#### **DAKOTA COUNTY PLANNING COMMISSION**

#### **PLEASE NOTE CHANGE IN MEETING TIME AND LOCATION:**

Dakota Lodge, Thompson County Park, West St. Paul
Thursday, May 24, 2018
6pm-8pm

#### Agenda

- I. Call to Order
- II. Pledge of Allegiance
- III. Public Comments for Items Not on the Agenda (limited to 5 minutes)
- IV. Adoption of the Agenda
- V. Adoption of Previous Meeting Minutes
- VI. Thompson County Park Master Plan Tour (Lil Leatham Planning)

(Please RSVP if you wish to ride from the Western Service Center to the Park. Van will leave Western Service Center promptly at 5:15pm)

- 1. Dakota Lodge
- 2. Forest
- 3. Playground
- 4. Fishing Pier and Lake Restoration
- 5. Picnic Shelter
- 6. Thompson Lake Loop Trail
- 7. Emerson Pond
- 8. River to River Greenway

#### **Upcoming Public Meetings – Community Outreach**

CSAH 26 Improvements – Open House	Veterans Community Center		
(Mendota to Lebanon Greenway crosses CSAH 26)	Inver Grove Heights		
	June 6, 4:30-6:30pm		
CSAH 88 Improvements – Open House	Randolph High School		
(Adjacent to Lake Byllesby Regional Park and Mill Towns Trail)	June 7, 5:30- 7:00pm (tentative)		
County Road 73 Improvements – Open House	TBD		
(Rosemount Greenway Underpass)	Mid-August		

- VII. Topics for next meeting (June 28th, Western Service Center, Apple Valley)
  - Lebanon Hills Regional Park Natural Resources Management Plan
  - Whitetail Woods Regional Park Natural Resources Management Plan
- VIII. Planning Commissioner Announcements/Updates
- IX. Adjourn

## **Dakota County Planning Commission Advisory Committee Meeting Minutes**

Date: April 26, 2018

Time: 7:00 p.m. to 9:00 p.m.

<b>Members Present</b>	1			Staff Present		Others Present
Mike Greco	$\boxtimes$	Barry Graham	$\boxtimes$	Kurt Chatfield	$\boxtimes$	Rose Ryan (Alta
Vacant		Ramraj Singh	$\boxtimes$	Jessica Johnson	$\boxtimes$	Planning + Design)
Timothy Tabor	$\boxtimes$	Christopher Ross	$\boxtimes$	Steve Sullivan	$\boxtimes$	Sue Burke (Apple
Lori Hansen	$\boxtimes$	Nate Reitz		Lil Leatham	$\boxtimes$	Valley)
Jill Smith		Jim Guttmann	$\boxtimes$	Brian Sorenson		Anne Koutnik (Eagan)
Greg Oxley	$\boxtimes$	Tony Nelson	$\boxtimes$			Holly Jenkins (Eagan)
Amy Hunting	$\boxtimes$	Donald Post	$\boxtimes$			Thana Ross (Apple
						Valley)

**Meeting Called to Order** 

Time: 7:00 p.m. By: Chair Greco

#### Audience items not on the agenda

Comments/Notes: Anne Koutnik (Eagan) requested that copies of the Dakota County 2040 Draft Comprehensive Plan be provided the libraries for residents to review.

Staff responded that hard copies of the plan will be distributed to the libraries (copies of the plan have since been sent to the Libraries and are available for public review).

#### Approval of agenda

Motion by: Commissioner Singh Second: Commissioner Hunting Vote: Unanimously approved.

#### Approval of minutes (from February 22, 2018 meeting)

Motion by: Commissioner Hansen

Second: Commissioner Ross

Vote: Unanimously approved with Commissioner Greco abstaining.

#### Item # 1: Dakota County Principle Arterial Study

Action / Information

Comments/Notes: Brian Sorensen, Assistant County Engineer, provided an update on the Principal Arterial Study to the Planning Commission. Brian explained the intent of the study and why certain highways are categorized as Principal Arterials. Brian explained the study process, stakeholders, and

benefits of completing the study. The Planning Commission reviewed maps that showed which highways in Dakota County are currently classified at principal arterials and which ones were being considered for reclassification as part of the study. He described the overall process for reclassifying principal arterials and the need to be consistent about how highways are categorized between metropolitan, county, and local comprehensive plans.

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

- Principal arterials are major roadways that are difficult for pedestrians and bicyclist to cross.
   Does the Principal Arterial Study address the need to provide crossings on highways such as
   County Road 42? Not at the level of this study, however, we are looking at the challenges
   associated with crossing these types of highways and we do have an upcoming corridor study
   planned for CSAH 42 that will address crossing pedestrian and bicycle movements along and
   across CSAH 42 as an outcome of that study.
- Would distance between driveways be affected? Yes, the recommendations from this study
  would impact County access spacing requirements. It will have more impact on the spacing of
  local roads as opposed to private driveways which are generally already limited by the current
  classification of these roads.
- County Road 50 goes directly through cities; would the County's plan be to go around (bypass) those areas? This study was a high level review and doesn't get to the specifics on how to address those issues. Follow up work may be needed on individual highway segments to look at whether changes to roadway alignments, access spacing, or other improvements are needed for highways to better function as principal arterials.
- Is the offset intersection(s) at County Road 23 and County Road 80 being considered in this study? It is currently a high-speed set of intersections. That intersection was identified as part of a separate corridor study that was done years ago and the study looked at possible new alignments for CSAH 23 in that area and into Northfield. However, it was not looked at specifically as part of this study because this study did not go into that level of detail.
- The gap between Highway 52 and 316 looks large. Was this gap reviewed? Yes, however, while the distance between those two roadways appears large at southern edge of the County, the roadways come together to the north. Our assessment is that the spacing distance and connections that you would need for a principal arterial designation were not present in this case.
- In the area of northern Inver Grove Heights, the study recommends designating Argenta Trail (CSAH 63) versus Trunk Highway 3 as the principal arterial. Given that Highway 3 is Robert Street

and connects to St. Paul, wouldn't it be a better highway to designate as the principal arterial in this area? The study recommends designating the new segment of Argenta Trail (CSAH 63) as the principal arterial in this area because there is a long-range plan for a new interchange with Interstate 494, and because it is a better fit for the spacing requirements from Hwy 52, which is also identified as a principal arterial. Highway 3 (along Robert Street) is too close to Hwy 52 and does not meet the region's spacing requirements.

- Is it a logical follow-up to the study to review the secondary arterials and additional routes? The County will have the opportunity to review the classifications under principal arterials as part of the upcoming County Transportation Plan update process.
- Are there any material or functional changes that need to be made to the roads that have been selected or is it purely a designation change? In the near term it is mostly a change in designation. However, it is possible that the through the Metropolitan Council process they may ask how ready a road is to become a principal arterial. Highway improvements could be recommended to improve the function of these roadways as a result of being reclassified.

#### Item # 2: Dakota County Pedestrian Bicycle Study

Action / Information

Comments/Notes: Lil Leatham, provided the Planning Commission with the background on the Pedestrian Bicycle Study and explained that the recommendations will be included in the Comprehensive Plan and Transportation Plan. Rose Ryan, Alta Planning + Design, summarized the study and described the variety of users that would benefit. The presentation outlined the public engagement process the identified the top challenges heard from individuals. These included addressing missing trails and sidewalks, reducing barriers, improving crossings, improving maintenance of trails, adding lighting, support facilities, and increasing awareness and education. Lil provided the group with a list of the topics for consideration in the 2040 Transportation Plan update and laid out the next steps for the plan.

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

- When will the Planning Commission be asked to approve this study? The results of this study will be part of the upcoming Transportation Plan update process that will be presented to the Planning Commission, scheduled to begin next year.
- Some bicycle riders in Minneapolis and St. Paul do not follow the rules of the road. This can be a
  dangerous situation. Bicyclists may believe they are safe because a bike lane is painted on the
  road but it is a false sense of security. Dakota County should be cautious as to not embolden
  bicyclists to use on-road facilities by painting bike lanes on high-speed facilities that are not

appropriate for bicyclists to be. Winter maintenance on off-road trails and sidewalks can also be a significant challenge. There needs to be stricter law enforcement for bicyclists that ignore traffic laws. Staff shares the same safety concerns. The proposed plan recommends off road pedestrian and bicycle facilities as the preferred method for County highways in urban and suburban areas. Only in very limited circumstances (e.g. when it is not practical to build an off-road trail or sidewalk, and a parallel facility cannot be used, and when traffic volumes and speeds are low, and when it is needed for system connectivity, does the plan consider on-road designated bike facilities.

- A Commissioner noted that while this plan is supported, it needs to be a smart plan, and
  everyone needs to take accountability for their actions. You can't build a road or path and
  expect that it will be completely safe, but it needs to be smart. Bike trails and paths are desired
  and needed by Dakota County residents.
- Another aspect of safety is the width of the off-road trails. Is there a recommended minimum width for those off-road shared paths? It is our goal to provide a trail on both sides of the road in urban and suburban areas that are at least eight feet wide. Ten foot trails are preferred and required in some instances.
- Was the MnDOT regional plan included in the considerations in this plan? Yes, the MNDOT plan
  is currently in the process of being updated and we will continue to work with MNDOT as part of
  that process.
- How were rumble strips taken into consideration in the shoulder width recommendations? *The width of rumble strips were subtracted from the width of the ridable shoulder.*
- When looking at the different types of bicyclists it doesn't seem that you can have one system that works for all types. Is there an option to separate the different types of riders? Yes, there are different types of cyclists. Off-road trails are generally desired by most cyclists according to our public engagement process and based on national surveys of rider types, but experienced cyclists may choose to ride at higher speeds along highway shoulders.
- Did you look at the location of schools as part of your review of missing trails and sidewalks. Yes. School locations were identified and given priority for missing trails and sidewalks. Some schools have completed safe routes to school plans that take this evaluation even further.

#### Item # 3: Thompson County Park Master Plan Kickoff

Action / Information

Comments/Notes: Lil Leatham provided the Commissioners with an overview of Thompson County Park. The Master Plan purpose, process and role of the Planning Commission were discussed by the Planning Commission.

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

- Lil asked if there were other groups that should be included as stakeholders for Community
   Engagement. The following were suggested by Planning Commissioners:
  - Existing park volunteers
  - Users of Kaposia Park
  - o Residents that live around the park
  - Special School District #6
  - o The Lions Group in the area
  - o Frisbee golf players from Kaposia Park
  - Mediation Division from the MPCA
  - Members of the Dakota Tribe
- Has the consultant been selected? Yes, HKGi will be the lead consultant along with 106 group.
   Barr Engineering will be involved in the plan also. Pros Consulting will be conducting a business and operations analysis.
- There is an opportunity for crossover events with Kaposia Park because of its proximity and that should be considered in the plan.
- A Commissioner was happy to see that there will be a business and operations analysis included in the process.

#### **Update on County Board Actions**

Comments/Notes: Kurt Chatfield provided an update to the Planning Commission on the items that were included on the Physical Development Committee of the Whole Agenda at the April 17, 2018 meeting.

#### **Upcoming Public Meetings – Community Outreach**

Thompson County Park Lake Restoration – Open House	Thompson County Park		
	Dakota Lodge		
	Thursday, April 26, 5-7pm		
CSAH 26 Improvements – Open House	Veterans Community Center		
(Mendota to Lebanon Greenway crosses CSAH 26)	Inver Grove Heights		
	June 6, 4:30-6:30pm		
CSAH 88 – Open House	Randolph		
(Adjacent to Lake Byllesby Regional Park and Mill Towns Trail)	June (TBD)		

#### Topics for next meeting:

• Thompson County Park Tour

Planning Commissioner Announcements/Updates: No updates were given.

Adjourn: 8:58 p.m.

**Motion by: Commissioner Hunting** 

**Second: Commissioner Tabor** 

Vote: Unanimously approved.

Next Regular Meeting: Thursday, May 24, 2018, 6:00 p.m. – 8:00 p.m., Thompson County Park (Dakota

Lodge)

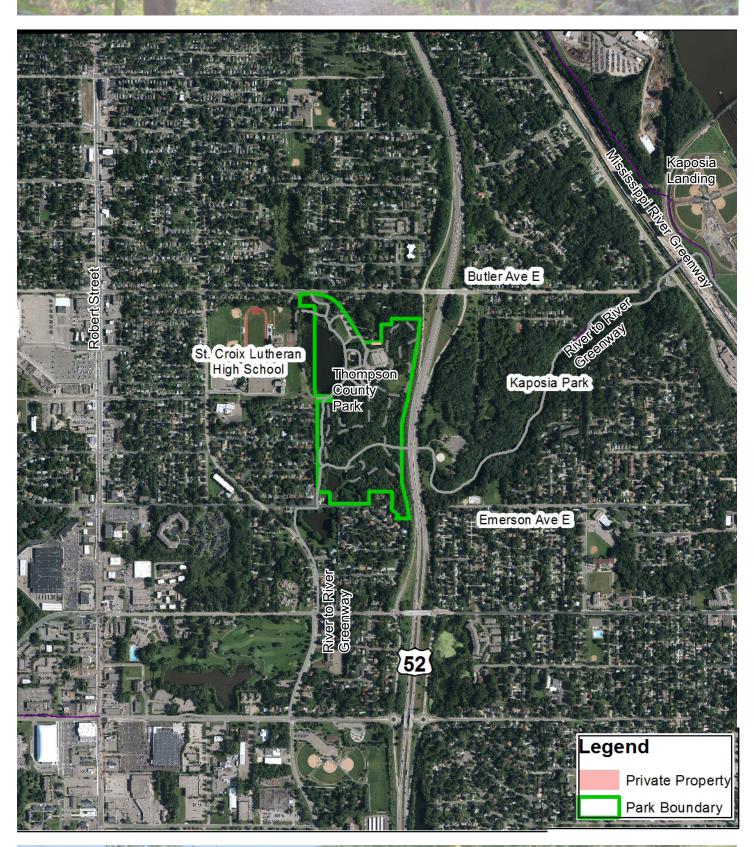
# THOMPSON COUNTY PARK



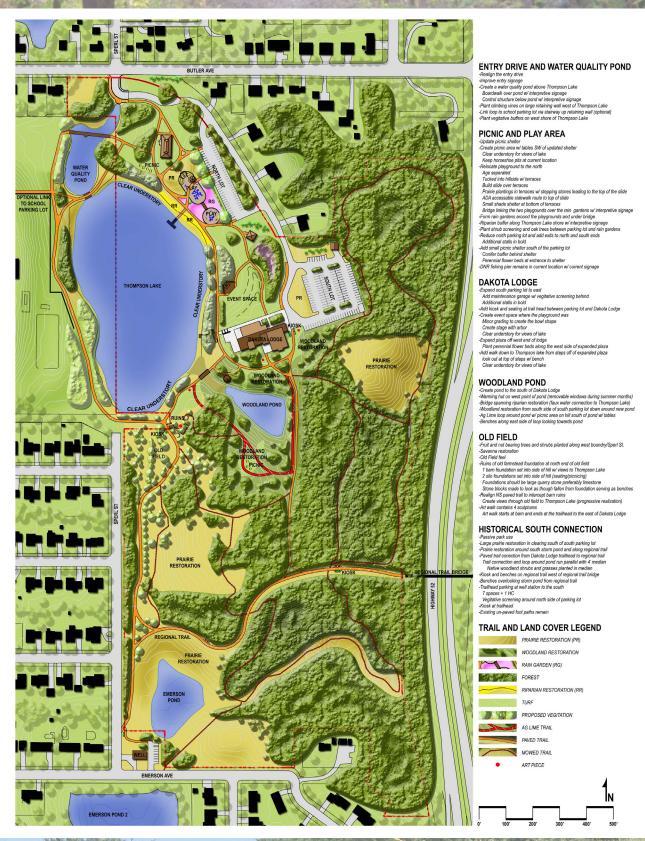
THOMPSON COUNTY PARK
MASTER PLAN AND NATURAL RESOURCES MANAGEMENT PLAN



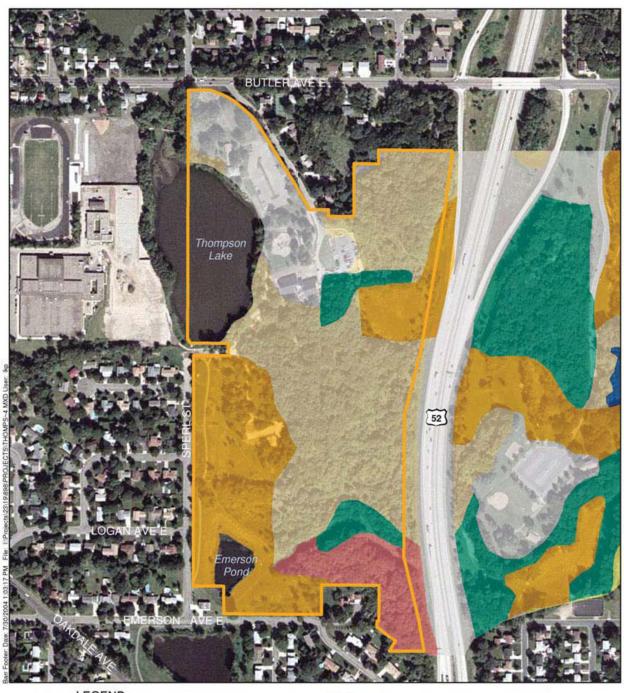
# THOMPSON COUNTY PARK



### THOMPSON COUNTY PARK- 2005 MASTER PLAN



## THOMPSON COUNTY PARK-EXISTING VEGETATIVE COVER



# LEGEND Thompson Park Boundary Land Cover Classifications Developed, Impervious Surface, & Lawn Oak Forest Disturbed Native Forest Disturbed Deciduous Forest

Old Field

VEGETATIVE COVER TYPES Thompson County Park