

# VIRTUAL DAKOTA COUNTY PLANNING COMMISSION

Thursday, February 25, 2021

7:00 PM – 9:00 PM

If you wish to speak at or view the February 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, February 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. School Zone Safety Study – Review** (Kristi-Sebastian – Transportation)

**VII. CSAH 42 Visioning Study - Review** (Doug Abere – Transportation)

**VIII. All-Hazard Mitigation Plan – Review** (BJ Battig - Risk Management, Mary Jackson – Planning)

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

- Released Spring Lake Regional Park Reserve Master Plan and Natural Resource Management Plan for public review
- Received an update on the status of the Regional Greenway System

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

CSAH 42 Visioning Study Virtual Open House	Feb 22 <sup>nd</sup> to March 26 <sup>th</sup> <a href="https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/county-highway-42-visioning-study.aspx">https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/county-highway-42-visioning-study.aspx</a>
North Creek Greenway Tunnel under CSAH 42 Virtual Open house	March 2 <sup>nd</sup> , 5:30pm- 7:00pm, Zoom Format <a href="https://dakotacountymn.zoom.us/j/99862063653?pwd=UGlWcWs4dVNEV2xhRjhDMytKRWlJdz09">https://dakotacountymn.zoom.us/j/99862063653?pwd=UGlWcWs4dVNEV2xhRjhDMytKRWlJdz09</a>

**XI. Topics for Next Meeting** Remote meeting, Thursday, March 25, 2021.

- Dakota County Comprehensive Plan (Transportation Chapter)
- Transportation CIP – Update

**XII. Planning Commissioner Announcements/Updates**

**XIII. Adjourn**

# **DAKOTA COUNTY PLANNING COMMISSION**

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**Date AGENDA ITEM: February 25, 2021**

## **Dakota County School Travel Safety Assessment**

### **PURPOSE**

1. Project Need and Process
2. Engagement Summary
3. Findings and Recommendations
4. Implementation and Next Steps

### **BACKGROUND**

Dakota County partnered with MnDOT to address safety for students traveling to and from schools, with a focus on safety for those who walk and bike to school. There are 48 schools in Dakota County adjacent to the County and MnDOT highway systems. The assessments started in March 2020 and will wrap-up in April of this year with a final assessment report. The focus of the assessment is on safety issues near the schools and recommendations for improvements based on a consistent process throughout the system.

Dakota County is committed to providing a safe environment for all people who use the transportation system. School zones are a priority for safety considering since they involve younger pedestrians, bicyclists, and new drivers navigating County and State roadways. Through past work with schools and school districts, County staff has heard common themes regarding pedestrians, bicyclists, and younger drivers traveling along and across higher speed roadways. Dakota County has worked with several schools in the County to address safety concerns in school zones. However, a consistent and proactive approach was needed to review safety at all the schools on the County and MnDOT highway network.

The assessment took a systemic approach to safety within school zones identifying challenges and needs to recommend treatments appropriate to each location in a consistent manner based on research and review of each school. An advisory committee consisting of representatives from school districts and city partners meet throughout the process to provide input on the safety assessments and discuss proposed recommendations. Public engagement was held during the summer to understand concerns related to travel to/from schools. The project team evaluated each location and prepared draft recommendations which were shared through a 2<sup>nd</sup> virtual public engagement from November 20 to December 18, 2020.

Improvement recommendations focus on a comprehensive approach to safety, including engineering, education, and enforcement. The recommendations developed as part of the study took a comprehensive approach to improving safety by identifying solutions in engineering, education, and enforcement. The School Travel Safety Assessment report describes the study purpose and process, provides an overview of the public and stakeholder engagement process, covers school area safety research and treatments, and includes both a summary of the recommendations and more detailed overview of the review and recommendations for each school.

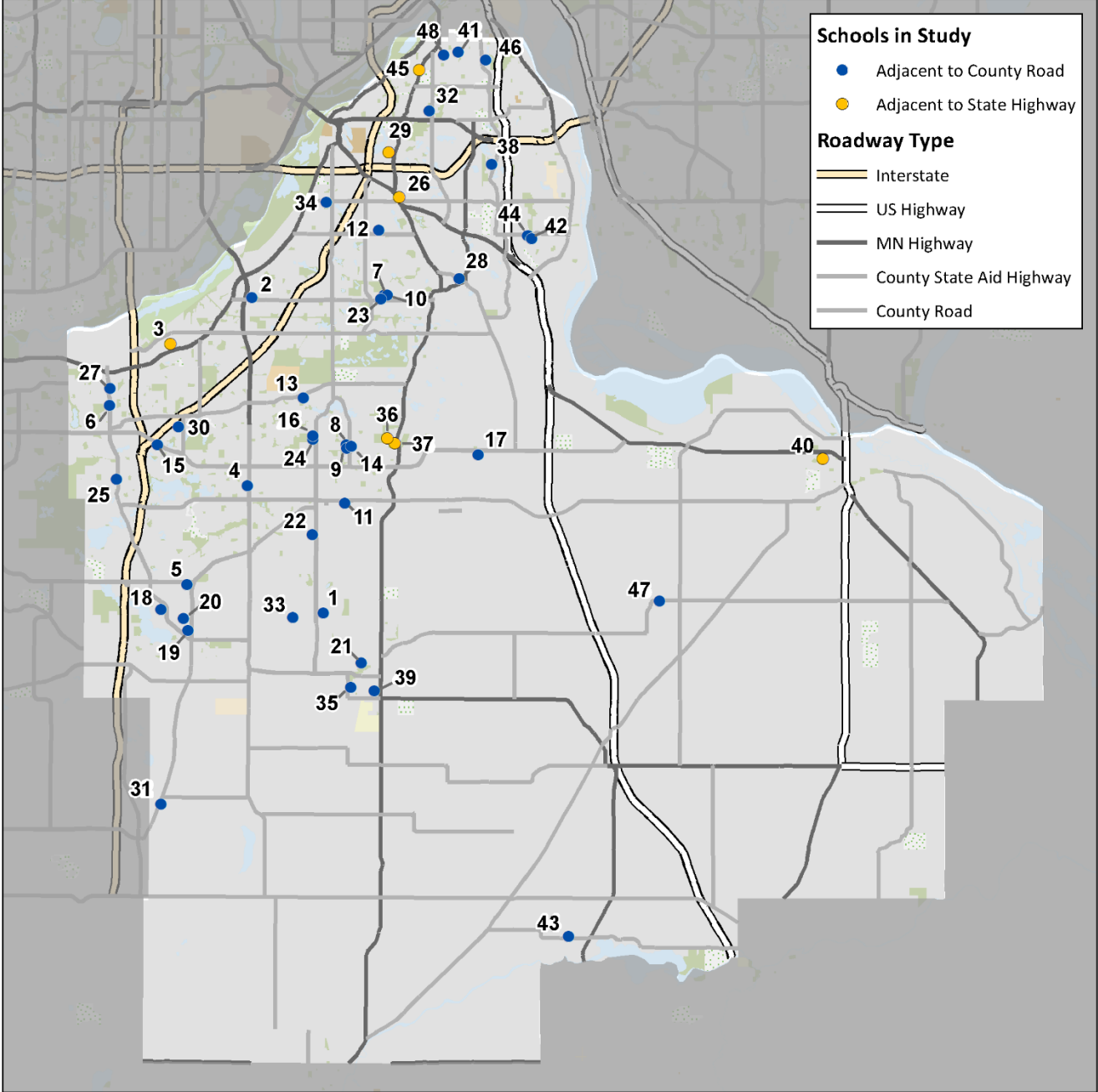
### **ATTACHMENTS**

School Safety Study Locations

### **QUESTIONS**

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

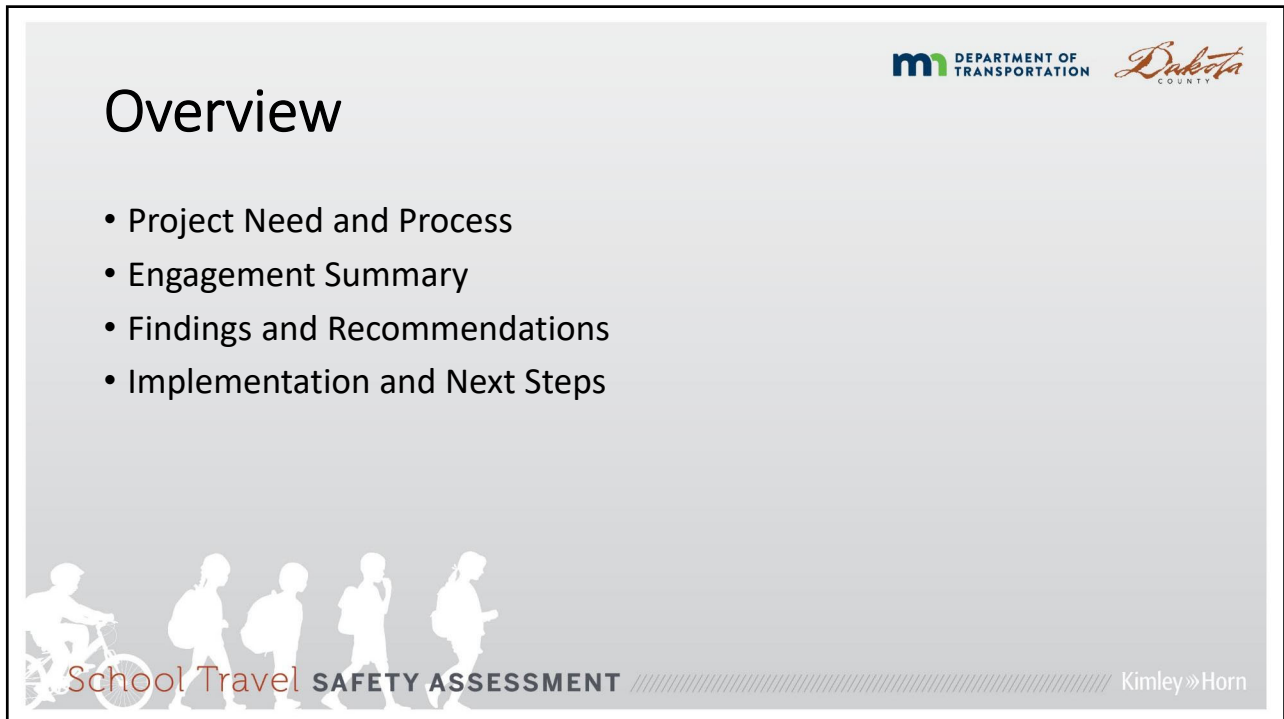
1. When will recommendations for the school areas be shared?
2. Can the information highlighted in the assessment be applied to other schools in Dakota County?
3. What are the next steps following completion of the Assessment?



Map ID	School Name	City	Map ID	School Name	City
<b>HIGH SPEED, 4+ LANES</b>			<b>HIGH SPEED, 2-3 LANES</b>		
1	Akin Road Elementary School	Farmington	28	Berea Lutheran School	Inver Grove Heights
2	Burnsville Alternative High School	Eagan	29	Convent of the Visitation	Mendota Heights
3	Burnsville High School	Burnsville	30	Echo Park Elementary School	Burnsville
4	Cedar Park Elementary School	Apple Valley	31	Glory Academy	Lakeville
5	Century Middle School	Lakeville	32	Henry Sibley High School	Mendota Heights
6	Cyprus Classical Academy	Burnsville	33	Meadowview Elementary School	Farmington
7	Dakota Hills Middle School	Eagan	34	Pilot Knob Elementary School	Eagan
8	Dakota Ridge School	Apple Valley	35	Robert Boeckman Middle School	Farmington
9	Diamond Path Elementary School	Apple Valley	36	Rosemount High School	Rosemount
10	Eagan High School	Eagan	37	Rosemount Middle School	Rosemount
11	East Lake Elementary School	Lakeville	38	Salem Hills Elementary School	Inver Grove Heights
12	Faithful Shepherd	Eagan	<b>LOW SPEED</b>		
13	Falcon Ridge Middle School	Apple Valley	39	Farmington Elementary School	Farmington
14	First Baptist Church and School	Rosemount	40	Hastings Middle School	Hastings
15	Good Shepherd Lutheran	Burnsville	41	Heritage STEM Middle School	West Saint Paul
16	Highland Elementary	Apple Valley	42	Inver Grove Heights Middle School	Inver Grove Heights
17	ISD 917 (Adjacent to DCTC)	Rosemount	43	Randolph Elementary and High School	Randolph
18	Kenwood Trail Middle School	Lakeville	44	Simley High School	Inver Grove Heights
19	Lake Marion Elementary School	Lakeville	45	Somerset Elementary	Mendota Heights
20	Lakeville North High School	Lakeville	46	St. Croix Lutheran Academy	West Saint Paul
21	Levi P. Dodge Middle School	Farmington	47	St. John the Baptist Catholic School	Vermillion
22	North Trail Elementary School	Lakeville	48	St. Joseph's Catholic School	West Saint Paul
23	Northview Elementary School	Eagan			
24	Scott Highlands Middle School	Apple Valley			
25	Southview Christian School	Burnsville			
26	Trinity Lone Oak Lutheran	Eagan			
27	Vista View Elementary	Burnsville			



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# 6 Es of Safe Routes To School (SRTS)



- Equity
- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation

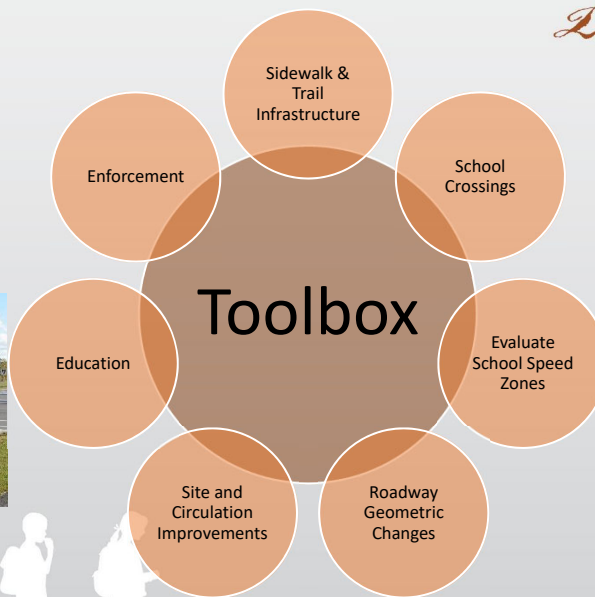


Source: MnDOT SRTS 101

School Travel SAFETY ASSESSMENT

Kimley»Horn

5



School Travel SAFETY ASSESSMENT

Kimley»Horn

6



# Engagement

- Virtual Public Engagement
  - Open house 1: June-August, 2020
    - Identify walking and biking routes and safety concerns
  - Open house 2: November-December, 2020
    - Seek feedback on draft safety improvements

### School Safety Assessment

Dakota County is partnering with MnDOT to proactively address safety for students traveling to and from school. There are about 50 schools in Dakota County next to county and state roads.

The assessments will focus on safety issues near the schools and recommendations for improvements. The assessments will identify solutions in engineering, education and enforcement.

**Virtual open house**

The virtual open house will be available through at least Monday, Aug. 31. The time may be extended based on feedback.



Video also available in Spanish.

[Give feedback on an interactive map \(available in English and Spanish\)](#)


[Complete a project survey](#) [Complete a project survey \(Spanish version\)](#)



**School Travel SAFETY ASSESSMENT**

Kimley»Horn

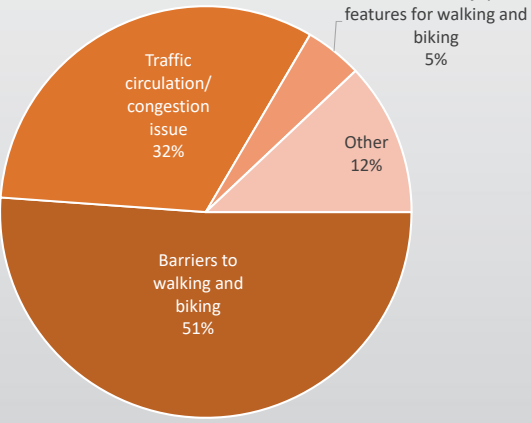
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# Engagement

- Virtual Engagement #1 Feedback Themes
  - Safety of intersections and crossings
  - Speed of traffic along county or state road
  - Traffic congestion at schools
  - Driver behavior

### Summary of Interactive Map Pins



Theme	Percentage
Barriers to walking and biking	51%
Traffic circulation/congestion issue	32%
Other	12%
Comfortable/enjoyable features for walking and biking	5%




**School Travel SAFETY ASSESSMENT**

Kimley»Horn

8





# Engagement

- Virtual Engagement #2
  - Goal: Gather public feedback on draft improvements

**LEGEND:**

= Sidewalk and Trail Infrastructure Infraestructura de aceras y senderos	= School Crossings Cruces escolares	= Evaluate School Speed Zone Evaluar zona de velocidad alrededor de la escuela
= Roadway Geometric Improvements Mejoras geométricas de la carretera	= Site and Circulation Improvements Mejoras en el lugar y la circulación	= Education Educación
= Enforcement Aplicación	= School and District Considerations Consideraciones de la escuela y el distrito	= City Considerations Consideraciones de la ciudad
= Response to Public Comments Open House #1 Respuesta a los comentarios públicos	= No Recommendations Sin recomendaciones	

**Description:** Sidewalk/Trail Infrastructure

**Initial comment:** Sidewalk and Trail Infrastructure: County construct sidewalk on the east side of CR 63 (Delaware Avenue) to connect to a school crossing of CR 63 (Delaware Avenue). School and District construct on-site sidewalk to connect from the school building to CR 63 (Delaware Avenue) and the proposed school crossing of CR 63 (Delaware Avenue). Infraestructura de aceras y senderos. El condado construye una acera en el lado este de CR 63 (Delaware Avenue) para conectarla a un cruce escolar de CR 63 (Delaware Avenue). La escuela y el distrito construyen una acera en el sitio para establecer una conexión desde el edificio escolar hasta CR 63 (Delaware Avenue) y el cruce escolar propuesto de CR 63 (Delaware Avenue).

Please login first to agree/disagree.

**Add a comment**

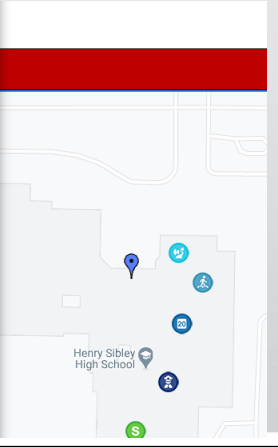
Please login first to add a comment

Extend trail infrastructure along Delaware Ave north of Marie and south of Hwy 62. Students regularly walk/bike on the shoulder of Delaware Ave to/from high school, which is incredibly unsafe and a tragedy waiting to happen. Dec 14, 2020


there should be separate facilities for bicycles and pedestrians on-site. Given the high demand for ped/bike facilities at particular times of the day, separate facilities will ensure safe and efficient movement for all users. Dec 5, 2020

The on-site sidewalk infrastructure should also extend west to connect with existing bike/ped trail that runs north/south adjacent to warrior drive. Dec 5, 2020

I Agree. The scope of the recommendation for Sidewalk and Trail infrastructure should extend south along CR63, south of SH 62 to Mendota Heights Road. This would allow for students within 2 miles of the school who are not able to for free transportation to safely walk to school.



9



# Findings and Recommendations Summary

School Evaluation Group	Number of Schools	Number of Schools with Recommended Treatment								No Treatments Recommended on County/State Road
		Sidewalk and Trail Infrastructure	School Crossings		Evaluate School Speed Zone	Roadway Geometric Changes	Site and Circulation Improvements	Education	Enforcement	
			Major	Minor						
High Speed, 4+ Lanes	27	4	0	5	3	3	1	13	3	9
High Speed, 2-3 Lanes	11	4	2	1	3	1	1	3	1	4
Low Speed	10	4	6	2	6	0	1	2	4	0
<b>TOTAL</b>	<b>48</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>18</b>	<b>8</b>	<b>13</b>


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10

5

## Findings and Recommendations

*Sample of summary from Appendix B*

School	Sidewalk and Trail Infrastructure	School Crossings		Evaluate School Speed Zone	Roadway Geometric Changes	Site and Circulation Improvements	Education	Enforcement	School and District Considerations	City Considerations
		Major	Minor							
Henry Sibley High School	✓	✓		✓				✓	✓	
Falcon Ridge Middle School	✓		✓		✓		✓		✓	
St. Croix Lutheran Academy	*	✓						✓	✓	
Simley High School/ Inver Grove Heights Middle School		✓		✓				✓	✓	

\* Indicates community need

*Excerpt from final report*

School Travel SAFETY ASSESSMENT
Kimley»Horn

11

## Individual School Evaluations (Appendix C)

*Excerpt from final report*

School Travel SAFETY ASSESSMENT
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12





## **DAKOTA COUNTY PLANNING COMMISSION**

**February 25, 2021 AGENDA ITEM:** County Hwy 42 Visioning Study (CSAH 42 from W. county line to US Hwy 52)

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### **PURPOSE**

Provide Planning Commission:

1. An update on the Highway 42 Visioning Study (County Project 42-144) – goals, needs identified, planning inputs, overall vision to 2040, stakeholder outreach, and ideas for future improvements
2. Another opportunity to provide input into the Study (previously presented June 25, 2020)

### **BACKGROUND**

Dakota County is working with the cities of Burnsville, Apple Valley, and Rosemount to update the long-term vision for County Highway 42, from the W. County Line to US Hwy 52. The highway is designated a principal arterial, which means it is managed to emphasize efficient and safe travel over long distances. Highway 42 also has dozens of intersections to provide controlled access to residential and commercial areas.

As noted in the first Commission presentation (June 2020), the long-term plan for the roadway was last completed and adopted in 1999. This current major update has progressed to identify similar and updated goals for Co. Highway 42 – including goals and opportunities to provide for mobility and services through 2040. The technical studies and outreach efforts are striving to address the needs of all users, including corridor neighbors, pedestrians, bicyclists, transit riders, and motorists. The February 25 presentation includes the overall goals and vision for 2040, which will emphasize opportunities to manage access and traffic to eliminate or defer Hwy 42 expansion needs. The Visioning Study's work has explored the sometimes-challenging conditions and opportunities at the highest-volume intersections, and in future development areas, to confirm needs and identify possible improvements. The Visioning Study is scheduled to conclude mid-2021.

### **ATTACHMENTS**

Attachment A – Highway 42 Visioning Study Overview Map

Attachment B – Presentation Handout

### **QUESTIONS**

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

1. What questions or feedback do you have on Co. Highway 42 needs, the overall long-term vision, and possible improvements?
2. What are your thoughts about the completed and ongoing online engagement activities? Do you have specific questions about who's being contacted and what inputs we have received?
3. Do you support or have questions about potential improvements to better serve pedestrians, bicyclists, and transit riders?

# 2040 Visioning Study County Highway 42

West Dakota Co. line to US 52 (15 miles)



Please review more information and connect with the Visioning Study team using Dakota County's web page:

Go to [www.dakotacounty.us](http://www.dakotacounty.us) – and search for “42 Visioning Study”

Direct link: [www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/county-highway-42-visioning-study.aspx](http://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/county-highway-42-visioning-study.aspx)





## County Highway 42 Visioning Study County Planning Commission Meeting

Doug Abere, Project Manager  
Transportation Department  
Physical Development Division  
February 25, 2021

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### Presentation Outline



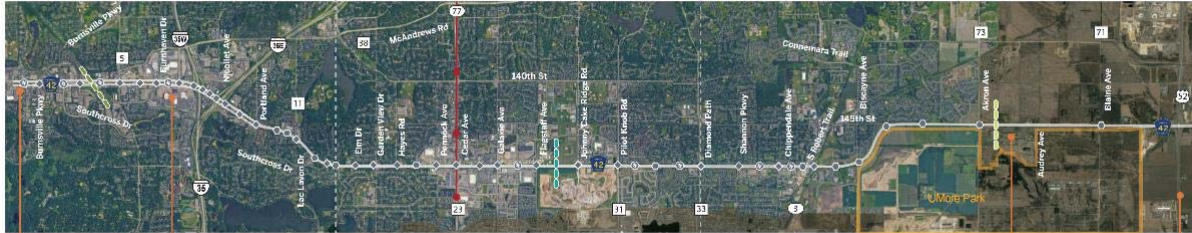
- Study Overview & Review; Updates
- Need for an Updated Hwy 42 Plan
- Overall Vision and Intersection Planning
- Stakeholders and Outreach
- Planning highlights for each City
- Next Steps & Discussion

2

# Study Overview & Review


3

BURNSVILLE
APPLE VALLEY
ROSEMOUNT




DAKOTA/SCOTT COUNTY LINE
BURNSVILLE CENTER
RED LINE BRT
DCTC
US 52

<ul style="list-style-type: none"> <li> 6 LANE DIVIDED HIGHWAY</li> <li> 4 LANE DIVIDED HIGHWAY</li> <li> CITY BOUNDARY</li> </ul>	<ul style="list-style-type: none"> <li> LAKE MARION GREENWAY TRAIL CROSSING</li> <li> NORTH CREEK GREENWAY TRAIL</li> <li> VERMILION HIGHLANDS GREENWAY CONCEPT PLAN</li> </ul>	<ul style="list-style-type: none"> <li> EXISTING TRAFFIC SIGNAL (29 TOTAL)</li> <li> FULL ACCESS - NO SIGNAL (13 TOTAL)</li> <li> 94 ACCESS (9 10' AL)</li> </ul>
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- 15.5 mile study corridor – principal arterial (PA) highway
- 29 signalized intersections (+1 in 2021 – CH 73/Akron Ave)
- Previously studied with Scott County in 1999

3

# Study Process and Goals/Objectives


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Key Study

## Questions & Process

**What does the community want?**

**How does/will the corridor operate?**

**What are the possible problems & solutions?**

**How will we implement and fund future actions?**

We are here

## Goals & Objectives


- Update the current long-term plan for Highway 42 (adopted in 1999)
- Leverage the County's 2040 Transportation Plan/forecast
- Anticipate diverse needs
  - Safety
  - Congestion & delay
  - Access & related tradeoffs
  - Pedestrians, bicyclists, and transit riders
  - Plan for actual future traffic and needs (anticipate growth/development)


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## Recent and Upcoming Projects



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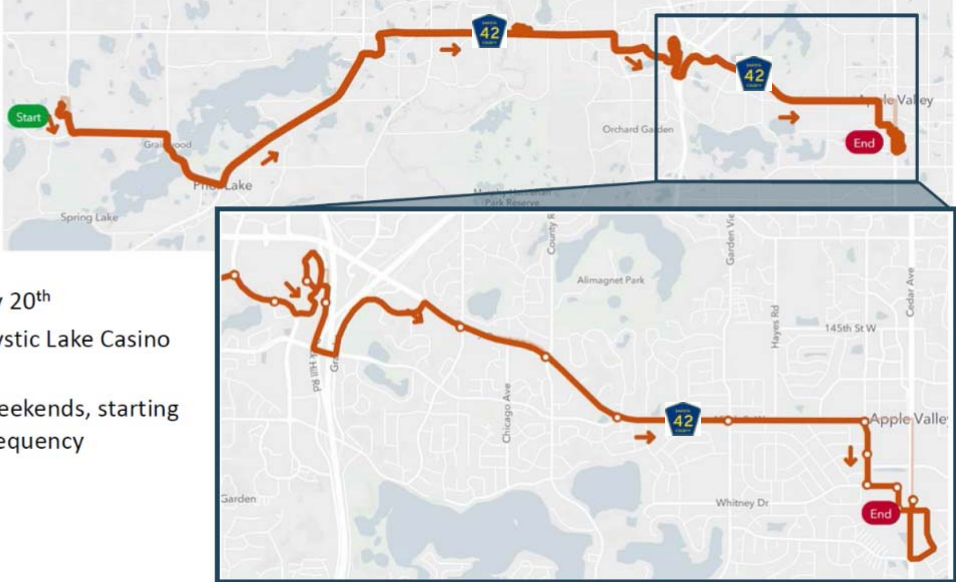


<ol style="list-style-type: none"> <li>1 Lake Marion Greenway Crossing Constructed summer of 2020</li> <li>2 Pavement Reconstruction Planned for 2021 construction</li> <li>3 Eastbound Left-turn Lane Extension &amp; Bridge Preservation - Completed in 2017</li> <li>4 Trail Improvements North Side of CH 42, Completed in 2015</li> <li>5 Lac Lavon Striped Bicycle Lanes in Roadway - Completed summer of 2020</li> </ol>	<ol style="list-style-type: none"> <li>6 Traffic Signal Improvements at CH 42 &amp; CH 23 Completed in 2017</li> <li>7 North Creek Greenway Crossing New tunnel underpass and new trail along south side of CH 42, Flagstaff Ave to Pilot Knob Rd, planned for 2022 construction</li> <li>8 Signal Upgrades at Johnny Cake Ridge Rd A new signal and roadway improvements were completed in 2020</li> <li>9 New 3/4 Intersection CH 42 and Embury Path, Completed in 2018</li> </ol>	<ol style="list-style-type: none"> <li>10 Paving of Biscayne Ave South of CH 42 Completed in 2020</li> <li>11 Akron Ave Intersection and Median Modification To be constructed in 2021: The project includes installation of a new traffic signal, widening of Akron south of CH 42, and changes to the CH 42 median east of CR 73/Akron to prohibit left turns from driveways onto CH 42</li> <li>12 Pavement Reconstructed on CH 42 E of 145th/S-curve to MN Hwy 55, Completed in 2018</li> <li>13 New Diamond Interchange CH 42 and US 52, Completed in 2017</li> </ol>
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## Transit Service Update – *New MVRTA Route*



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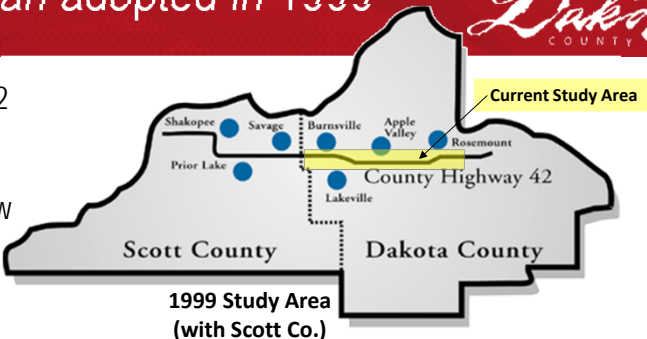
- Starting February 20<sup>th</sup>
- Running from Mystic Lake Casino to Apple Valley
- Weekdays and weekends, starting with half-hour frequency

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## Our work will update the plan adopted in 1999



- Need an updated plan to manage Hwy 42 for the next 20 years
- Today's Hwy 42 traffic = 20% - 50% below levels forecast in 1999, yet still growing

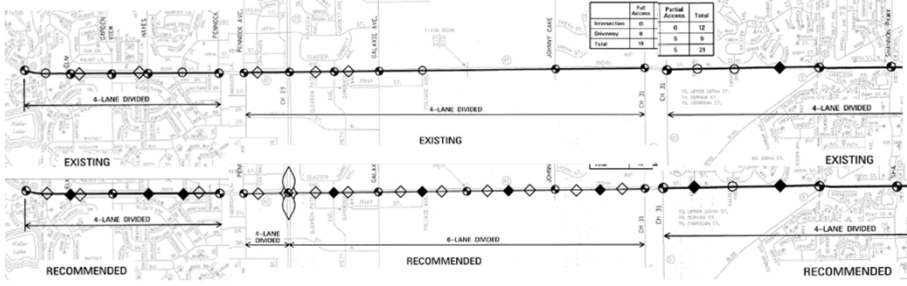


**1999 Study Area (with Scott Co.)**

**1999 Adopted Plan for Apple Valley**

**LEGEND**


Full Access		Partial Access	
⊙	Traffic Signal	◆	3/4 Access
○	Unsignalized	◇	Right-In/Right-Out




	Full Access	Partial Access	Total
Intersections	11	0	11
Accesses	8	9	17
Total	19	9	28


7

## Need for Corridor Plan Update




### Locations with pedestrian and bike needs







**Pedestrian/Bicycle Needs**



**Safety Considerations**



**Vehicle Capacity Needs**



**Transit Considerations**

**Focus-area issues: trail gaps, ped/bike demands, safety, & opportunities**

8

# Need for Corridor Plan Update



## Segment with the top transit considerations & opportunities



- Pedestrian/Bicycle Needs
- Safety Considerations
- Vehicle Capacity Needs
- Transit Considerations

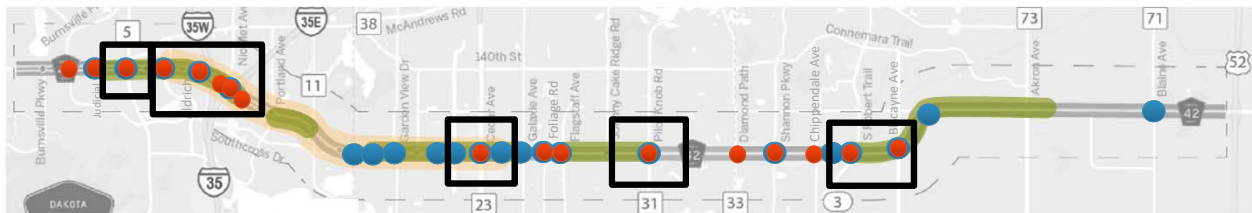
Focus-area issues: development densities, MVTA input, opportunities

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# Need for Corridor Plan Update



## Locations with the highest future traffic volumes (2040) in addition to safety considerations & the other needs



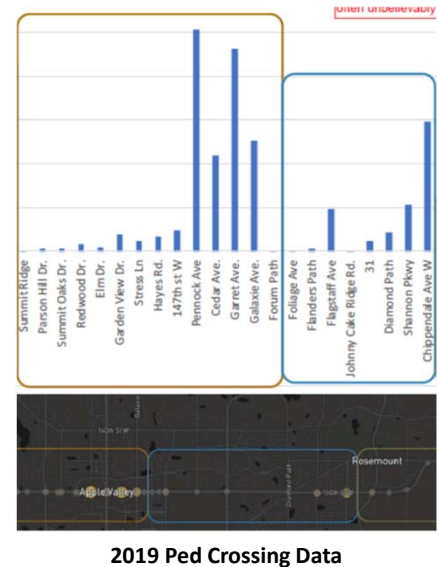
- Pedestrian/Bicycle Needs
- Safety Considerations
- Vehicle Ops/Capacity Needs
- Transit Considerations

Other issues/needs: aging infrastructure, future development/redevelopment

10

## What's new in this Hwy 42 plan update?

- **More diverse mobility and access needs**
  - Established development areas; redevelopment too
  - Increased diversity of travelers – age, ethnicity, income, travel modes/needs
  - Travel behavior shifts – seen pre-COVID & trending
- **Technology, tools, & arterial management options**
  - Traveler data, signals, & other tech – more tools to measure & manage performance
  - More "right-sized" options for future vision



11

## Overall Highway 42 Corridor Vision

- ✓ *Manage access and traffic controls*
- ✓ *Reduce or defer need for Highway 42 expansion*
- ✓ *Maintain & improve corridor functions, serving all travelers*
  - *2040 travel demand forecasts*
  - *All modes – ped, bike, bus transit, & motorists*



12

# Common and New Intersection Types

13

**Vehicle Ops/Capacity**

**Safety**

**Goal: Manage conflict points**

Conflict Types	
Diverge:	8
Merge:	8
Crossing:	16
<b>Total:</b>	<b>32</b>

Will propose **proven & conventional** intersections for most locations, like existing Hwy 42

**Turn Lanes**

**Traffic Signal Timing & Improvements**

**3/4 Intersection (no signal)**

**Right-in/Right-Out Intersection (no signal)**

Considering new ideas for **higher-volume intersections**

**Displaced Left Turn (DLT)**

**Median U-Turn (MUT)**

**Quadrant Roadway (QR)**

Photo Source: Virginia Department of Transportation

13

# Supporting Roadways & System Perspective


14

**Study considers the roles of existing/future parallel routes and frontage to support Hwy 42**

**Future UMore & Rosemount Network**

14


# Study Stakeholder Groups


15


Hwy 42 Stakeholder Groups	Cities	Dakota County	MVTA	MnDOT & Fed Hwy Admin	Business Interests	Met Council & Other
Project Management Team (PMT)	✓	✓	✓			
Study Advisory Committee (SAC)	✓	✓	✓	✓	✓	✓
County Planning Commission		✓				
City Councils	✓					
County Board		✓				

15

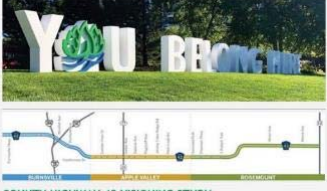
# Engagement Activities – Overview


16

### Website



### Emails, Newsletter and Mailings



**COUNTY HIGHWAY 42 VISIONING STUDY**  
 Dakota County is working with the Cities of Burnsville, Apple Valley and Rosemount to develop an updated vision for County State-Aid Highway 42, usually called County Road 42.


How does your business relate to County Road 42 and what types of issues or projects would you like considered?

This long-term study will be underway throughout the next year and will identify and address needs for all travel modes – motorists, bus riders, bicyclists, and pedestrians. Your participation will help set priorities for short-term projects.


[Learn more and participate in the study.](#)

You can also contact Doug Abene, Dakota County Project Manager, at [doug.abene@co.dakota.mn.us](mailto:doug.abene@co.dakota.mn.us) or 952-891-7177.

### Online Meetings (Small Groups)



### Social Media

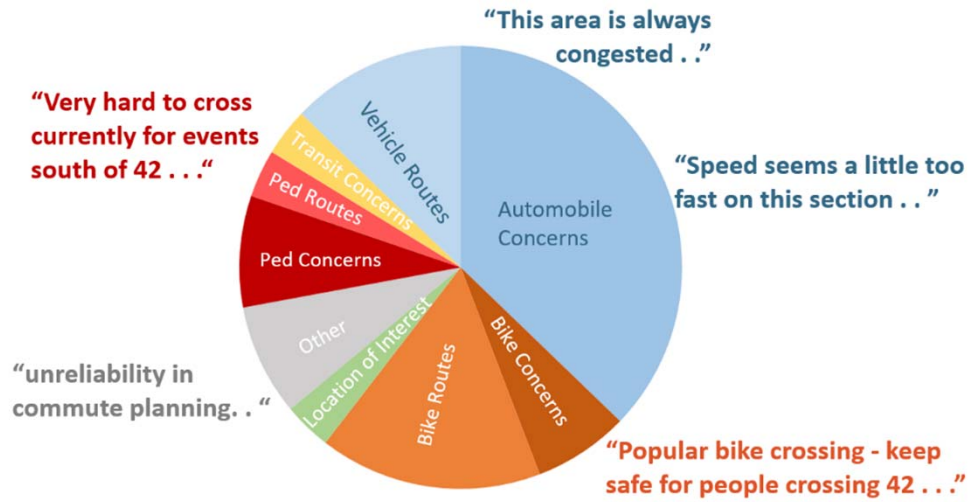


16

# Public Feedback Received (Phase 1)



## Summary of community concerns and Hwy 42 needs:



17

# Phase 2 Outreach: Burnsville-Apple Valley Neighborhoods Focus (Just Starting Now)



18

City Highlights & Ideas – Apple Valley

19

Aging infrastructure needs and context-sensitive opportunities

- 1 Coordinated improvements with the intersections of Southcross Drive, Redwood Drive, and Elm Drive to better accommodate vehicle traffic, pedestrians and bicyclists
- 2 One-way frontage road system to provide more space for pedestrian and bike accommodations
- 3 Potential grade-separated crossings for pedestrians and bicyclists
- 4 Grade-separated crossing of the high volume of Cedar Avenue/Highway 77
- 5 New intersection configurations options to provide additional capacity at Pilot Knob Road

19

City Highlights & Ideas – Burnsville

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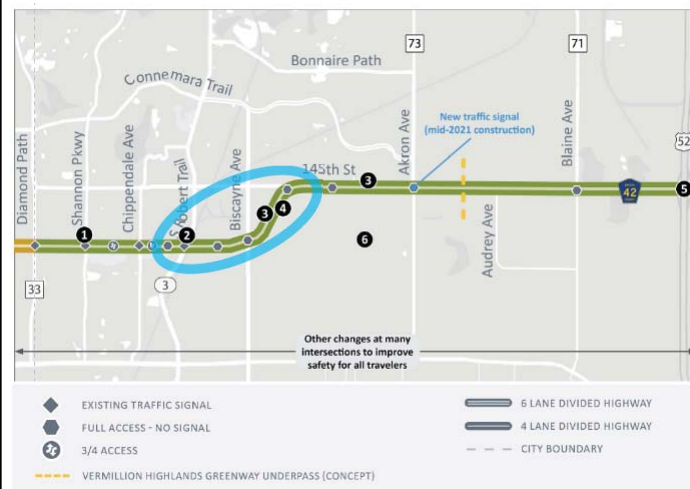
Transit service opportunities, high traffic volumes, and future redevelopment

- 1 Highway 42 bus-stop improvements and transit-station upgrades at Burnsville Center
- 2 Intersection redesign at Aldrich Avenue, allowing traffic and pedestrians/bicyclists to cross under Highway 42
- 3 Freeway interchange ramp changes to improve land access and Highway 42 connections
- 4 Improvements around Portland Avenue to address the eastbound lane drop and other issues
- 5 Possible bus-stop improvements in Burnsville in segments east of I-35E

20



## City Highlights & Ideas – Rosemount



### Trail and roadway safety needs; opportunities with development

- 1 Pedestrian and bicycle crossing treatments to address current safety concerns
- 2 Grade-separated crossing of both the S. Robert Trail intersection and the adjacent railroad crossing
- 3 Trails to fill current gaps in the system between S. Robert Trail and Akron Avenue
- 4 Realignment of Highway 42 to remove tight curves and provide better visibility for a new signal at 145th Street
- 5 Loop ramps to provide for the heaviest traffic movements at Highway 52 and a frontage road system between Blaine Avenue and Highway 52 to reduce direct access to Highway 42
- 6 Planned access along Highway 42 to accommodate future roadway network as area is developed

21

## Current Work and Next Steps



- Outreach Phase 2 Continues
- Pedestrian, Bicycle, & Transit – Needs & opportunities
- Traffic Modeling – Test 2040 traffic with intersection plans
- Intersection Plans & Draft Recommendations (spring 2021)
  - Feasibility of ideas/alternatives
  - Updated plan, recommendations
  - Implementation

*Questions?*

22

## **DAKOTA COUNTY PLANNING COMMISSION**

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**February 25, 2021:** All-Hazard Mitigation Plan Update (*information*)

B.J. Battig, Risk Management

Mary Jackson, Office of Planning

### **PURPOSE**

Provide Planning Commission:

1. *The purpose, process, and timelines for the Dakota County All-Hazard Mitigation Plan update*
2. *Information on the hazards addressed by the plan, with discussion of relative risks*

### **BACKGROUND**

Dakota County's prepared and adopted its first [All-Hazard Mitigation Plan](#) in 2006. This plan has been updated every five years, with the last update in 2016. The current plan expires in January 2022.

Mitigation plans are mandated by the Federal Disaster Mitigation Act of 2000, which authorized the Federal Emergency Management Agency (FEMA) to develop planning guidelines for states, counties, cities, and tribal governments to reduce repetitive losses from a range of natural and manmade hazards. Dakota County's plan is multi-jurisdictional: in lieu of preparing their own plans, the fourteen urban and six rural cities in the County have participated in the County process by developing content and strategies specific to their jurisdictions. Townships are automatically covered under the County plan.

The County and each city will re-evaluate risks posed by the following hazards, which will be addressed by plan goals and strategies. An online survey also will measure public concern about these hazards.

- Violent storms (winter, summer) and extreme temperatures
- Tornado
- Structural Fire
- Floods
- Drought
- Hazardous materials release
- Infectious disease outbreak
- Terrorism
- Water supply contamination
- Bridge/structure/dam collapse
- Landslide
- Cyber-Attack
- Wildfire

Public engagement will concentrate on city and township planning partners and engage the public at key milestones. As the planning process proceeds, staff periodically will provide updates to the Commission.

### **ATTACHMENTS**

*2016 public online survey report*

### **QUESTIONS**

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

1. *What are some of the most important plan outcomes that you would like to see?*
2. *Hazard ratings have shifted over the years. What are your greatest hazard concerns in 2021?*

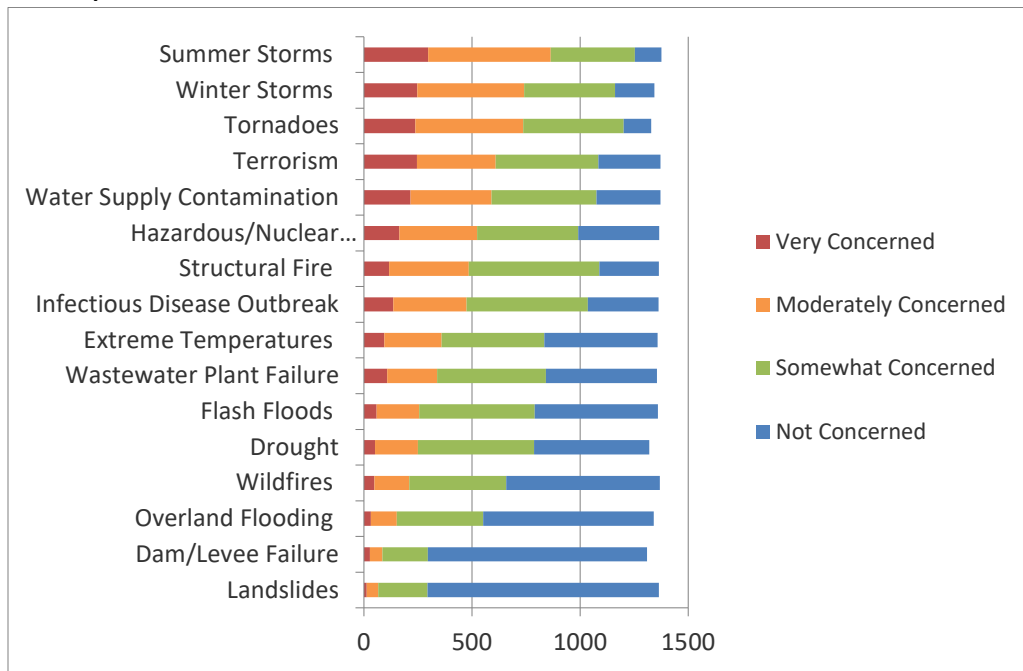
# Dakota County All-Hazard Mitigation Plan Public Survey, 2016

1,430 responses received

Q1. In what city or township do you live?		
Answer Options	Response Percent	Response Count
I live outside Dakota County	26.6%	380
Burnsville	13.8%	198
Hastings	12.7%	182
Lakeville	9.3%	133
Eagan	8.3%	119
Apple Valley	6.6%	94
Rosemount	5.1%	73
Inver Grove Heights	4.4%	63
Rural Townships	3.8%	54
South St. Paul	2.8%	40
Farmington	2.4%	35
West St. Paul	2.0%	29
Mendota Heights	0.9%	13
Rural City (Coates, Hampton, Miesville, New Trier, Randolph, Vermillion)	0.8%	11
Northfield (formerly part of Greenvale Township)	0.4%	6
Lilydale	0.0%	0
Mendota	0.0%	0
Sunfish Lake	0.0%	0
<i>answered question</i>		<b>1430</b>

Q2. How concerned are you that the following disasters could occur in your community? Check one box for each disaster.					
Answer Options	Very Concerned	Moderately Concerned	Somewhat Concerned	Not Concerned	Weighted Score
Severe Summer Storms	297	567	389	123	1.75
Tornadoes	238	499	464	128	1.63
Severe Winter Storms	247	494	420	183	1.60
Terrorism	246	364	474	288	1.41
Water Supply Contamination	215	375	486	295	1.37
Structural Fire	116	369	604	276	1.24
Hazardous Materials Incidents	164	360	468	374	1.23
Infectious Disease Outbreak	136	338	561	328	1.21
Extreme Temperatures	95	264	475	524	0.95
Wastewater Plant Failure	107	232	503	514	0.95
Drought	52	198	537	533	0.82
Flash Floods (sudden storms)	59	196	535	570	0.81
Wildfires (grasslands, forest)	48	161	449	710	0.67
Overland Flooding (spring snowmelt)	32	120	400	788	0.55
Dam/Levee Failure	27	58	211	1013	0.31
Landslides	13	53	228	1070	0.27

**Q2. Graph**



**Q3. You may need to survive on your own after a disaster. This means having your own food, water, and other supplies in sufficient quantity to last until help arrives. How prepared is your immediate family to deal with a shortage of basic necessities?**

Answer Options	Response Percent	Response Count
Slightly (three-day supply of food, water and other basic necessities)	46.6%	629
Prepared (one-week supply of food, water and other basic necessities)	25.3%	342
Unprepared	20.4%	275
Very prepared (two-week supply of food, water and other basic necessities)	7.8%	105
<b>answered question</b>		<b>1351</b>
<b>skipped question</b>		<b>79</b>

**Q4. It takes an average family a total of 12 hours each year to prepare for natural disasters. How much time would you be willing to spend each year to prepare your home and family for a natural disaster such as severe weather, a structural fire, or a hazardous material spill?**

Answer Options	Response Percent	Response Count
Up to 6 hours	41.3%	557
7-12 hours	37.2%	501
13 or more hours	16.2%	218
None	5.3%	72
<b>answered question</b>		<b>1348</b>
<b>skipped question</b>		<b>82</b>

<b>Q5. Which of the following steps have you taken to prepare for a disaster? Please check all that apply.</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Read information	66.1%	893
Received first aid/CPR training in the last year	35.9%	485
Obtained hazard insurance for your property (such as renter's insurance, enhanced homeowner's insurance or flood insurance)	33.5%	452
Obtained a weather radio	30.5%	412
Prepared a Household Emergency Plan (discussed emergency phone numbers, escape plans, meeting procedures, etc.)	27.4%	370
Signed up for Code Red (text or email message alerts)	21.9%	296
Prepared a Disaster Supply Kit (food, water, first aid supplies and basic necessities)	21.3%	287
None of the above	12.2%	165
Attended community meetings or events	7.8%	105
Other (please describe)	3.5%	47
<b>answered question</b>		<b>1350</b>
<b>skipped question</b>		<b>80</b>

<b>Q6. When buying or building a home, would you be willing to spend slightly more money for a home that has features that offer built-in protection from some natural disasters?</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Yes	82.1%	1102
No	17.9%	240
<b>answered question</b>		<b>1342</b>
<b>skipped question</b>		<b>88</b>

<b>Q7. What is the most effective way for you to get information about how to plan for disaster? Check all that apply</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Local media (TV, radio, newspaper)	62.8%	845
Email notice	55.3%	744
Brochure or fact sheet sent in the mail	44.2%	594
At work	41.2%	554
Social Media (Twitter, Facebook, etc)	33.6%	452
Dakota County website	33.5%	451
Website for the city where you live	30.6%	412
Other online sources (websites for state, FEMA, Red Cross, etc)	26.2%	352
Information sent inside a utility bill	19.6%	264
Public meetings/events	14.1%	189
Information sent home from school with my child	12.3%	165
Other (please describe)	3.2%	43
<b>answered question</b>		<b>1345</b>

<b>Q8. What level of priority would you assign to the following community-wide planning efforts?</b>					
<b>Answer Options</b>	<b>High Priority</b>	<b>Moderate Priority</b>	<b>Low Priority</b>	<b>Not a Priority</b>	<b>Weighted Score</b>
Protecting critical facilities (hospitals, transportation networks, fire stations, utilities)	1165	152	10	3	2.86
Strengthening emergency response services (police, fire)	939	347	43	4	2.67
Coordinating services among public agencies, citizens, non-profits, educational institutions, and businesses	661	564	96	8	2.41
Educating residents about potential hazards/how to prepare	550	660	106	13	2.31
Protecting the natural environment	482	618	197	23	2.18
Preventing development in hazard-prone areas	403	682	211	23	2.11
Protecting private property	311	644	309	42	1.94
Protecting historical and cultural landmarks	249	655	352	64	1.83

<b>Q9. If your child attends school in Dakota County, does your child's school have a disaster plan?</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
N/A or My child doesn't attend school in Dakota County	70.6%	937
Yes	15.5%	206
Don't know	13.5%	179
No	0.5%	6
<b><i>answered question</i></b>		<b>1328</b>

<b>Q10. If you work in Dakota County, does your employer have a disaster plan?</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Yes	72.1%	962
Don't know	14.3%	191
I don't work in Dakota County	9.9%	132
No	3.7%	49
<b><i>answered question</i></b>		<b>1334</b>

<b>Q11. Where would you go to get information if there were no electricity, radio or phone service? Please check all that apply</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Police or fire station	69.6%	926
Community center or city hall	51.0%	679
County service center	23.9%	318
Library	21.5%	286
Church	17.4%	232
School	15.6%	208
I wouldn't go out to get information	15.0%	200
Other (please describe)	8.0%	106

<b>Q12. When you hear a severe weather warning siren in your community, do you: Please check all that apply</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Turn on the radio or television to find out what's going on	82.1%	1093
Check your cell phone for more information	62.7%	835
Go outside and look at the sky	38.9%	518
Immediately take shelter if you are outside	31.8%	423
Other (please describe)	6.0%	80
Do nothing	3.6%	48
<b><i>answered question</i></b>		<b>1331</b>

<b>Q13. Gender: You are</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Female	63.5%	842
Male	36.5%	483
<b><i>answered question</i></b>		<b>1325</b>

<b>Q14. Age: You are</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
45-60	46.3%	614
30-44	32.5%	431
60+	14.2%	188
Under 30	6.9%	92
<b><i>answered question</i></b>		<b>1325</b>

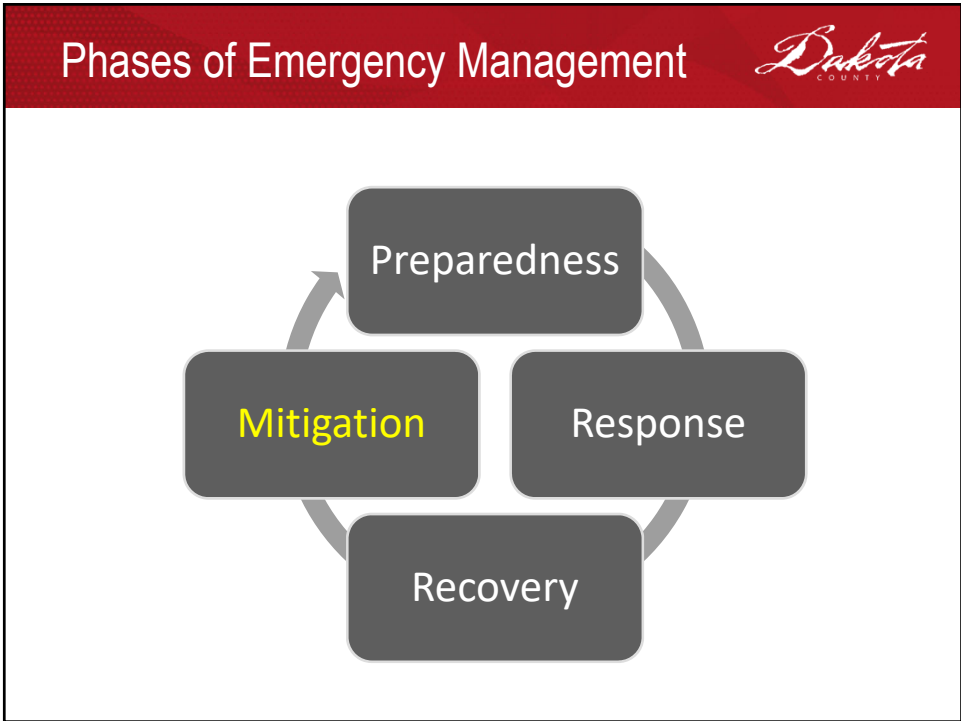


# 2021 Update: Dakota County All-Hazard Mitigation Plan

Dakota County Planning Commission  
February 25, 2021

BJ Battig, Risk Management  
Mary Jackson, Office of Planning

1



2



## Preparedness



- Minimize disaster damage
- Enhance disaster response
- Prepare organizations and individuals to respond

3

## Response



- Provide emergency assistance
- Reduce the probability of additional injuries or damage
- Speed recovery operations

4

## Recovery



- Return systems to normal levels
- Short-term vs. long-term

5

## Mitigation



Actions that eliminate or reduce long term risks to human life and property from natural and technological hazards

6

## Mitigation



- Occurs before, during, or after the emergency in all phases of emergency management
- Is the only phase that can break the “cycle”

7

## Mitigation Plan Requirements



- Disasters are costly – loss of life, property damage, economic disruption.
- Federal Disaster Management Act of 2000: FEMA established a national disaster mitigation program.

8

## Mitigation Plan Requirements



- Program Goals: reduce vulnerability and to save funds
- An approved All-Hazard Mitigation Plan is required for communities to be eligible for federal disaster relief and hazard mitigation funding

9

## Mitigation Plan Benefits



- Allows communities to plan for a disaster before it occurs
- Helps reduce risk and minimize impact from future events
- Breaks the cycle of disaster-repair-disaster in a community

10

## Man-Made and Natural Disasters *Dakota* COUNTY

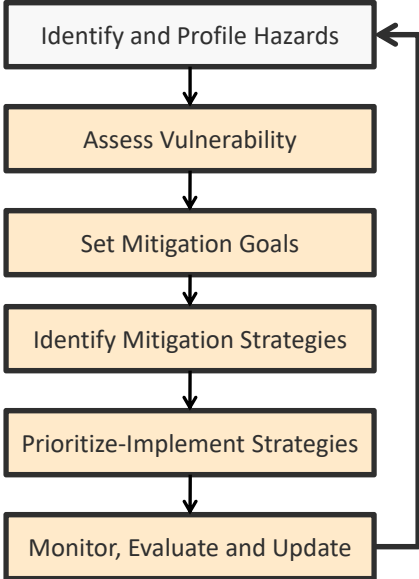


- Violent storms (winter, summer) and extreme temperatures
- Tornado
- Structural Fire
- Floods
- Drought
- Hazardous materials release
- Infectious disease outbreak
- Terrorism
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- Bridge/structure/dam collapse
- Landslide
- Cyber-Attack
- Wildfire

11

## Planning Process, Every Five Years *Dakota* COUNTY

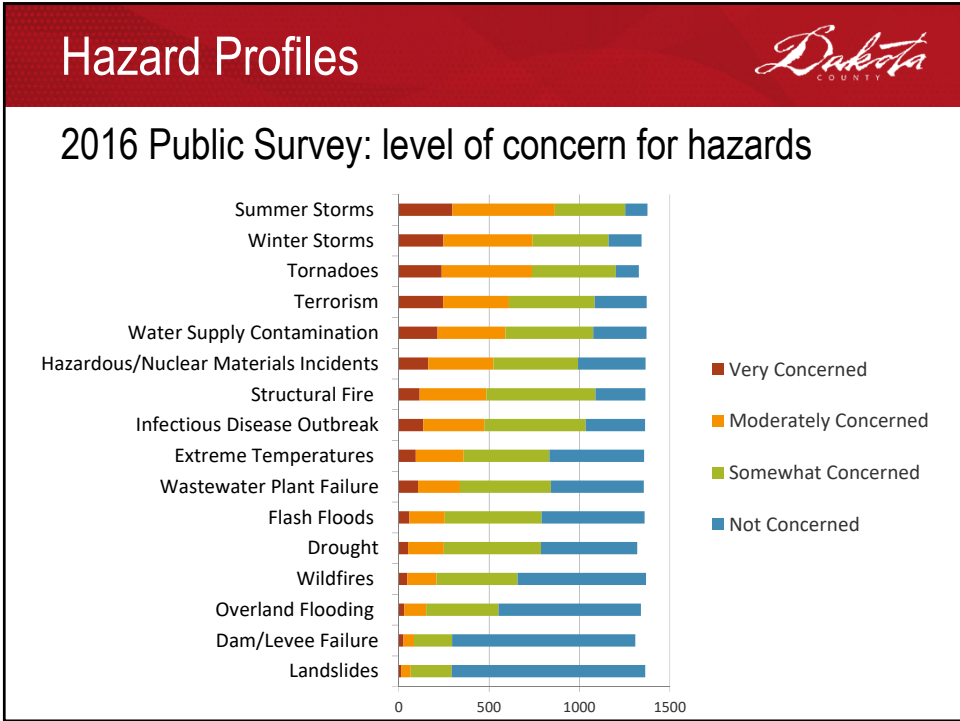
Communities must identify most likely hazards, assess their vulnerability to those hazards, and prepare strategies to prevent (mitigate) future losses.



```

graph TD
    A[Identify and Profile Hazards] --> B[Assess Vulnerability]
    B --> C[Set Mitigation Goals]
    C --> D[Identify Mitigation Strategies]
    D --> E[Prioritize-Implement Strategies]
    E --> F[Monitor, Evaluate and Update]
    F --> A
    
```

12



13

## 2021 Update *Dakota* COUNTY



- Dakota County's plan to be approved by Jan 2022
- Update must include:
  - Progress on 2016 strategies
  - Changes in communities
  - Updated vulnerability
  - Focus areas, e.g. floods, pandemic, cyber-attack
  - City assessments and strategies (multi-jurisdiction plan)
  - County assessments and strategies (Townships covered by County Plan)

14

**2021 Update** 

- Project Team will meet with City Managers, Emergency Managers, Domestic Preparedness Committee, and Partner Organizations throughout the project.
- Public engagement at key milestones
- Proposed Timeline
  - 2021 Address strategies from 2016 plan
  - 2021 Rewrite plan with partner input
  - 2021-2022 Community engagement, adoption by cities, County, State, and FEMA

15

**Planning Commission Updates** 

- Notify of upcoming public engagement activities throughout the process
- Return in May or June with potential new strategies
- Return in July or August with the draft updated Plan

16



Questions and comments from the Commission