

# VIRTUAL DAKOTA COUNTY PLANNING COMMISSION

Thursday, March 25, 2021

7:00 PM – 9:00 PM

If you wish to speak at or view the March 25, 2021, Planning Commission Meeting, please notify Liz Hansen via email at [PlanningCommission@co.dakota.mn.us](mailto:PlanningCommission@co.dakota.mn.us)

Emails must be received by 6:00pm Thursday, March 25, 2021.

Instructions on how to participate will be sent to anyone interested.

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## Agenda

**I. Call to Order and Roll Call**

**II. Pledge of Allegiance**

**III. Public Comments:**

Anyone wishing to address the Planning Commission on an item not on the agenda may send comments to [PlanningCommission@co.dakota.mn.us](mailto:PlanningCommission@co.dakota.mn.us)

**IV. Approval of the Agenda**

**V. Approval of Previous Meeting Minutes**

**VI. Welcome New Planning Commissioner Dennis Peine**

**VII. Comprehensive Plan Amendment (Transportation Chapter) – Action**

(Scott Peters – Transportation, Mary Jackson – Planning)

**VIII. Transportation CIP Overview – Information** (Jeanne Briol – Transportation)

**IX. Veterans Memorial Greenway Alignment Design Study – Review**

(Matt Parent – Transportation)

**X. Planning Manager Update and County Board Actions**

- Authorized submitting a grant to DNR for ADA accessible trail at Thompson County Park
- Authorized JPA with City of Apple Valley for North Creek Greenway tunnel under CSAH 42
- Authorized JPA with City of West St. Paul for reconstruction of River to River Greenway trail through Garlough and Marthaler Park
- Received a presentation on the School Zone Safety Assessment Report

**XI. Upcoming Public Meetings – Community Outreach**

Spring Lake Park Reserve Master Plan and Natural Resources Management Plan	Tuesday, March 23, 6:00-7:00 PM. Join via Zoom <a href="https://dakotacountymn.zoom.us/j/96838086579?pwd=MkUxa0dZSnJGdW1kWmlVQVRDWGIFdz09">https://dakotacountymn.zoom.us/j/96838086579?pwd=MkUxa0dZSnJGdW1kWmlVQVRDWGIFdz09</a>
Open House – using Zoom	Comments accepted through April 4, 2021 <a href="https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Pages/spring-lake-park-master-plan.aspx">https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Pages/spring-lake-park-master-plan.aspx</a>

- XII. Topics for Next Meeting** - Remote meeting, Thursday, April 22, 2021.
- Spring Lake Park Reserve Master Plan and Natural Resources Management Plan
  - New Commissioner orientation materials and procedures

**XIII. Planning Commissioner Announcements/Updates**

**XIV. Adjourn**

## **DAKOTA COUNTY PLANNING COMMISSION**

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**March 25, 2021:** Review of Transportation Plan and Comprehensive Plan Amendment Comments (*action*)

Scott Peters, Transportation

Mary Jackson, Office of Planning

### **PURPOSE**

Provide Planning Commission:

1. *Summary of comments received on the draft Dakota County 2040 Transportation Plan update and the 2040 Comprehensive Plan Amendment*
2. *Proposed responses and changes to the two plans*
3. *Request for recommendation to the County Board on Comprehensive Plan Amendment submittal to Metropolitan Council for final review and approval*

### **BACKGROUND**

To promote safe and efficient transportation, the Dakota County 2030 Transportation Plan was updated in 2020, based on updated city comprehensive plans; trends; and county principles, policies, revenues, and investment needs. The new 2040 Transportation Plan guides the future transportation system through a comprehensive range of goals. <https://www.co.dakota.mn.us/Transportation/PlanningPrograms/2040TransportationPlan/Documents/DraftTransportationPlan.pdf>

The Dakota County 2040 Comprehensive Plan required a minor amendment to maintain consistency with the updated 2040 Transportation Plan. Both plans were released for a 60-day public review and comment period from October 20 to December 21, 2020. A public hearing was held on the Amendment on January 19, 2021, and no comments were received. [Revised Draft Comprehensive Plan Amendment](#)

The Metropolitan Council completed a conformance review of the Comprehensive Plan Amendment during the 60-day review period. Staff request the Planning Commission's recommendation to the County Board on submitting the Amendment to the Metropolitan Council for its final review and approval. Both plans will be presented to the County Board for consideration of adoption after Metropolitan Council approval of the Comprehensive Plan Amendment.

### **ATTACHMENTS**

- Transportation Plan Comments and Responses
- Transportation Plan Technical Revisions Summary
- Comprehensive Plan Amendment Revisions, Comments, and Responses
- 2021 Schedule of Next Steps

### **QUESTIONS**

The following questions are intended to help assist in review of the packet materials.

1. *Do the proposed responses sufficiently address the public comments?*
2. *Is the Comprehensive Plan Amendment ready to submit to the Metropolitan Council for final review and approval?*

## Transportation Plan Comments & Responses

October 20 to December 21, 2020

### Chapter 1: Executive Summary

Comment: Executive Summary after Appendix: Recommend moving the executive summary to the beginning of the document. The graphic nature of the executive summary section makes it easy to read and understand the gist of the document without getting into the details.

Response: The Executive Summary is located at the beginning of the document as Chapter 1 and will remain in that location.

Comment: Page 1-3, Overview of Significant Transportation Plan Revisions: This section is difficult to follow and might be easier if there was a graphic that showed the significant changes. Perhaps a comparison graphic of the previous compared to the proposed.

Response: County staff will take this comment under consideration prior to final document development.

Comment: Page 1-5, Plan Goals: Multi-modal transportation goals appear to be missing from the overall Plan Goals and it is recommended that an additional goal be added to address multi-modal transportation needs.

Response: Page 1-3 states that the integration of transportation modes (multi-modal, pedestrian, bicycle) has been removed from the transit goal and is now included in all other Plan goals. In place of identifying this as a specific goal, it is now considered integrated in all the County's transportation planning activities.

Comment: Page 1-6; Goal 1, Paragraph 2: Using the phrase "extremely limited resources: does not seem to fit when it is noted that the County's revenue over the 20 years timeframe is anticipated to be \$1.28B. It seems as if the concern is that there is less revenue projected than is needed.

Response: Page 1-6 also states that the County has determined to over \$1.65 billion will be required to meet the county transportation system needs over the 20-year plan period. County staff will consider revision of the description.

### Chapter 2: Introduction and Background

Comment: Page 2-11, Fiber and Signal Equipment Upgrade Projects: Will Dakota County be allowing Small Cell Wireless on County facilities or within County right-of-way?

Response: The manner that Dakota County will address small cell is addressed by Dakota County Ordinance Number 126 Management of the Public Right-of-Way which was updated in 2017 in part to address these right-of-way users.

Comment: Page 2-21 Figure 7: Is the purpose of this figure to note that not enough regional investment is being made in Dakota County?

Response: The purpose is to show the proposed regional highway investments per the Met Council 2040 Transportation Policy Plan.

Comment: Page 2-24; Top Concerns: It is suggested that multi-modal plans be added to the list or to replace trails.

Response: This will be added to the list.

Comment: Page 2-24 through 2-26; Accomplishments: Converting this list to a graphic would be more impactful and easier to comprehend.

Response: Graphics of individual project locations are identified in the County's Capital Improvement Program.

Comment: Anecdotally, I've heard that regular route bus ridership is at about 90% of pre-Covid levels, though commuter bus ridership is still way down. Statement that transit ridership dropped 90% and has been slow to recover may be misleading (certainly would be in St. Paul, where most ridership is on local routes). Consider consulting with Metro Transit to improve the accuracy of this statement about Covid impacts on transit. (p.2-22)

Response: As of early 2021, the pandemic resulted in 90 percent decline in express service boardings and 60 percent decrease in local bus and light rail boardings throughout the region with a slow and uneven recovery. The text will be updated to reflect the most recent trends.

Comment: Future traffic projections on Biscayne Avenue (Figure 6) have increased substantially from the 2030 projections. Please provide the reasoning behind this increase. In addition, traffic on Biscayne has been impacted by the construction on adjacent and parallel roadways, including TH 3, over much of the last 3 years, resulting in an increase in current traffic. Was the temporary increase taken into consideration as part of the modeling?

Response: The Dakota County Travel Demand Model uses city and township land uses as identified in jurisdiction comprehensive plans. The 2030 model did not consider future Umore development as the 2040 model now does. The model also uses the build scenario improvements as identified through local and county plans to identify potential highway improvements and expansion by 2040. The Rosemount/Empire/Umore Area Transportation System Study, of 2010, recommends Biscayne Avenue as a future county highway to align with the Akron Avenue alignment. Future traffic projections are based upon future development, including within the city of Rosemount, and future roadway expansion in the corridor and surrounding area. Impacts of construction duration was not considered in the model.

### **Chapter 3: Transportation Plan Principles**

Comment: p.3-10, consider revision of PP.15 to reference the Division's Environmental Due Diligence Process. Suggest the following, "Follow the approved Dakota County Physical Development Division Environmental Due Diligence Process, investigate and clean up contamination in accordance with Minnesota Pollution Control Agency guidance when encountered, complete Regulated Building Material Surveys on buildings that are to be demolished, and adhere to best management practices on all projects."

Response: Text for PP.15 will be revised accordingly.

Comment: p.3-10, please incorporate the following from the County's Solid Waste Master Plan, "Expand the use of compost (yard waste and food waste-derived) in the Minnesota Department of

Transportation's (MnDOT) and in local government transportation infrastructure projects. Use MnDOT specifications for compost use as appropriate in roadside construction and landscaping projects."

Response: Text for PP.17 will be revised to include the above statement.

Comment: Page 3-1; Sustainability: The language used to describe sustainability as "living comfortably" seems to imply that we do not need to push boundaries to meet sustainability goals so that we do not burden future generations.

Response: The language used is verbatim from the County's Comprehensive Plan which has been approved by the Metropolitan Council.

Comment: Page 3-7; Speed Limits: Is Dakota County open to developing a county-wide approach to speed limits? Many cities are struggling with how to respond to the recent legislation allowing municipalities to set their own speed limits.

Response: County Highways were excluded from legislative changes to how cities may set speed limits. The County will continue to follow State law as it pertains to establishment of speed limits for County Highways.

#### **Chapter 4: Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System**

Comment: Page 4-13; Transportation Sales and Use Tax CIP: Please provide details as to how the City share is determined, as well as the federal and state share.

Response: The City share is as specified in the adopted CIP based on cost shares in accordance with applicable County policies for these projects.

Comment: Page 4-18; Development Driven Investments: What kind of improvements are contemplated? There may be legal implications to requiring developers to pay for improvements, lawsuit Woodbury v. Harstad.

Response: The strategy encourages cities to pursue local and/or private investments in the transportation system to address transportation needs necessitated by development. The strategy does not identify that developers are required to pay for improvements.

Comment: Page 4-18 through 4-23; Cost Participation: Please provide notes as to what has changed since the policy was updated a couple of years ago.

Response: Text will be included on page 4-18 to address this. "Plan Policy Revisions are identified in Appendix A, pages A-14 through A-31."

#### **Chapter 5: Goal 2: Preservation of the Existing System**

Comment: Page 5-10; Pedestrian and Bicycle Facilities: The City of Burnsville appreciates the change that has the County funding 100% of trail pavement maintenance.

Response: Noted. The costs include surface sealing, patching and replacement.

Comment: Page 5-13; Roadside Aesthetics: It is suggested that the County reconsider their approach to roadside aesthetics and work with cities to develop a plan or policy to address a cost share approach.

Response: The County does not have resources to meet the base transportation system needs over the Plan period. The County will consider participation as part of larger corridor improvements rather than stand-alone or smaller, spot location oriented, preservation and management projects.

Comment: Page 5-14; County Highway Sweeping: It is recommended that the County consider fall sweeping as well. Keeping leaves out of water bodies can be just as important as sand.

Response: Language has been added to the County Highway Sweeping Policy regarding fall sweeping.

Comment: Page 5-14; Mowing Policy: It should be noted that cities are allowed to mow county right-of-ways more frequently. Burnsville does this on CR-11 and McAndrews.

Response: Language has been added to allow for supplemental mowing by cities.

### **Chapter 6: Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity**

Comment: Missing information under sub-bullet on page 6-41.

Response: The information for the sub-bullet will be entered.

Comment: Anything that can be done to increase the availability of, safety of and use of cycling lanes, trails, etc., is critical. Please do whatever you can to do so! Thanks!

Response: The 2040 Transportation Plan provides more guidance and emphasis on bicycle and pedestrian mobility and safety when compared to the previous Plan. The Management chapter incorporates findings from the County's 2017 Bicycle and Pedestrian Study, which identified and prioritized gaps in bicycling and pedestrian infrastructure on county highways. The Plan also identified funding needs to fill significant trail and sidewalk gaps, construct grade-separated greenway crossings of county highways, and at-grade crossing improvements. One of the most significant changes was the revision to the County Cost Participation Policy for trails and sidewalks along county highways. The revised policy reduces the share of city costs for trail gaps and eliminates any city costs for trail surface maintenance. These changes should accelerate the pace of trail construction and resurfacing by minimizing financial barriers for city partners.

Comment: On Figure 22, Potential County and State Highway Jurisdictional Changes, it appears the proposed jurisdictional transfer of TH 61 is to local. We are hoping that the limit of any transfer would be from the State to the County.

Response: The map legend will be revised to "State to County or Local".

Comment: p.6-2, Should include discussion on rural/urban differences in functional classification as a majority of Dakota County is still considered rural today by MnDOT and FHWA. Unless this discussion is found elsewhere.

Response: The functional classification definitions are consistent with the Metropolitan Council 2040 Transportation Policy Plan-Appendix D definitions.

Comment: p.6-3, Add discussion on major/minor collectors? While similar, they do function differently.

Response: The functional classification definitions are consistent with the Metropolitan Council 2040 Transportation Policy Plan-Appendix D definitions.

Comment: Figure 25 does not show the roundabout located at TH 3 and 170<sup>th</sup> Street. This roundabout was completed in September, 2020.

Response: This roundabout location will be added to the map.

Comment: In 2019, a box culvert was constructed under TH 3, about ½ mile south of CSAH 46. The original purpose of this culvert was to allow a conveyor from the nearby aggregate facility to cross the highway. However, this culvert was specifically designed to meet the specifications for a pedestrian underpass. The conveyor will be removed in the relatively near future, and the adjacent area will begin to develop as the mining operations cease. We believe this underpass should be identified in Figure 30. Identifying the crossing at this time allows for planning and identification of future regional trail systems.

Response: This location will be added to the map.

Comment: Page 6-10; Table 5: Have there been any changes to the access guidelines or is this table consistent with past practice?

Response: The table is consistent with the past Transportation Plan. No changes have been made.

Comment: Page 6-11; Figure 16; If access closures are being contemplated in the areas highlighted, the City has concerns with development and redevelopment potential, particularly in our Burnsville Center Village area.

Response: Half-mile full access spacing is identified for divided highways with projected 2040 average daily traffic over 35,000. Spacing full access on roadways with high volume highways at half-mile intervals increases the average travel speed on the corridor and reduces delays and crashes. Quarter-mile partial movement intersections are allowed with eighth-mile right-in/right-out access permitted if the county determines the access improves the overall safety and/or efficiency of the transportation system. CSAH 42 is also designated as a principal arterial highway within the regional system. The emphasis of principal arterials is on moving large volumes of traffic over long distances rather than providing direct access to land. Currently, Dakota County is working with the cities of Burnsville, Apple Valley and Rosemount to prepare a long-term vision for CSAH 42. The County Highway 42 Visioning Study will provide greater detail to provide a 20-year guidance for managing CSAH 42 in the future for efficient and safe travel.

Comment: Page 6-12; Vehicle Size and Weight Management: Does Dakota County enforce vehicle size and weight restrictions? If so, who does the enforcement?

Response: Dakota County has a Commercial Vehicle Inspector position under the Sheriff's Office that enforces laws and rules relating to the size and weight of commercial vehicles, driver qualification, hours of service, and vehicle inspections.

Comment: Page 6-15; Figure 17: Does Dakota County want to show city streets that are 10-ton design? Burnsville has some 10-ton roadways.

Response: The figure will show the county system only. The title will be revised appropriately.

Comment: Page 6-23; Figure 22: This figure identifies CSAH 42 as a potential jurisdictional change from County to State. As was noted in the City’s comment letter for the 2030 Transportation Plan, the City of Burnsville does not support any proposed jurisdictional changes to CSAH 42. This roadway is vital to the commercial core of Burnsville and we do not believe this roadway and its maintenance would be viewed as a priority by the State, thus negatively impacting the City and local businesses. Additionally, the City does not support the jurisdictional change of CSAH 32 between TH 13 and I-35E for the same reasons.

Response: The identified recommendations depicted in Figure 22 are considered preliminary and are subject to discussion with MnDOT prior to approval. All county highways with a functional classification of principal arterial are identified as potential jurisdictional transfer candidates to MnDOT. This is based on the regional planning concept that principal arterials should be under MnDOT jurisdiction. Recommendations depicted in Figure 22 are highly unlikely within the Plan period (by 2040) and require additional analysis before consideration. The city’s concerns are noted.

Comment: Page 6-24; Frontage Road Management: More information is needed regarding the potential frontage road management transfers as listed in Table 6.

Response: The table is an inventory of frontage roads adjacent to county highways that may be more practical for the county to manage and maintain than the local jurisdiction. County staff will engage and work with local jurisdictions prior to any jurisdictional transfer discussions.

Comment: Page 6-24; Jurisdictional Classification: More information is needed regarding changes and transfers.

Response: Figures 20 identifies the locations of potential jurisdictional transfers and agencies involved. Figure 21 identifies the priority and time frame for potential jurisdictional transfers. County staff will engage and work with local jurisdictions prior to any jurisdictional transfer discussions.

Comment: Page 6-31; Traffic Control Signals – City Assistance: Does the City need access to the ATMS? Is this planned to provide access?

Response: The system is currently used by Transportation Staff to manage the system and signal timing. The County will discuss potential access with cities in future. This would require a change not addressed by this Transportation Plan, but in the County’s “Transportation Technology Resources Procedures”.

Comment: Page 6-35; Plat Needs Map and Right-of-Way – Long Term Needs: The City is interested in participating in development of this map.

Response: The existing Plat Needs Map will be updated in 2021 (after adoption of this Plan). The city (and all local jurisdictions) will be asked to participate in responding to identified revisions.

Comment: Page 6-38; Figure 26: The map should be updated to include the completed trail through Cam Ram/Kelleher Park; newly constructed Lake Marion Trail segments; connection of Kelleher Trail to City of Savage; and new bike lanes.

Response: The map will be revised to show this.

Comment: Page 6-39; Figure 27: The map should note that the trail segment on the north side of CSAH 32 between TH-13 and the Eagan border will be constructed in 2021. All of the Burnsville gaps are

noted as low or medium priority; should any of these gaps be re-evaluated and changed to a high priority, particularly on CSAH 42?

Response: The maps reflect what is existing as of 2020 when the Draft Plan was completed. The County will regularly update map data in coordination with cities and provide that information in advance of discussions about Capital Improvement Plan (CIP) priorities. The trail gap priorities were evaluated as part of the 2017 County Bicycle and Pedestrian Study based on factors that are indicators of bicycle and pedestrian demand. There is not currently a schedule for updating that prioritization score. The County acknowledges that local interest and feasibility are two elements that were not accounted for in that analysis. Therefore, the map will be changed to refer to these as high, medium and low scores rather than priorities. This acknowledges that local interest will be a strong determinant of implementation priority.

Comment: Page 6-43, Figure 29: Burnsville is interested in Dakota County working toward constructing the trail gaps in Burnsville; how do these projects get added to the County's CIP?

Response: The County will work with cities at the annual CIP meeting to discuss local interest in trail gap implementation priorities and program projects for implementation.

Comment: Page 6-46: Figure 30: The graphic shows proposed grade separated crossings on the western Burnsville border crossing TH-13 and another crossing south of TH-13. More information is requested regarding the plan for these proposed crossings. Additional red dots should be added on Nicollet crossing TH-13 and on CSAH 42 near Burnsville Center. There is also an existing crossing of TH-13 on CR-5.

Response: The proposed grade separated crossings on the western Burnsville border reflect crossings identified in County greenway master plans. The crossing of TH 13 in the vicinity of Chowen Avenue is a proposed long-term crossing for the Minnesota River Greenway that likely won't develop until there is trail access to the Minnesota River north of TH 13. This location is not exact and will co-locate with any planned future interchanges of TH 13 in the area. The location south of TH 13 is a proposed crossing for the Lake Marion Greenway at Williams Drive. This is identified in the master plan as a potential location for a grade separation if the CP rail bridge under Williams Drive is made available for trail use in the future. The map will be revised to show the additional crossings the City has identified.

#### **Chapter 7: Goal 4: Replacement and Modernization of Deficient Elements of the System**

Comment: Page 7-11 through 7-14; Three Lane Road Sections: Is there a timeframe for converting CR-11 north of Burnsville Parkway? What will the impacts of this conversion be on the capacity of CR-11, as Figure 5 shows it as overcapacity?

Response: Figure 5 will be revised to remove this highway section from the map. The timeline for conversion to three-lane section will be determined through annual CIP discussions with the City.

#### **Chapter 8: Goal 5: Transit and Transitways**

Comment: Figure 41 should be updated to include Lakeville in Metro Transit service area.

Response: Revision will be made.

Comment: Page 8-9; Figure 38: Are the routes listed as MVTA Express actual routes? Figure 41 on page 8-14 lists these same routes as local.

Response: Both local and express service use many of the same higher volume roadways in the County and also serve the same stations. This leads to some overlapping of routes which may make the two maps look similar, but they are both accurate.

Comment: Scott County will be completing a Countywide Transit Plan by the end of the first quarter of 2021. One recommendation being developed into the plan is to work with partners to implement service along CSAH 42 corridor between Scott County and Dakota County. At the regional policy level, the plan calls for working with partners to establish a long-term BRT Corridor Vision on CSAH 42.

Response: Dakota County acknowledges that the CSAH 42 corridor has been recommended for improved service by the Dakota County Regional Chamber of Commerce study and Scott County's proposed transit plan. The Dakota County East-West Transit Study, completed in 2017, identified CSAH 42 between TH 13 and Dakota County Technical College as one of five east-west corridors in Dakota County to be considered for improved transit service. The Transportation Plan text will be updated to reflect the transit needs identified along this corridor by Dakota County, local partners and the public. The Transportation Plan also identifies potential roles for the County in working with transit partners, stakeholders, cities and adjacent counties to improve transit service for residents and businesses. Transit service types and levels of service are ultimately determined by transit service providers.

Comment: Would be nice to have bus transportation to Lakeville & Apple Valley for those of us who do not drive. Sooner than 2 yrs.

Response: Dakota County recognizes the challenges of accessing jobs, daily needs and services for residents who do not drive. Dakota County is not a transit service provider and therefore cannot make decisions about where to provide transit. The Transportation Plan identifies other roles for the County in working with transit providers to improve transit service in the County. One such role is assisting residents in need of transit and transportation services by providing information about available options and training on how to use those options through the GoDakota program at: <https://www.co.dakota.mn.us/Transportation/GettingAround/Pages/default.aspx>.

Comment: We need to have a bus service around all areas of Hastings everyday and bus service to Cottage Grove or Apple Valley to be able to get to downtown Minneapolis and St. Paul

Response: The Dakota County Eastern Transit Study evaluated transit service options for Hastings. The most promising option was for local service within the city. Service to other communities did not look feasible due to long travel distances and low travel volumes to any single place.

Comment: I note that, once again, Hastings is left without any discernible public transportation. Disappointing.

Response: The Dakota County Eastern Transit Study evaluated transit service options for Hastings. The most promising option was for local service within the city. Service to other communities did not look feasible due to long travel distances and low travel volumes to any single place.

## **Chapter 9: Goal 6: Expansion of Transportation Corridors**

Comment: The text on p.9-9 identifying the limits of the new highway alignment on Jacob Avenue does not match the map for future alignments.

Response: The text will be revised in the final document to state the limits are between TH 55 and CSAH 47.

Comment: Page 9-5; County Highways that Exceed 6-Lane Capacity: The text indicates that CSAH 42 from CSAH 5 to I-35E in Burnsville is the only County Highway that will likely exceed 110% of six-lane divided highway capacity by 2040. Why is this not shown on Figure 44?

Response: The text on page 9-5 will be revised to indicate that the highway segment described is near capacity and not over capacity by 2040.

Comment: Page 9-16, 9-17 and Figure 48: The list of projects on Page 9-16 and the description on Page 9-17 indicates priority projects on TH-13 from county line to CR-5, but Figure 48 shows the priority project extending to I-35W. The City requests changing the language to extend to Nicollet Avenue and adding a priority Trunk Highway intersection symbol to TH-13 and Nicollet. This correlates with the entire TH-13 Corridor Study limits in Dakota County.

Response: The map will be revised to reflect the TH 13 east corridor study limits to Nicollet Avenue. This potential change can be addressed with changes to the Transportation Sales and Use Tax Program that will be discussed with the County Board prior to development of the 2022-2026 CIP.

Comment: Page 9-17: With the potential turnback of portion of TH-13 to Dakota County, how likely is it that the limits of the turnback will extend into Burnsville?

Response: The regional planning concept that principal arterial highways should be under MnDOT jurisdiction also allows for minor arterial highways under MnDOT jurisdiction to be considered for jurisdictional transfer. TH 13 north of CSAH 32 is identified as a potential state to county turnback as shown on Figure 22. As previously identified, jurisdictional transfer is highly unlikely during the Plan period (by 2040).

Comment: Figure 47 – shows locations with recent interchange projects and locations for future interchanges. Should 42/23 and 46/23 also be shown as future interchanges? Showing these as future interchanges aligns better with our direction for 42.

Response: Figure 47 shows the MnDOT and County Highway intersection and interchange locations. Text on page 9-12 describes Dakota County highway intersections and states, “The CSAH 23 and CSAH 42 intersection and the CSAH 23 and CSAH 46 intersection are likely to have the need for interchanges in the future based on 2040 projected traffic volumes in excess of 75,000 vehicles per day.” Intersections approaching and exceeding capacity are shown in Table 12 and Figure 46. Staff will evaluate the differences between the descriptions and figures to further clarify.

Comment: For the CSAH 42 and TH 3 intersection. Is there any backup documentation of the noted partnership with MnDOT and Rosemount around train exposure issues?

Response: Staff is not aware of any partnership documentation.

## **Chapter 10: Implementation**

No comments received.

## **Appendices**

Comment: Page A-4; Item F.2 Cost Participation-Aesthetic: Consider extending cost participation for aesthetics to pedestrian, bike, and other multi-modal improvements.

Response: The County does not have the resources to meet the base transportation system needs over the Plan period. The County will consider participation as part of larger corridor improvements rather than stand-alone or small, spot location oriented, preservation and management projects. A City can consider aesthetics for these types of projects or stand-alone at City cost through permit.

Comment: Page A-10; Items M.5 and M.6 Jurisdictional Classifications: Please strongly consider how to ensure City involvement and City Council approval can be included in the process.

Response: M.6 identifies, "...coordination with local governments to execute agreements prior to official revocation of the highway by County Board resolution." The County Board will not approve official revocation of a highway to a local agency without coordination with and approval from said agency.

Comment: Page A-11; item M.12 Contiguous Plat Ordinance: Please provide a copy of the map to the City.

Response: County staff will do this. The map is also available on the County's website.

Comment: Page A-13; Item E.3: Please include the City in this process of identifying areas within the City and provide a copy of the final map to the City.

Response: As previously stated the county will notify the city to participate in update of the Plat Needs Map.

Comment: Page A-16 through A-23: Confirm that these are the exact same changes that are already in place with the latest version of the Cost Sharing Policy.

Response: County staff will confirm this.

Comment: A-27; M.7: Is it the County's intent to provide Cities with access to the ATMS system?

Response: The system is currently used by Transportation Staff to manage the system and signal timing. The County will discuss potential access with cities in future. This would require a change not addressed by this Transportation Plan, but in the County's "Transportation Technology Resources Procedures".

## **Overall, General and Miscellaneous Comments**

Comment: Hi, we are experiencing a very frequent Internet Provider (IP) outage to the Hastings, Minnesota Veterans Home where I reside. This is lengthening my communication response time considerably. I ask that you please be patient under these circumstances. A 6 mile walk to the public library necessary for Internet access takes me a while and under COVID-19 restrictions I am allowed 1 hour of computer time a day there. Here's hoping the Veterans Home IP service will improve and shorten my response time to your communication.

Response: We've allowed for a 60-day comment period on the draft plan to provide adequate time for review and comment.

Comment: Thank you for sharing this information. Following these directions to view the draft plan directions lead to a variety of options. The option most clearly labeled as the Draft 2040 Transportation plan is actually a slide deck and not a draft plan. I suspect this is not the document that the public is invited to comment on. At least I hope that's not the case. I would therefore like a response with a link to the appropriate document as well as an explanation of the rationale for why this wasn't provided in the first place. Thank you in advance.

Response: A follow up email was sent to this commentor with the link to the draft plan. Staff received no other similar comments.

Comment: The City of Newport does not have any comments

Comment: Will the approval of this plan result in any major process, relationship, or requirement changes with municipalities? Will there be any noticeable changes in how Dakota County completes capital projects or maintenance activities? How might the City of Burnsville need to change its processes as it relates to Dakota County Transportation:

Response: County Transportation Staff anticipates no major changes in how projects are delivered or maintained, or in our relationships with local jurisdictions, as a result of the approval of this plan.

**Comments Received From:**

Citizens (6)

Scott County

City of Burnsville

City of Hastings

City of Newport

City of St. Paul

Dakota County Environmental Resources Department Staff

Dakota County Transportation Department Staff

Empire Township

MnDOT Metro District

## **Draft Transportation Plan Technical Revisions**

Red text indicates a revision resulting from public comment or internal review.

- Entire document – Minor text corrections and/or revisions including spelling, grammar and correct acronyms.
- Entire document – Inserted updated Annual Investment Needs table where necessary due to time frame adjustments in Transit needs.

### **Chapter 1 - Executive Summary**

- Updated specific goal activities and CIP investment categories and funding totals per other chapter revisions.

### **Chapter 2 - Introduction and Background**

- **Page 2-10** – Added the Dakota County Regional Chamber of Commerce (DCRCC) Transit Study to Regional Plans and Studies.
- Minor road name and date edits.
- **Page 2-23** – Added more current information regarding COVID-19 impacts on transit.
- **Page 2-24** – Added Multi-modal plans to the top concerns list.

#### Maps

- **Figure 5** – Removed over capacity designation of CSAH 11 (between CSAH 32 and CSAH 38) and revised the legend totals.
- **Figure 6** – Revised numbers on CSAH 62 (west of TH 52).

### **Chapter 3 - Transportation Plan Principles**

- **Page 3-2** – Clarified that Policy PP.2 is applied when wetland impacts cannot be avoided.
- **Page 3-7** – Updated strategy for Operation Policies to include Procedures.
- **Page 3-10** – Updated Policy PP.15 to provide most current guidance.
- **Page 3-10** – Expanded Policy PP.17 to include MnDOT guidance for compost use.
- **Page 3-13** – Expanded Safety Improvement strategy to include enhanced pedestrian crossings and consideration of pedestrian destinations.
- **Page 3-15** – Transportation Technology – included reference to Transportation Technology Resources Procedure document.
- **Page 3-18** – Traffic Signal Coordination strategy - included reference to cell modems.

### **Chapter 4 – Limited Resources are Directed to the Highest Priority Needs of the Transportation System**

- **Page 4-12** – Added text describing regional greenway needs.
- **Page 4-13** - Included text regarding Transportation Sales and Use Tax CIP city cost share.
- **Page 4-18** – Added text regarding Appendix and Plan Policy revisions.
- **Page 4-19** – Added text identifying that all other maintenance responsibilities not stated in a policy are county responsibilities.
- **Page 4-19** – Updated Table 4 to identify aesthetic activities apply to Replacement and Modernization and Expansion goals.
- **Page 4-20** – Updated Policy F.4 to clarify activities covered and cost share percentages.
- **Page 4-23** – Updated Policy F.15.3 to clarify cost shares and activities for streetlighting.

- Page 4-24 – Revised Policy F.17 to clarify policy pertains to traffic signal and street lighting power costs and maintenance responsibilities.

### **Chapter 5 – Goal 2: Preservation of the Existing System**

- Page 5-1 – Updated CIP investment categories to include roadway safety and operation.
- Page 5-5 – Included chart of county gravel roads to transfer to local jurisdictions.
- Page 5-15 – Included fall sweeping details to policy P.3.
- Page 5-15 – Included text that cities may supplement mowing to policy P.4.

### **Chapter 6 – Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity**

- Page 6-2 – Added Greenway and Non-Greenway Crossings to CIP Investment Categories
- Page 6-27 – Added text describing Advanced Traffic Management System.
- Page 6-31 – Removed Policy M.9 as it was redundant as a result of other Plan policy revisions.
- Page 6-31 through 6-42 – Renumbered remaining policies after removal of M.9.
- Page 6-33 – Reformatted intersection improvement charts.
- Page 6-41 – Added detail to the strategy Provide Continuous Pedestrian and Bicycle Facilities Along County Highways Based on Land Use Context.
- Page 6-44 – Provided additional criteria for Pedestrian and Bicycle Crossings of County Highways.

#### Maps

- Figure 17 – Added County to the title to indicate 10-ton roads shown does not include city roads.
- Figure 20 – Removed CSAH 6 and TH 156 from the map as transfers have occurred. Revised legend to appropriately indicate jurisdictions.
- Figure 21 – Removed CSAH 6 and TH 156 from the map as transfers have occurred. Revised legend to appropriately indicate jurisdictions.
- Figure 22 – Revised legend to appropriately indicate local jurisdictions include county and city.
- Figure 25 – Added a roundabout symbol at TH 3 and 170<sup>th</sup> St. in Empire Township.
- Figure 27 – Revised legend from “priority” to “score” to be consistent with 2017 Bicycle and Pedestrian Study.
- Figure 30 – Added greenways to the map. Added existing crossing at TH 3 and ½ mile south of CSAH 46 in Empire Township. Added existing crossing at TH 13 and CSAH 5 in Burnsville. Added proposed crossing at TH 13 and Nicollet Avenue in Burnsville. Revised legend for clarity.

### **Chapter 7 – Goal 4: Replacement and Modernization of Deficient Elements of the System**

- Page 7-1 – Added Through-Lane Reduction and Two- to Three-Lane Modernization to the CIP investment categories list.

### **Chapter 8 – Goal 5: Transit and Transitways**

- Page 8-11 – Added Kendrick Park and Ride expansion and Reverse Commute Services as areas of potential need.
- Page 8-12 – Added additional text to clarify the Robert Street Corridor future improvements.
- Page 8-15 – Added the Orange Line extension, Red Line infill stations and Robert Street ABRT as areas of potential need.

- Page 8-16 – Added improved east-west services and local transit service in Hastings as areas of potential need.
- Page 8-20 – Added shared mobility to serve employers as an area of potential need.
- Page 8-24 – Added Wheelchair Accessible Vehicles and Mobility as A Service as areas of potential need.
- Page 8-24 – Added a strategy to participate in Transit Management Organizations or related committees. This acknowledges Scott County concerns regarding regional policy level planning.
- Page 8-27 - Inserted updated Annual Investment Needs table where necessary due to time frame adjustments in Transit needs.

#### Maps

- Figure 38 – Added Lakeville to the Metro Transit Service Area.
- Figure 41 – Added Lakeville to the Metro Transit Service Area.

#### **Chapter 9 – Goal 6: Expansion of Transportation Corridors**

- Page 9-3 – Added Engineering Studies to CIP Investment Categories list.
- Page 9-5 – Removed text identifying CSAH 42 as exceeding 6-lane capacity needs by 2040. The highway is only nearing 6-lane capacity needs and not exceeding by 2040 projections.
- Page 9-9 – Corrected the Jacob Avenue alignment description.
- Page 9-23 – Added text to clarify Engineering Studies.

#### Maps

- Figure 44 – Removed over capacity designation of CSAH 11 in Burnsville. Revised legend appropriately.
- Figure 47 – Included the TH 52/CSAH 42 interchange as both a Planned Interchange and a Recently Completed Interchange.
- Figure 48 – Extended the Priority Trunk Highway Project designation on TH 13 from I-35W to Nicollet Avenue to correlate with the entire TH 13 Corridor Study.

#### **Chapter 10 – Implementation**

- Minor text revisions only.

#### **Appendices**

- Relevant revisions from document chapters will be included where appropriate.

## Dakota County 2040 Comprehensive Plan (DC2040) Amendment

The following revisions were made for consistency with the Dakota County 2040 Transportation Plan.

Pages	Plan Revision
ii	Goals: updated to match Transportation Plan update, with changes to: Goal 3.4 Replacement <u>and Modernization</u> of Deficient Elements of the System Goal 3.5: Transit and Transitways (removed other modes, covered throughout other goals)
ii	Updated map, <i>Future Functional Classification of Highways</i>
11-12	Updated purpose and background context Added information on impacts of COVID-19 pandemic to transportation systems
14-15	Updated Transportation Guiding Principles to match Transportation Plan update: <ul style="list-style-type: none"> <li>• Combined Context-Sensitive Design and Complete Streets Principles</li> <li>• Added ADA Transition Plan Principle</li> <li>• Added Transportation Technology</li> </ul>
15-17	Goals: updated to match Transportation Plan update, with changes to: Goal 3.4 Replacement <u>and Modernization</u> of Deficient Elements of the System Goal 3.5: Transit and Transitways (removed other modes, covered throughout other goals)
17	Updated descriptive statistics of County system
18	Updated map, <i>Dakota County Transportation System</i>
19	Updated descriptive statistics based on functional classification
21	Updated map, <i>Existing Functional Classification</i>
22	Updated map, <i>Recommended Future Functional Classification</i>
23	Updated table, <i>County Highway Mileage by Type</i>
25	Updated map, <i>Access Spacing</i>
26	Updated description and findings from Dakota County Travel Demand Model to 2020 version
27	Added language on State Trunk Highway expansion needs
28	Updated map, <i>Existing Traffic Volumes</i>
29	Updated map, <i>Projected 2040 Traffic Volumes</i>
31	Updated map, <i>Future County Expansion Needs</i>
33	Updated descriptive statistics on mode integration
34	Updated map, <i>Transit Market Areas</i>
35	Updated language on current plans for the METRO Orange Line Bus Rapid Transit
36	Updated language on alternatives for the Robert Street Transitway
38	Updated description of the Apple Valley Transit Station
39	Added information on bus garages in Dakota County
44	Updated map, <i>Existing Pedestrian and Bicycle System</i>
45	Updated map, <i>Gaps in the Existing County Pedestrian System</i>
46	Updated map, <i>Gaps in the Existing County Bicycle System</i>
48	Updated language on Pedestrian and Bicycle Study, added approaches for filling gaps
49	Updated map, <i>Planned County Pedestrian System</i>
50	Updated map, <i>Planned County Bicycle System</i>
53	Updated language on autonomous and connected vehicles
57	Updated language on twin trailer truck routes
58	Updated map, <i>Tiered Truck Corridors in Dakota County</i>
59	Updated map, <i>Ten-Ton Highways</i>
62-66	Updated State, Regional, and County studies and findings
66	Updated language on Capital Improvement Plan to reflect 2020-2024 Plan.
154-170	Updated tables to current 2020-2024 Transportation Capital Improvement Plan
217-227	Updated demographic forecasts by transportation analysis zones

## Additional Revisions Made after Public Review (October 20 to December 21, 2020)

All maps were updated with technical changes and basemap revisions from additional jurisdictional transfers occurring in the second half of 2020.

Notification of the draft Comprehensive Plan Amendment availability for review was sent to affected and adjacent jurisdictions, including:

County Communities	Adjacent Communities	Independent School Districts
Apple Valley	Bloomington	191; Burnsville-Eagan-Savage
Burnsville	Cottage Grove	192; Farmington
Castle Rock Twp.	Credit River Twp.	194; Lakeville
Coates	Denmark Twp.	195; Randolph
Douglas Twp.	Grey Cloud Island Twp.	196; Rosemount-Apple Valley-Eagan
Eagan	New Market Twp.	197; West St. Paul-Mendota Hts.-Eagan
Empire Twp.	Newport	199; Inver Grove Heights
Eureka Twp.	Savage	200; Hastings
Farmington	St. Paul	252; Cannon Falls
Greenvale Twp.	St. Paul Park	6; South St. Paul
Hampton	Hennepin County	659; Northfield
Hampton Twp.	Ramsey County	
Hastings	Scott County	
Inver Grove Heights	Washington County	
Lakeville		
Lilydale		
Marshan Twp.		
Mendota		
Mendota Heights		
Miesville		
New Trier		
Nininger Twp.		
Randolph		
Randolph Twp.		
Ravenna Twp.		
Rosemount		
Rural Collaborative		
Sciota Twp.		
South St. Paul		
Sunfish Lake		
Vermillion		
Vermillion Twp.		
Waterford Twp.		
West St. Paul		
	<b>Out-of-Region Communities</b>	
	Cannon Falls	
	Cannon Falls Twp.	
	Goodhue County	
	Northfield	
	Northfield Twp.	
	Rice County	
	Stanton Twp.	
	Webster Twp.	
	Welch Twp.	
	<b>Agencies</b>	
	MN DNR	
	MN DOT	
	MN Valley Transit Authority	
		<b>Watershed Management Orgs.</b>
		Black Dog WMO
		Capitol Region WD
		Eagan-Inver Grove Heights WMO
		Lower Minnesota River WD
		Lower Mississippi River WMO
		North Cannon River WMO
		Ramsey Washington Metro WD
		Scott County WMO
		South Washington Watershed District
		Vermillion River Watershed JPO

Three comments were received specifically on the Comprehensive Plan Amendment.

### Scott County:

Scott County will be completing a Countywide Transit Plan by the end of the first quarter of 2021. One recommendation being developed into the plan is to work with partners to implement service along the CSAH

42 corridor between Scott County and Dakota County. At the regional policy level, the plan calls for working with partners to establish a long term BRT Corridor Vision on CSAH 42.

*Staff Response:*

Additional language has been added to the County Plans and Studies section, under the East West Transit Study: The CSAH 42 Corridor has also been identified as a priority for improved transit service by the Dakota County Regional Chamber of Commerce Transit Study as well as the draft Scott County Transit Plan.

**City of St. Paul:**

Pp11-12 Anecdotally, I've heard that regular route bus ridership is at about 90% of pre-COVID levels, though commuter bus ridership is still way down. Statement that transit ridership dropped 90% and has been slow to recover may be misleading (certainly would be in St. Paul, where most ridership is on local routes). Consider consulting with Metro Transit to improve the accuracy of this statement about COVID impacts on transit.

*Staff Response:*

Staff will continue to monitor ridership levels with the Minnesota Valley Transit Authority (MVTA) and Metro Transit as the pandemic impacts continue to evolve. As of the end of 2020, MVTA reported that ridership was significantly lower than pre-COVID levels, noted particularly for express routes. Metro Transit was compiling their annual ridership report for 2020 during the review period, although anecdotal information indicated that special transit services remained robust (Metro Mobility), and express routes were lower than pre-COVID levels.

**Washington County:**

Page 3-36: This text about Red Rock and the results of various studies is inaccurate, please consider including the text in red for accuracy. Red Rock Transitway (Bus Rapid Transit) — The planned Red Rock Corridor connects St. Paul, Hastings and communities in Washington County along TH 61. In 2014, the Red Rock Corridor Commission completed an update to an earlier alternative analysis, identifying bus rapid transit as the preferred transit mode for the corridor. **In 2016, the Red Rock Corridor Commissioner completed an Implementation Plan which included near term and long term recommendations to achieve full Bus Rapid Transit implementation. This plan does not suggest that extension of service to Hastings is supportable in the near- to medium-term. Intermediate efforts for improved service in the corridor include expansion of express service and park and ride capacity to establish a larger ridership base.** Dakota County was a member of the Red Rock Corridor Commission through 2017 and participated in its ongoing planning activities. In 2017, the Dakota County Regional Railroad Authority left the Commission; staff continues to monitor Commission activities for any actions that may affect the County.

*Staff Response:*

Given the County's changing role in transit, no changes were needed for the plan.

# Next Steps



	Transportation Plan	Comp Plan Amendment Transportation Chapter
Oct 13 <sup>th</sup> and Oct 20 <sup>nd</sup> PDC and CB meeting	<ul style="list-style-type: none"><li>• Release for public review</li><li>• Adopt cost share policies</li></ul>	<ul style="list-style-type: none"><li>• Release for public review</li><li>• Set public hearing date</li><li>• Submit to Met Council staff for conformance review</li></ul>
Oct 20 <sup>th</sup> – Dec 21 <sup>st</sup>	<ul style="list-style-type: none"><li>• 60-day review period</li></ul>	<ul style="list-style-type: none"><li>• 60-day review period</li></ul>
Jan 19 <sup>th</sup> CB Public Hearing		<ul style="list-style-type: none"><li>• Statutory requirement, receive comments, no action requested</li></ul>
March 25th Planning Commission	<ul style="list-style-type: none"><li>• Review public and agency comments</li></ul>	<ul style="list-style-type: none"><li>• Review public and agency comments and consider recommendation to PDC</li></ul>
April PDC and CB meeting	<ul style="list-style-type: none"><li>• Review public and agency comments</li></ul>	<ul style="list-style-type: none"><li>• Consider submitting to Met Council for official review</li></ul>
April – June Met Council Review		<ul style="list-style-type: none"><li>• Metro Council comp plan amendment review process and comments</li></ul>
June PDC and CB meeting	<ul style="list-style-type: none"><li>• Consider adopting plan<ul style="list-style-type: none"><li>• Modify cost share policy text for clarity.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Consider adopting plan amendment</li></ul>

## **DAKOTA COUNTY PLANNING COMMISSION**

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**Date AGENDA ITEM:** 2021 Transportation CIP Overview

### **PURPOSE**

Provide Planning Commission:

1. Receive an update on the 2021 Transportation Capital Improvement Program (CIP) construction projects.

### **BACKGROUND**

To provide a safe and efficient transportation system, Dakota County annually invests in the County transportation system through various construction projects. Several of the construction projects identified in the adopted 2021-2025 Transportation CIP that will be starting soon for the 2021 construction season (Attachment A). Staff will provide the Planning Commission with an overview of these transportation construction projects at the March 25, 2021 Planning Commission meeting

### **ATTACHMENTS**

Attachment A: Project Location Map

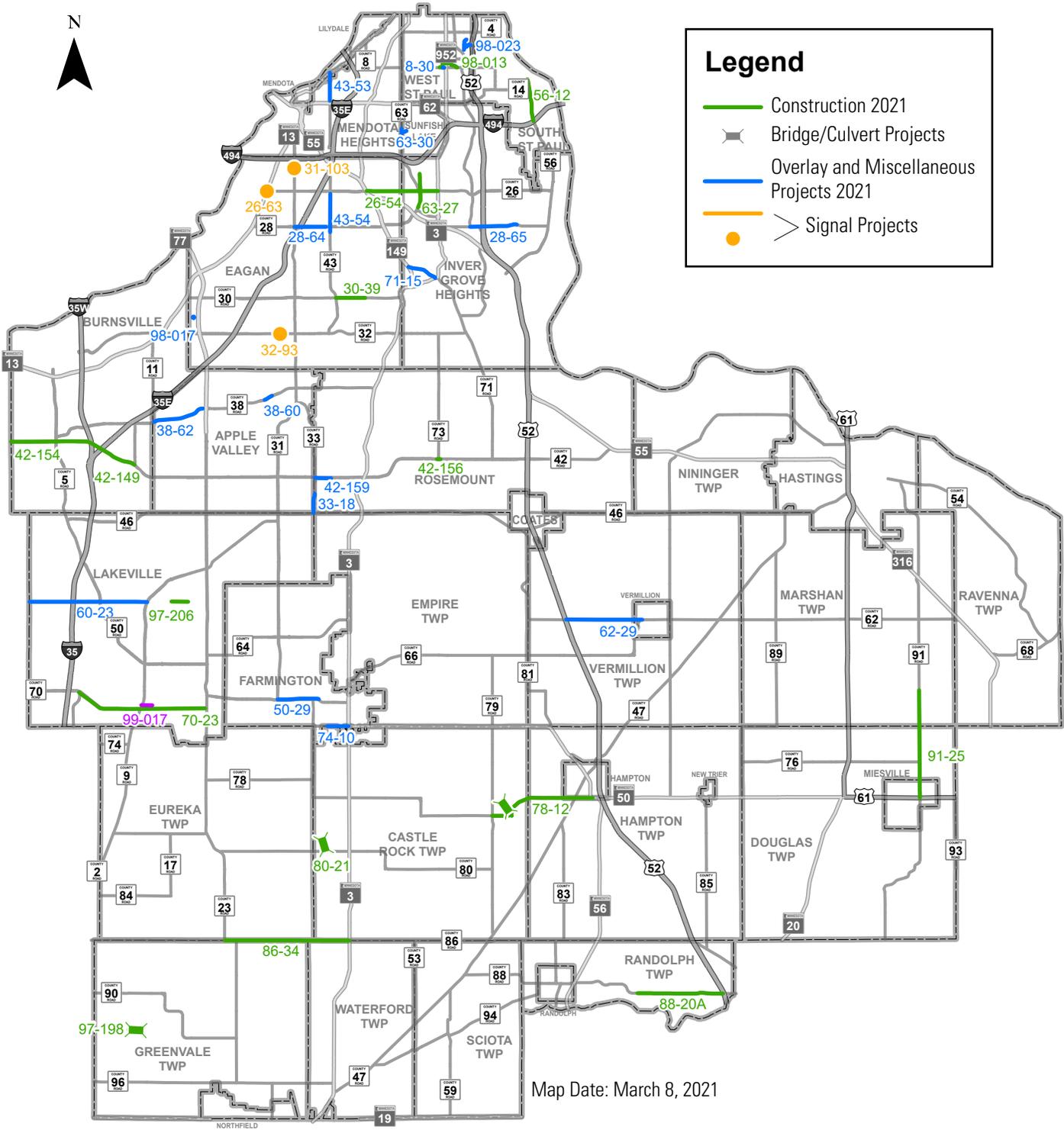
Attachment B: Project List

# 2021 Dakota County Construction Projects



### Legend

- Construction 2021
- Bridge/Culvert Projects
- Overlay and Miscellaneous Projects 2021
- Signal Projects



Map Date: March 8, 2021



Copyright 2020, Dakota County  
 This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices and other sources, affecting the area shown, and is to be used for reference purposes only. Dakota County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact this office.

## 2021 Transportation Capital Improvement Program (CIP) Construction Projects

<b><u>Project No.</u></b>	<b><u>From/To</u></b>	<b><u>Improvement</u></b>
28-64	CSAH 28 from Pilot Knob Rd to CSAH 43	Mill & Overlay
38-62	CSAH 38 from east limits of Burnsville to TH 77 west ramp	Mill & Overlay
43-53	CSAH 43 from CSAH 28 to Clubview Dr	Mill & Overlay
60-xx	CSAH 60 from west County line to Dodd Blvd	Mill & Overlay
62-30	CR 62 from TH 52 to CSAH 66	Mill & Overlay
74-10	CSAH 74 from RR tracks to TH 3	Mill & Overlay
42-149/42-154	CSAH 42 from west County line to CSAH 11	Mill & Overlay
26-54/63-27	TH 55 to TH 3/CSAH 28 to new alignment	Reconstruction
30-39	CSAH 30 (Diffley Rd) from CSAH 43 to Trenton Rd	School Safety Improvements
42-156	Intersection of CSAH 42 & CR 73 (Akron Ave)	Intersection Improvements
70-23	CSAH 73 from Kenrick Tr to CSAH 23 (Cedar Ave)	Reconstruction
78-12	New CSAH 78 from CR 79 (Blaine Ave) to CSAH 47	Reconstruction
91-25	CSAH 91 from TH 61 to 210 <sup>th</sup> St	Reconstruction
98-013	Robert Street Underpass (Greenway to Greenway Trail)	Trail Construction
97-198	Isle Ave Bridge	Bridge Replacement



# 2021 Construction Project Update

Jeannine Briol  
Transportation Construction Engineer

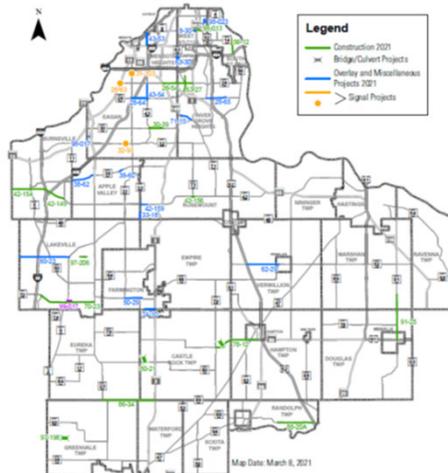
March 25, 2021

1

## 2021 Construction Projects



2021 Dakota County  
Construction Projects



2

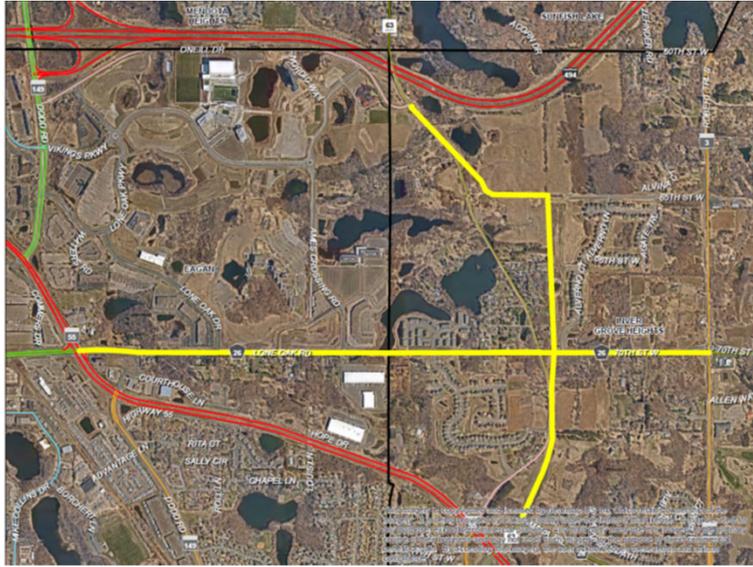
2021 Construction Projects Pavement Preservation Projects	
<p>Overlays - Approximately 11.5 miles</p> <p>Crack-sealing - Approximately 25 miles</p> <p>Gravel Resurfacing - 16 centerline miles</p> <p>Dust Control - 2 applications of 54 centerline miles</p>	

3

CSAH 26 & CSAH 63 Eagan, Inver Grove Heights	
<p>CP 26-54 &amp; CP 63-27</p> <p>Realigning and Extending CSAH 63 north to 65<sup>th</sup> Street Reconstructing CSAH 26 from TH 55 to TH 3 to a 4-lane divided highway. Roundabout at CSAH 26 &amp; CSAH 63</p> <p>Bid date June 1, 2021 2-year project</p>	

4

# CSAH 26 & CSAH 63 Eagan, Inver Grove Heights

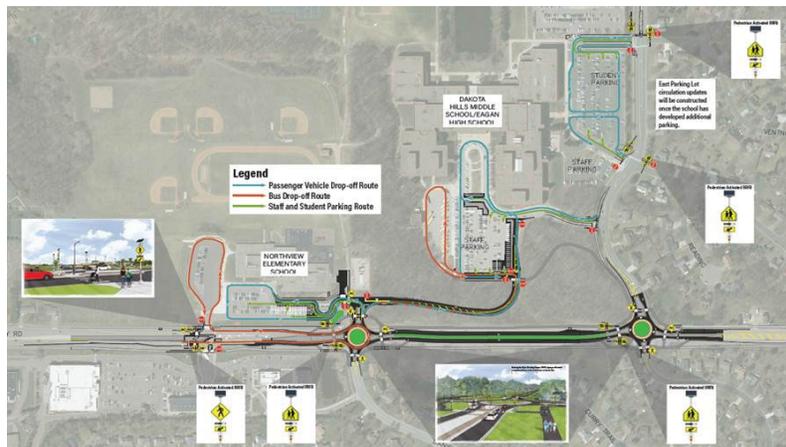


5

# CSAH 30 (Diffley Rd) CP 30-39 CSAH 43 to Trenton Rd, Eagan



School Safety Improvements  
2 Roundabouts, New trail connections to schools.  
Additional Lighting



6

CSAH 42 CP 42-156  
@ CSAH 73, Rosemount



Intersection Improvements Including:  
Signal System  
Watermain  
Storm Sewer  
Ponding  
Pedestrian Ramps  
¾ Turn on CSAH 42 at DCTC driveways

Construction start April 2021 (Eureka Construction)

7

CSAH 42 CP 42-156  
@ CSAH 73, Rosemount



8

# CSAH 70 (215<sup>th</sup> St) CP 70-23

Kenrick Ave to CSAH 23, Lakeville



Reconstruction - 4-lanes, medians, right and left turn lanes

Construction resumed March 8, 2021 (2-year project)

Being constructed under traffic (Hoffman)



9

# CSAH 70 (215<sup>th</sup> St) CP 70-23

Kenrick Ave to CSAH 23, Lakeville



Unexpected things happen during construction



10

**CSAH 78 (Chelsey Tr) CP 78-12**  
Blaine Ave to TH 50, Castle Rock & Hampton Twp

11

**CSAH 91 (Nicolai Ave) CP 91-25**  
TH 61 to 210<sup>th</sup> St, Marshan & Miesville Twp

Reconstruction with Culvert replacements  
Bid March 4, 2021 Mathiowetz Construction

END S.A.P. 019-691-010  
C.S.A.M. 91 STA 269+17.38

BRIDGE NO. 19J87  
C.S.A.M. 91 STA 110+07.66

BRIDGE NO. 19J86  
C.S.A.M. 91 STA 104+28.72  
TO STA 106+77.95

BEGIN S.A.P. 019-691-010  
C.S.A.M. 91 STA 100+23.55

12

Robert St Greenway Trail CP 98-013 *Dakota*  
COUNTY

Greenway Trail north of Wentworth Ave  
From Livingston Ave to Crawford Dr. (WSP)  
Trail and Underpass Construction



13

Robert St Greenway Trail CP 98-013 *Dakota*  
COUNTY



14



## **DAKOTA COUNTY PLANNING COMMISSION**

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**March 25, 2021 AGENDA ITEM:** Veteran's Memorial Greenway Update

### **PURPOSE**

Provide Planning Commission:

1. an overview and update on alignment, design, and engineering activities on the Veteran's Memorial Greenway project.

### **BACKGROUND**

The Veteran's Memorial Greenway is a five-mile greenway in Egan and Inver Grove Heights that will link Lebanon Hills Regional Park and the Mississippi River Greenway, with neighborhood access points and local park connections. The County Board renamed and repurposed the Rich Valley Greenway as the Veterans Memorial Greenway in 2020. The greenway also is being planned to include five to seven interpretive memorials to honor the service and sacrifice made by County veterans. The greenway interpretive memorial plan is being developed in consultation with a 13-member Veterans Advisory Group formed in late 2020 and through outreach to a diverse range of Veterans through interviews and potential focus sessions.

A greenway feasibility study was prepared in early 2020. Design/engineering is the next step, involving a three-phase multi-year project, anticipated to be fully completed by 2024. Project challenges include crossing of two state highways (TH 3 and US 52) and two railroad lines. Project implementation is dependent upon successful negotiations with landowners, approval by the County Board, and the availability of funds. Approximately \$10M in funding has been secured.

The Planning Commission will be periodically engaged throughout the project, primarily on the overall public involvement process and the preliminary and final design of the greenway corridor. Following completion of the project, staff will request Planning Commission's recommendation to the County Board on submittal of the amended master plan to the Metropolitan Council.

### **ATTACHMENTS**

*Attachment A: Project Alignment Map*

### **QUESTIONS**

The following questions are intended to help assist in review of the packet materials.

1. Do you have any questions on the project?
2. Do you have any suggestions for public engagement?
3. Do you have suggestions for how to address challenges of the Greenway?

# Veterans Memorial Greenway - Alignment Options

