

Why are We Here Today?

1 Review Background

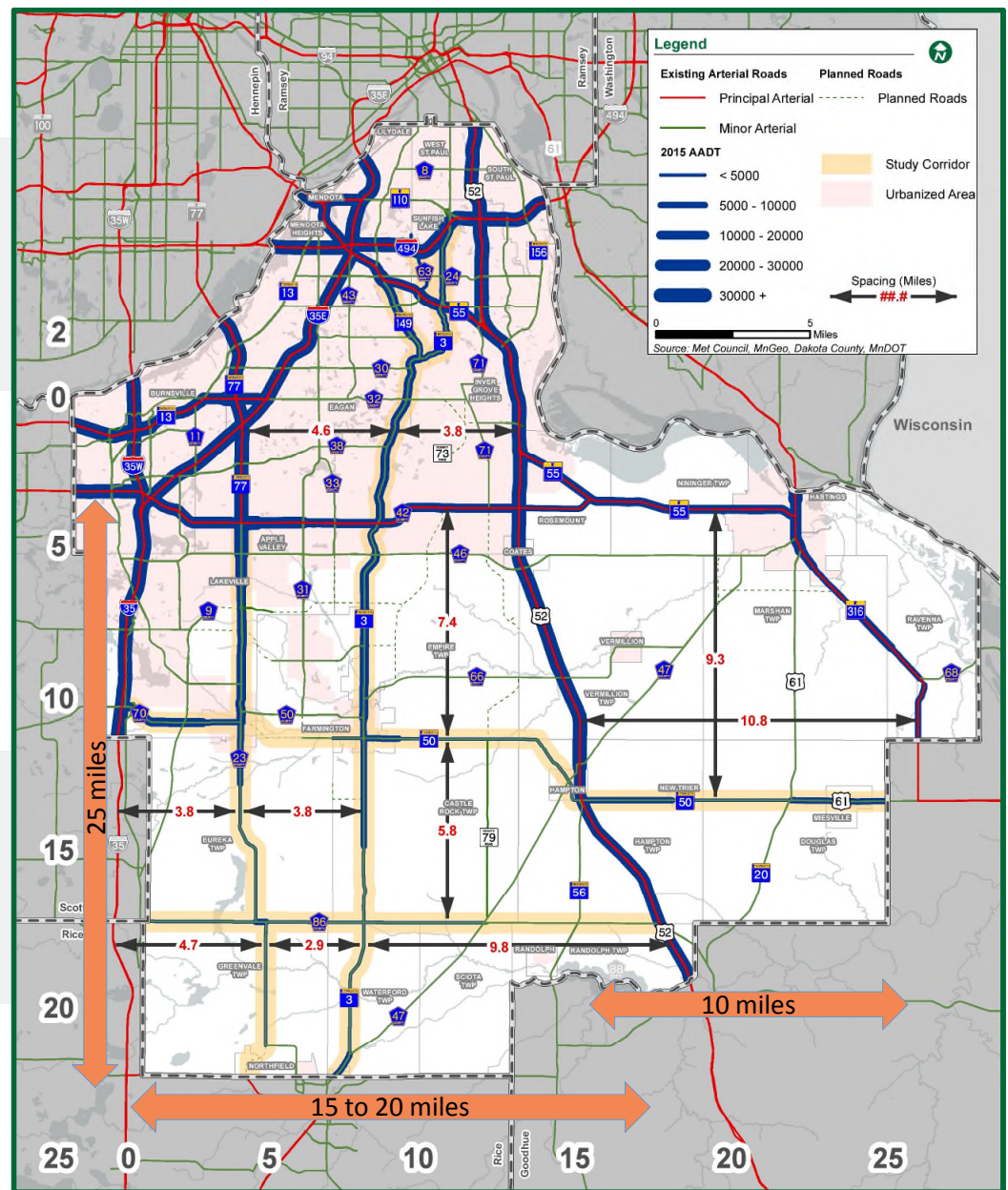
Dakota County's highway system has historically been established to follow the area's growth and development.

- Well established to the north
- Not well established in new growth areas south of County Highway 42 & east of I-35

2 Apply Proven Standards

Guidance for Principal Arterials encourages a network of highways spaced logically within the region.

- 2-6 miles apart in developed suburban growth areas
- 6-12 miles apart in rural areas
- The PA Study looks at the importance of Dakota County highways selected to fit the guidance:
 - County Highway 63
 - MN Highway 3
 - MN Highway 149
 - County Highway 23 (Cedar Ave.)
 - County Highway 70
 - MN Highway 50
 - County Highway 86



3 Plan for the Future

The Principal Arterial Study provides a forward-looking highway system plan for new growth areas.

The Study will help reinforce Dakota County's "backbone" highways to support growing communities

4 Share

We Want Your Input!

- Which is your community's busiest corridor? How is it used?
- What plans do you have for future use?
- What do your local plans say about highway designations?

How is the Study Evaluating Highways? What is the Study Process?

Identify the Major Highways to be Studied

(existing state and county highways with good continuity, serving key destinations)

Identify and evaluate segments based on principal arterial (PA) characteristics



Decision Characteristics (Should the highway be a PA?)

- **System spacing** – Is the highway located well in relation to existing principal arterials (PAs)?
- **Volume** – Will it serve a lot of trips?
- **System Connections and Capacity Role** – Is it connected to today's PA system? Does it serve more traffic than parallel highways?
- **Freight Connections** – Is the highway a regionally designated route for moving freight (a "truck route")?

Timing Characteristics (Is the highway ready to be a PA?)

- **Access spacing** – Are the highway's intersections far enough apart, at least ½ mile?
- **Posted Speed** – Is it posted for 40 mph or faster?
- **Major Intersections** – Does it connect to high-capacity intersections or interchanges?
- **Transit** – In urbanized areas (only), does the highway serve scheduled transit service?
- **Right-of-Way** – Is there room to accommodate possible long-term highway improvements?
- **Parking** – Is parking observed? Is parking prohibited? (Parking is discouraged on PAs.)

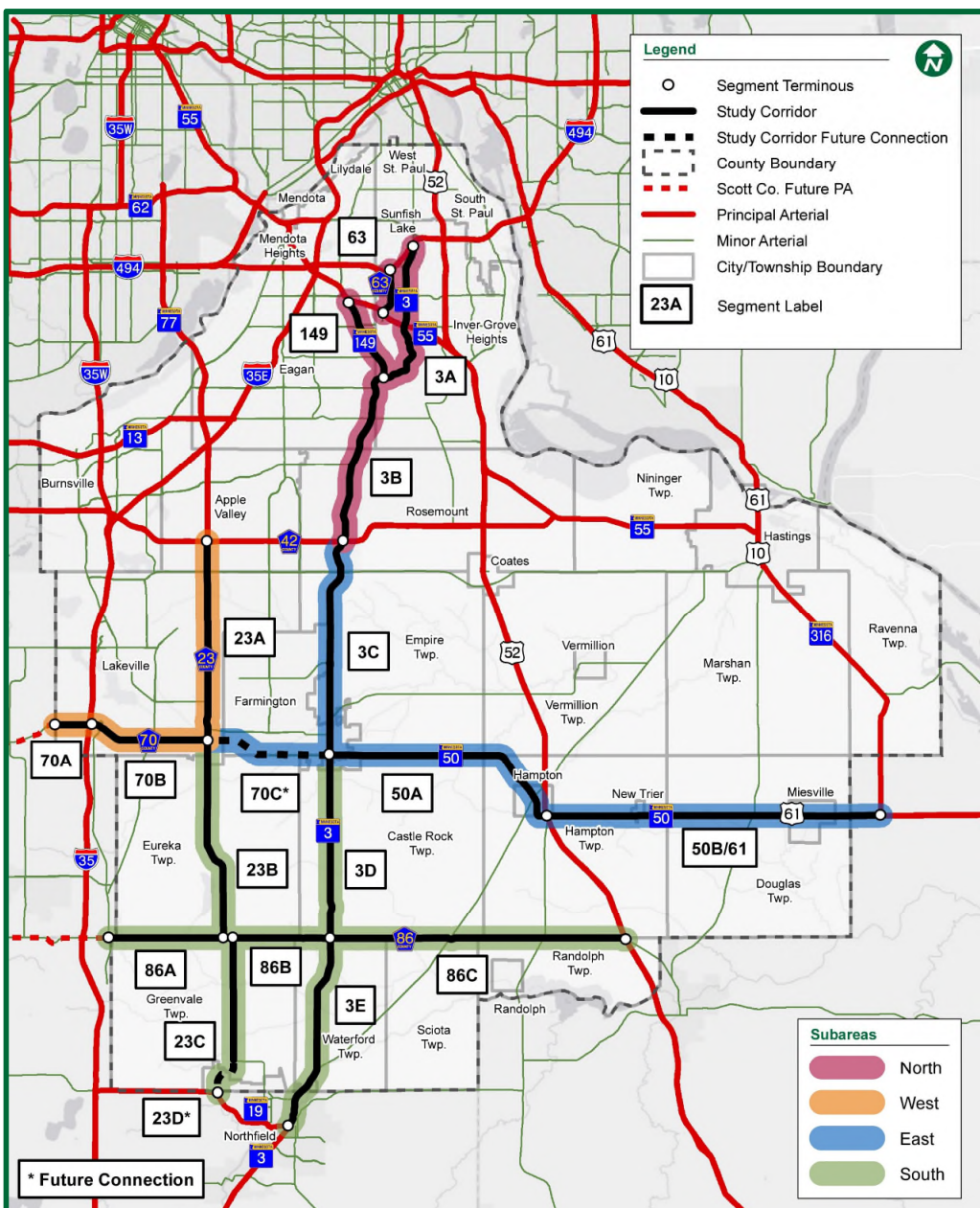
Evaluate highway segments based on preliminary results and community input

We're here today to discuss the Study with local leaders (cities and townships). The meetings and the Study's results present evaluations in four subareas:

- **North** – County 63, MN 3, and MN 149
- **West** – County 23 (Cedar Ave.) and County 70
- **East** – County 70 (future connection), MN 3, and MN 50-US 61
- **South** – County 23, MN 3, and County 86

Local input through today's meeting, and through a series of **Study Management Team (SMT)** meetings will help guide the results.

The SMT includes local government planning staff; members have been meeting regularly since July 2017.



What are the Benefits of Arterial Highway System Planning?

Why Designate New Principal Arterials in Dakota County?



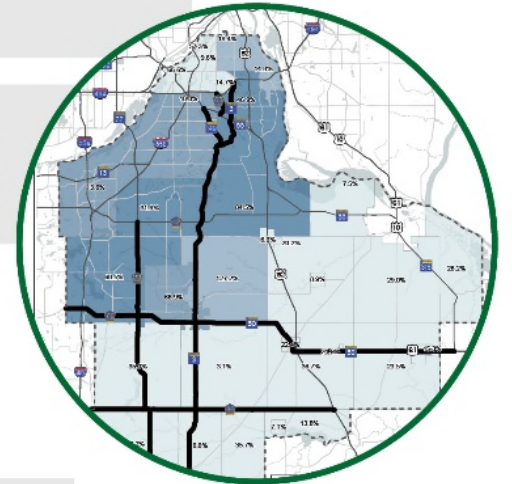
ESTABLISH PLANS FOR A MORE COMPLETE HIGHWAY SYSTEM; LAY OUT A PLANNED NETWORK

PLAN AHEAD FOR GROWTH AND INCREASING TRAFFIC

PRESERVE AND ENHANCE LONG-TERM MOBILITY AND SAFETY



SET CLEAR PRIORITIES FOR PROJECT PLANNING AND LIMITED FUNDING



What are the Local Benefits? How can Cities and Townships Help?

Reflect highway system plans in local plans

Help facilitate access management goals:

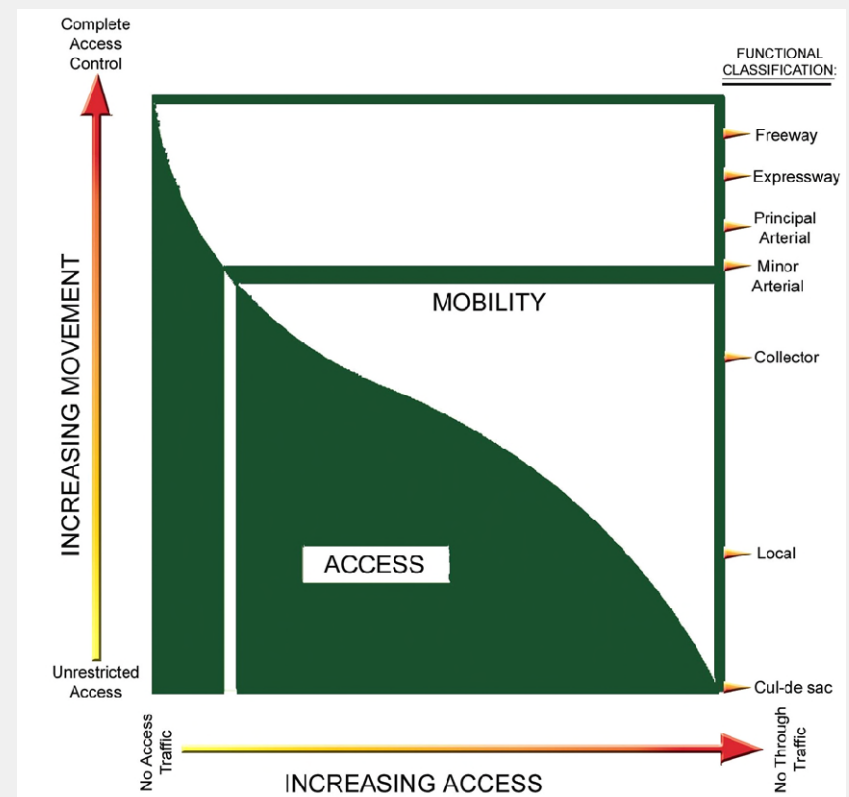
- ✓ Develop well-planned roadway systems and communities
- ✓ Position major highways for local and regional benefits (1/2-mile access spacing goal)*

***How is the local funding share for Dakota County highways determined?** For Dakota County cities with populations over 5,000, the county and city shares for local costs are based on access spacing goals and principal arterial designation. These guidelines apply to engineering, construction, and right-of-way costs (after any federal and state funding):

NOTE TO REVIEWERS:

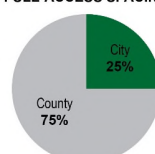
We're currently revising this board to simplify and clarify content and to generalize the linkage between access spacing, PA designation, and funding. This will include simplifying and generalizing the previously developed pie charts to right.

--Doug A (11/26/17 PM)

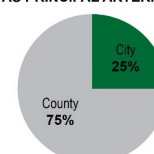


Principal Arterials (PAs), including freeways and other designated major highways, are identified and planned to provide reliably safe and high-speed travel over long distances. In the Minneapolis-St. Paul metro area, PAs comprise less than five percent of the highway miles, but carry about 50 percent of the vehicle miles traveled.

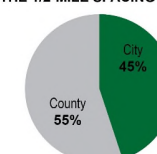
HIGHWAYS WITH 1/2-MILE FULL-ACCESS SPACING



HIGHWAYS DESIGNATED AS PRINCIPAL ARTERIALS



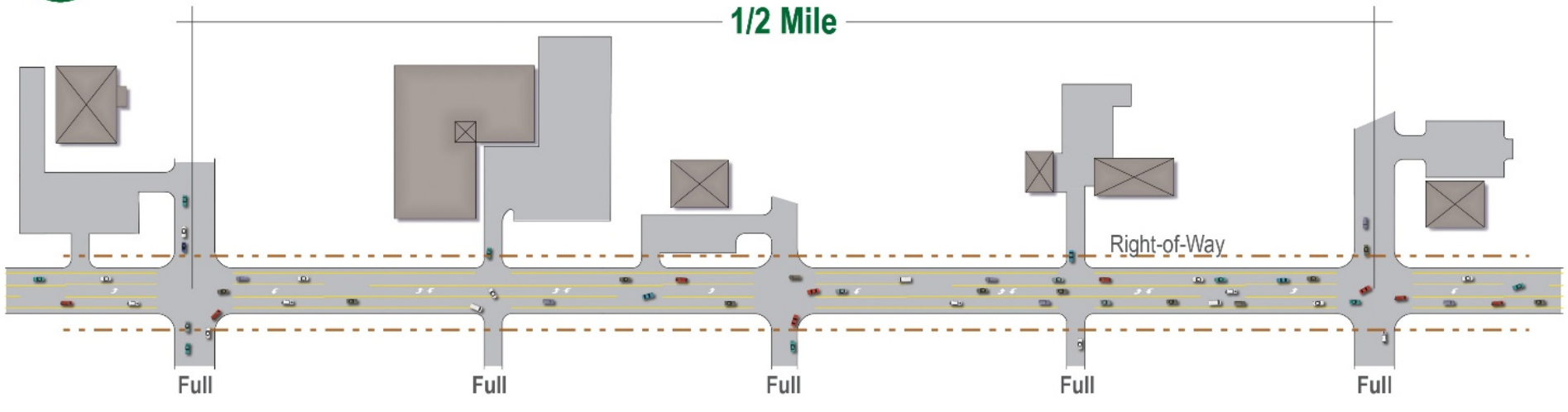
HIGHWAYS NOT MEETING THE 1/2-MILE SPACING GOAL



What does Arterial Highway Access Management Look Like?

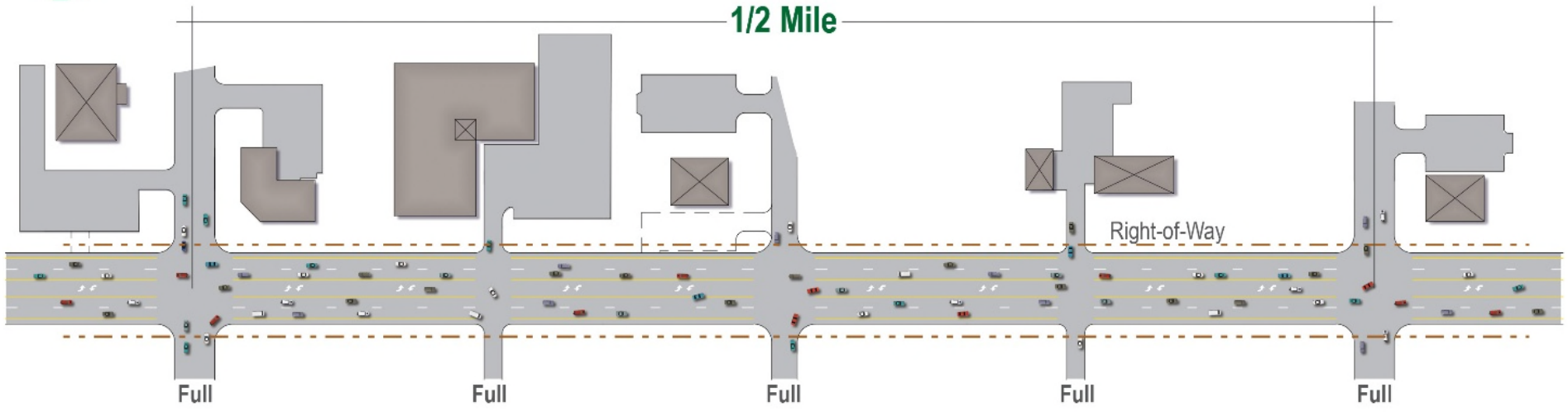
1 **TRANSITIONING ARTERIAL**
 Developing area; properties developed using driveways and minor intersections.

Meets 1/2-Mile Spacing Goal? **NO**



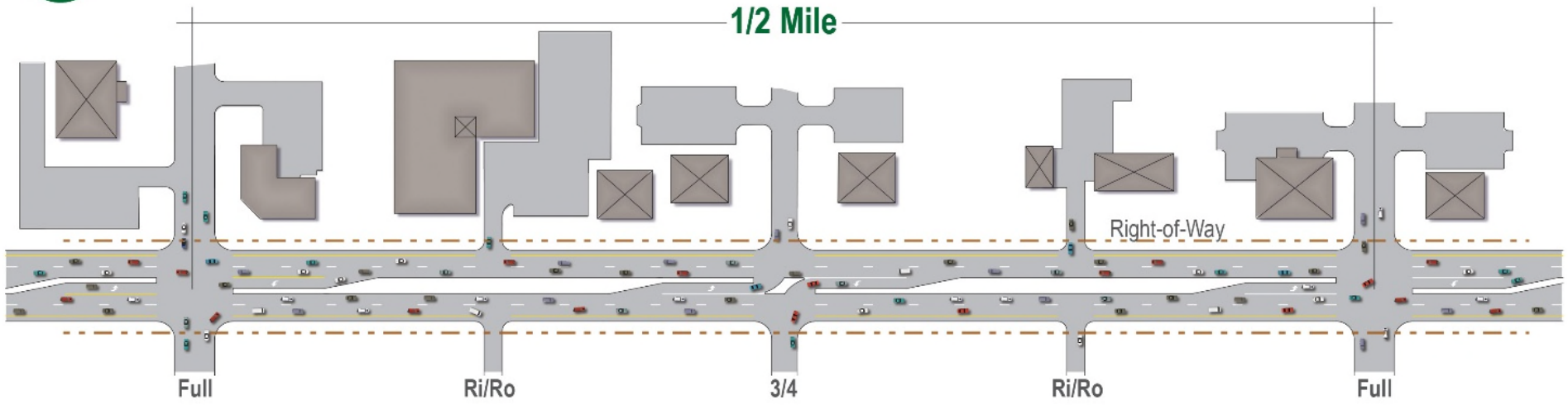
2 **WIDENED ARTERIAL**
 More development and traffic; minimal access management.

Meets 1/2-Mile Spacing Goal? **NO**



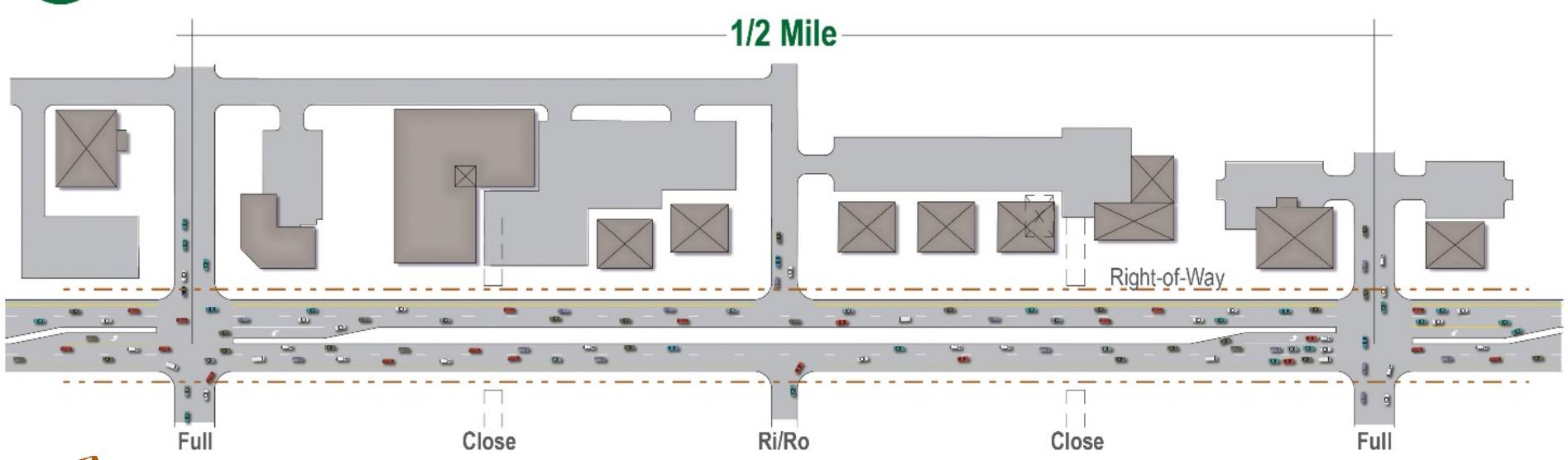
3 **ACCESS-MANAGED ARTERIAL**
 Improved access management; all property access is still from the arterial.

Meets 1/2-Mile Spacing Goal? **YES**



4 **ARTERIAL WITH SUPPORTING LOCAL ROADWAYS**
 Local street system supports property access and more complete arterial access management.

Meets 1/2-Mile Spacing Goal? **YES**



Number of Arterial Access Points

What are the Next Steps?

Early 2018

- Evaluate Study results and input
- Identify possible new principal arterial designations
- Complete Final Report – Include findings and recommendations for all highways evaluated in the Study

Conclude the Study



2018 to About 2030

- Continue highway planning
- Designate selected segments as new principal arterials (in cooperation with regional and local agencies)
- Update Dakota County and local transportation plans

Update Results as Needed



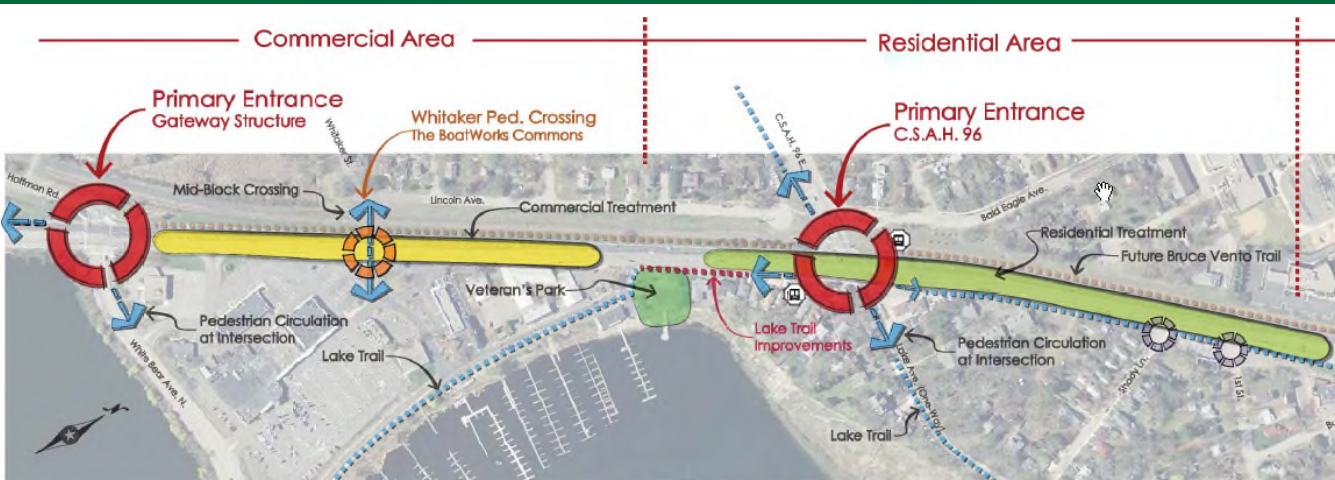
Include Results in Dakota County's 2040 Transportation Plan

Continue planning for Dakota County highways and communities

Reflect the Study in Related County and Local Transportation Plans

Manage the County's highways and local growth through proactive planning and design

What types of future planning can be expected?



Community Land Use and Transportation Plans

Community plans often address growth and development, support development reviews, and anticipate highway planning issues.

Highway Corridor Studies and Designs

Planning and engineering studies for specific highway improvements will often be needed to address growth.

