of this system is to create an orderly pattern of roads with appropriate spacing, access controls, traffic capacity and speeds so as to accommodate planned land use densities and provide for safe and efficient movement. Refer to Table R-1 for a description of the various road functional classes and their characteristics.

Wyoming will work with the adjacent jurisdictions, the Chisago County and the Minnesota Department of Transportation to implement the proposed functional classification plan shown in Figure R-1.

initiate and complete a major utility line is a reason to conduct a public improvement process in a given corridor.

The City's right-of-way width standards should include sufficient land for the needs of the road, utilities, landscaping, lateral clearance and, in some instances, sidewalks. Space for off-road bicycle paths or on-street lanes may increase right-of-way needs.

Wyoming will use the guidelines presented in Table R-1 when reviewing proposed plats to ensure that sufficient right-of-way is dedicated for future roads, trails, utility and drainage needs.

Intergovernmental Coordination

Minnesota Department of Transportation

1. Highway 8 Capacity and Safety Improvements

The City of Wyoming will participate in the Highway 8 design process that will be conducted by the Minnesota Department of Transportation in 2008 and 2009. A study will be conducted in 2008-2009 to prepare a design for upgrading US 8 to three to five lanes from Greenway Avenue to Chisago County Road 80 and establishing the location of intersections to conform with Mn/DOT design standards. The timing of the actual road construction has not been set and would be funded through federal High Priority Project Program.

2. Rush Line Commuter Rail Corridor

The Minnesota Department of transportation is studying the feasibility of commuter rail service on the former rail corridor that runs along Highway 61 through Wyoming and other communities known as the Rush Line. Wyoming will monitor that process and participate in decision-making.

The 80 mile Rush Line corridor extends from St. Paul in Ramsey County, through the northeast Twin Cities to Hinckley in Pine County. The study includes portions of Pine, Chisago, Washington, and Ramsey Counties. The purpose of the Rush Line Corridor Study is to identify and recommend both short- and long-term transit improvements for travel in the corridor.

At the request of the 1997 Minnesota Legislature, Mn/DOT initiated the Twin Cities Metropolitan Commuter Rail Feasibility Study. In January 1998, Phase I of the study identified the Rush Line Corridor as one of the six corridors with potential for success. In the Commuter Rail System Plan, completed in January 2000, the Rush Line Corridor was identified as a Tier 2 corridor, with implementation after 2020.

Chisago County

3. County Road 84

The City of Wyoming will work with Chisago County to find a workable solution to the loss of public access across the portion of County Road 84 along the Polaris property.

If that road remains closed to the general public, the City will request that the County study the feasibility of and construct a County Road link between CR 84 and CR 22 in the Goodview Avenue alignment.

4. Swedish Immigrant Trail

Wyoming will cooperate with the Chisago County Parks Department is studying alternative alignments for completing the Swedish Immigrant Trail bicycling path through Wyoming. That trail is planned to connect Wyoming to Taylors Falls via Chisago City, Lindstrom, Center City and Shafer using an abandoned railway corridor that parallels Highway 8. The objective is to provide a safe and recognizable bicycling route between the Sunrise Prairie Trail and the route as it may exist east of Wyoming.

In Wyoming, the route is proposed to be along County Road 22, Wyoming Trail, unless the County is able to acquire easements across private properties in Wyoming along the former railroad route. Wyoming Trail west of Goodview Avenue will be rebuilt in 2009 with a physically-separated asphalt bicycling path. There is sufficient right-of-way to continue that path to the east in the future.