

**\*Quorum for this meeting was not reached\***

**Dakota County Planning Commission**

**Advisory Committee Meeting Notes**

**Date: November 18, 2021**

**Time: 7:30 p.m. to 9:03 p.m.**

Members Present		Staff Present		Others Present
Jerry Rich	<input checked="" type="checkbox"/>	Robert Timmerman	<input type="checkbox"/>	
Lori Hansen	<input type="checkbox"/>	Nate Reitz	<input checked="" type="checkbox"/>	
Jill Smith	<input type="checkbox"/>	Jim Guttman	<input checked="" type="checkbox"/>	
Greg Oxley	<input checked="" type="checkbox"/>	Tony Nelson	<input checked="" type="checkbox"/>	
Amy Hunting	<input checked="" type="checkbox"/>	Donald Post	<input checked="" type="checkbox"/>	
Barry Graham	<input type="checkbox"/>	Dennis Peine	<input type="checkbox"/>	
Ramraj Singh	<input type="checkbox"/>			
		Kurt Chatfield	<input checked="" type="checkbox"/>	
		Liz Hansen	<input checked="" type="checkbox"/>	
		Doug Abere	<input checked="" type="checkbox"/>	

**Meeting Called to Order**

**Time: 7:30 p.m.**

**By: Chair Oxley**

A quorum was not reached.

Due to not reaching a quorum, the Chair, Commissioner Oxley suggested that Doug Abere start the meeting with his informational item and proceed with his presentation on the County 42 Visioning Study Draft Report.

**Item #1: County Highway 42 Visioning Study Draft Report**

**Action / Information**

Comments/Notes: Doug Abere, Sr. Project Manager, presented this item and responded to questions.

**Questions and comments by Commissioners along with responses from staff (italics):**

In response to the proposed pedestrian and bicycle grade separations shown in the County 42 study, Commissioners inquired whether the proposed grade separations along the corridor were part of the Phase 1 greenway acceleration. *Staff responded that several greenways cross the corridor and that the Lake Marion greenway tunnel in western Burnsville is now in place. Staff will report back on whether any of the other proposed grade separations along County 42 are included in the accelerated greenway segments.*

There was a discussion about the need for new traffic signals on County 42, particularly in eastern Rosemount, and whether the proposed signals will improve safety. Several comments were made to refrain from adding new signals to only those that are necessary since County 42 is a Principal Arterial Highway. *Staff responded that the need for the new signals is driven primarily by land development and that signals at the designated Principal Arterial spacing will be considered when intersections reach warrants. Signalized intersections are not necessarily safer than unsignalized intersections, and each location needs to be looked at individually. Red-light running is a significant safety concern and can lead to as severe crashes.*

While reviewing the study recommendations in the City of Burnsville, Commissioners discussed the possibility of a grade separation at Aldrich Avenue and asked questions about whether it is a City role or a County role to plan for and design a new intersection. *Staff responded that it is a shared responsibility since Aldrich is a Burnsville street and 42 is a County highway. Burnsville has a large land use/transportation study planned for the alignment of Aldrich through the redeveloping Burnsville Center area that will have significant influence on the design for the intersection of Aldrich and County 42.*

There was significant discussion about the proposed reconfiguration of the I-35W exit and entrance ramps. Also discussed was the connectivity of Southcross and the proposed alignment of Buck Hill Road. Commissioners were generally supportive of the new reconfiguration although asked for assurances that the traffic movements could be accomplished in the relatively confined spaces between I-35 and the new alignment of Buck Hill Road. *Staff replied that the road and ramp concepts meet highway design standards and that they are in operation in other cities with similar circumstances. A key to success of these concepts is the modification of the existing signals to stage more right turn movements and to allow an uninterrupted weave across County 42 to access the northbound ramps to I-35W. Staff also received and recorded specific comments from Planning Commissioners about how the concepts might be modified further to improve transportation in the area.*

Several comments were made to support the Study recommendations to invest in supporting roadways such as Southcross to relieve County 42.

A question was asked about Orange Line station area planning, given the extent of the transportation changes that are proposed in the Burnsville Center Area. *Staff responded that Burnsville is closely coordinating the Orange Line improvements with proposed local circulation changes in the Burnsville Center Area.*

As Commissioners reviewed the recommendations in the City of Apple Valley, the question was asked about whether the proposed pedestrian tunnel near Redwood Community Center was possible given the location of the adjacent pond. *Staff presented two examples; one designed adjacent to the existing Redwood Community Center and one that would only be possible with a new or reconfigured Community Center. Each example showed how the tunnel could be constructed without impacting the existing pond.*

As Commissioners reviewed the recommendations in the City of Rosemount, the proposed grade separation between County 42 and Highway 3 was discussed. Several comments were made about the frequency of trains on the railroad tracks parallel to Hwy 3, the need to develop a design with clear sightlines and safe stopping distances, and the overall benefits of a grade-separated crossing. Commissioners expressed general support for the grade-separated concept.

A Commissioner asked about whether roundabouts were evaluated along CSAH 42 as part of the study. *Staff responded that, in general, the traffic volumes are too high on CSAH 42 for roundabouts to function at most locations.*

The discussion on the Study concluded with several statements acknowledging the importance of planning for County 42 as a larger system. Commissioners emphasized the need to monitor changes in vehicle technology as it may reduce the need for some of the more difficult infrastructure improvements. A statement was made that County 42 should continue to be evaluated as a transit corridor, given its strategic function of linking the communities of Burnsville, Apple Valley, Rosemount, and Hastings. Commissioners noted that more design and coordination would be needed with MNDOT, the cities, and the railroad in order to make these long-range solutions happen. *Staff acknowledged that more follow-up work would need to be completed to evaluate the feasibility of some of the proposed solutions.*



## Planning Manager Update and County Board Actions

The County Board authorized acceleration of Dakota County Greenway System in the 2022-2026 Capital Improvement Program

### Upcoming Public Meetings – Community Outreach

CSAH 9 (Dodd) and 179 <sup>th</sup> Street Reconstruction Virtual Open House	Website to go live on Wednesday, November 18 <sup>th</sup> <a href="https://doddblvdcr9.com/">https://doddblvdcr9.com/</a>
County 88 Reconstruction Open House	TBD (December 7 <sup>th</sup> from 4pm-6pm tentative time and location at Randolph Methodist Church)

### Topics for Next Meeting (Thursday, December 16, 2021)

TBD, no items at this time.

### Planning Commissioner Announcements/Updates

None.

**Adjourn: 9:03 p.m.**

**Next Regular Meeting: Thursday, December 16, 2021.** The next meeting is planned to be in person at Western Service Center.