

# Welcome!

**Lexington Avenue  
(County Road 43), Eagan**

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## Open House

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**Please Sign In Here**

# Open House #1 Event Summary

Online Comment Period  
**2 WEEKS** (5/13/24 - 5/27/24 )

## Online Stats

**150** Views of Survey/Map  
**51** Online Surveys  
**43** Map Comments  
**53** Website Comments

## In-Person Event

**MAY 13** 4:30-6:30 p.m.

## In-Person Attendance

More than **70** Attendees  
**35** Surveys Completed

After Open House #1, the design team has been focusing efforts on additional evaluation of the following based on what we heard.

## What We Heard:

Themes that came up multiple times:

- Intersection control at Northview Park Road
- Bicycle and pedestrian crossing safety
- Concerns regarding gaps entering and exiting Lexington Avenue
- Capacity concerns with a reduction in through lanes
- Traffic calming and speeding

## Project Progress:

The design team has been evaluating:

- Intersection configuration and control at Northview Park Road
- Bicycle and pedestrian crossing improvements along the entire corridor
- Available gaps in traffic for turns and pedestrian/bicycle crossings
- Access management between Northview Park Road and Wescott Road

## Yard Sign Promotion



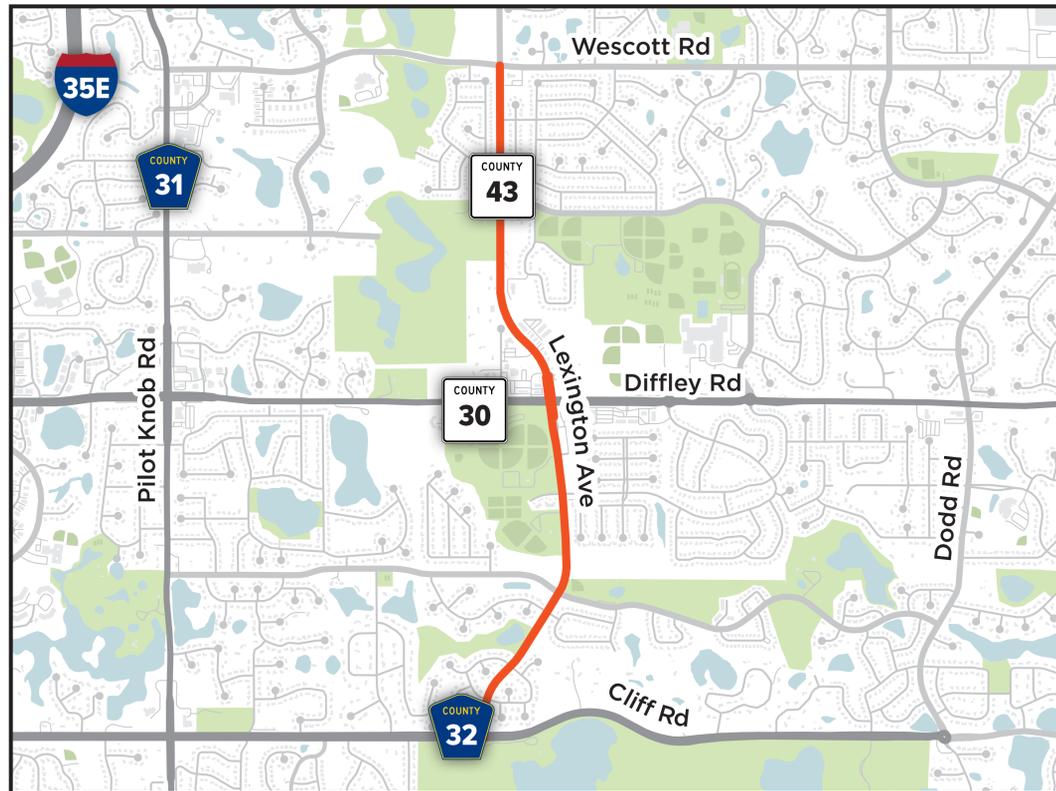
## In-Person Event



# Project Overview

## PROJECT LOCATION

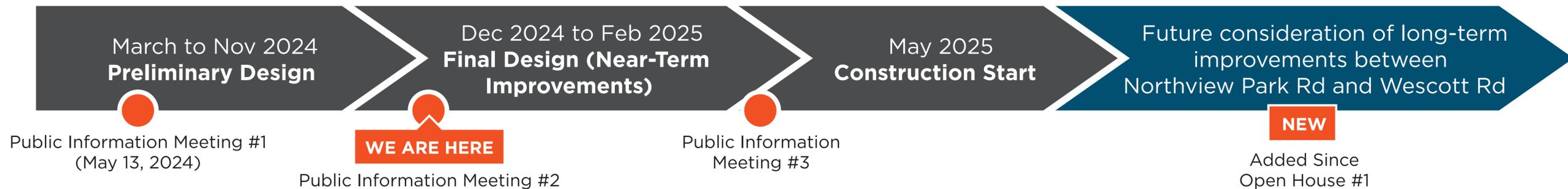
Lexington Avenue (County Road 43) between Cliff Road (County Road 32) and Wescott Road



## PROJECT ELEMENTS

 <p><b>Resurface</b> Lexington Ave between Cliff Rd and Wescott Rd</p>	 <p><b>Convert Lexington Ave from 4 to 3 lanes</b> between Diffley Rd and Wescott Rd</p>
 <p>Construct accessible <b>pedestrian ramps</b></p>	 <p><b>Resurface trails</b></p>
 <p>Evaluate <b>pedestrian crossing improvements</b> along entire corridor</p>	 <p><b>Upgrade the signal system</b> at the Ddiffley Rd intersection</p>
 <p><b>Evaluate long-term intersection and access improvements</b> between Northview Park Rd and Wescott Rd.</p>	

## PROJECT TIMELINE

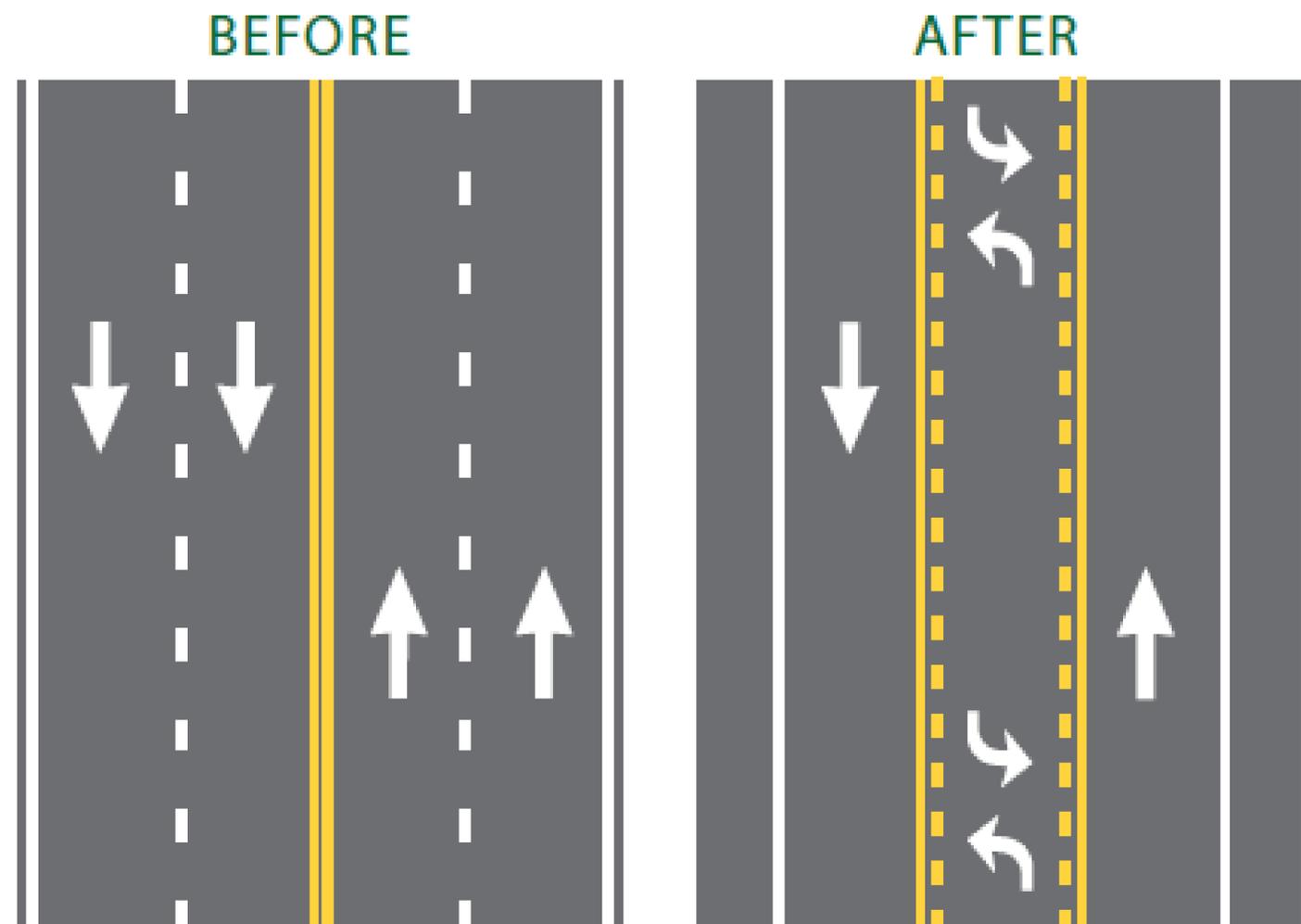


**Lexington Avenue (County Road 43), Eagan**

# Benefits of 4-Lane to 3-Lane Conversion

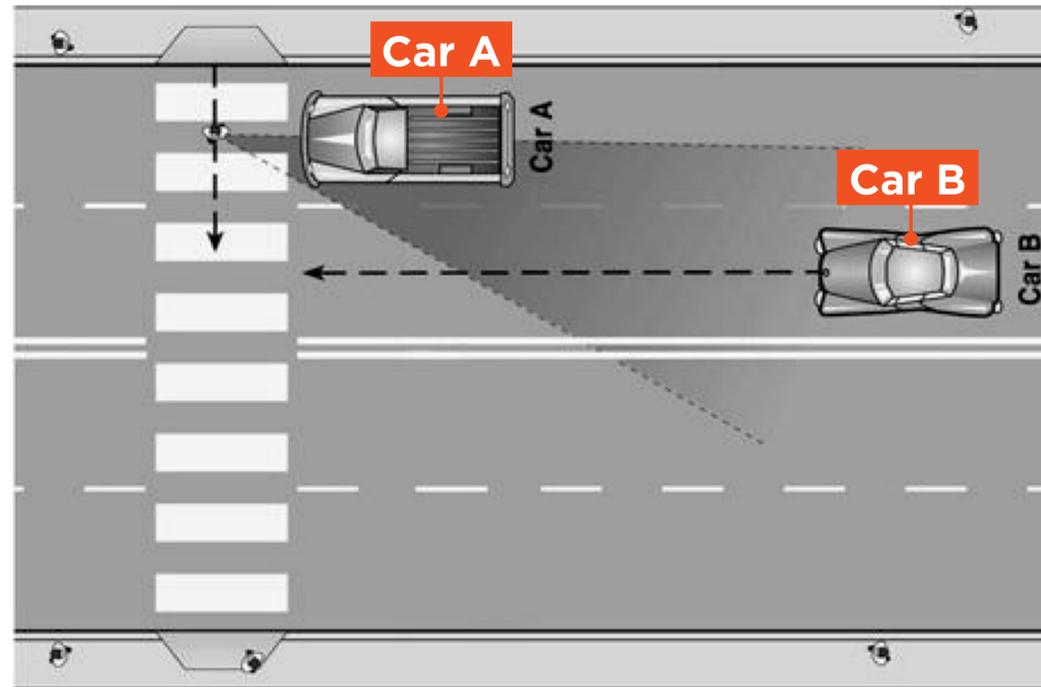
Dakota County and the City of Eagan have identified Lexington Avenue from Wescott Road to Diffley Road as a location where a 4-lane to 3-lane conversion (road diet) would be feasible and beneficial.

- Traffic calming and more consistent vehicle speeds
- Opportunity to install pedestrian refuge islands
- Three-lane roadways typically have lower crash and severity rates than multi-lane roads
- Three-lane roadways allow for safer pedestrian crossings due to shorter crossing distances
- Reduces conflict points and eliminates multiple threat



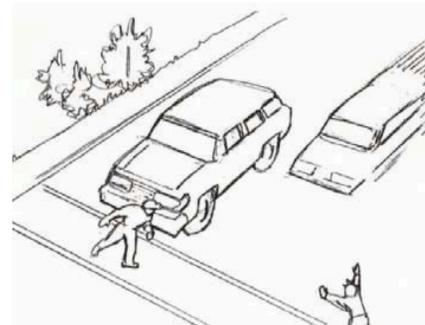
# Benefits of 4-Lane to 3-Lane Conversion

## Elimination of Multiple Lane Threat



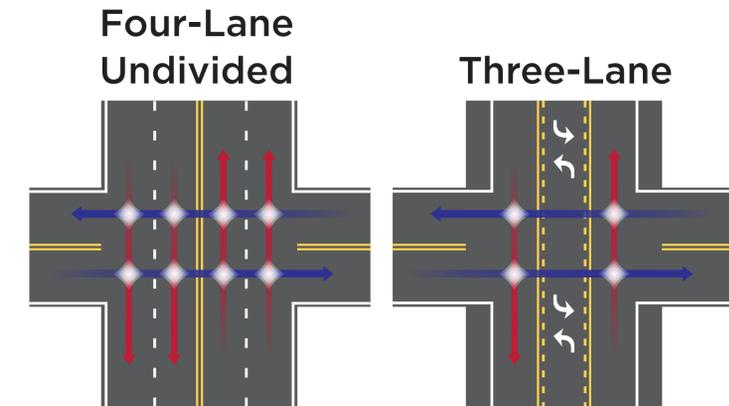
**Car A** stops for a pedestrian in the near lane

**Car B** approaches in the far lane with view of pedestrian obstructed by Car A and is unable to stop in time to avoid crash with pedestrian

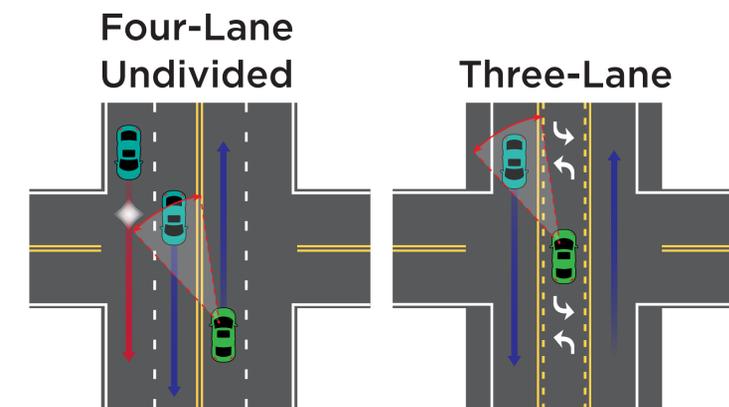


Adapted from Seattle DOT graphic

## Reduced Vehicle Conflict Points



Crossing and through traffic conflict points at intersection



Outside lane traffic hidden by inside lane vehicle

No hidden vehicles

Adapted from FHWA graphic

# Pedestrian Crossing Improvements

Dakota County is implementing the following strategies to improve pedestrian safety.



## 4 lane to 3 lane reduction

**BENEFIT:** Less lanes of traffic for pedestrians to cross.



## Lighting improvements

**BENEFIT:** Better night-time visibility for drivers to see pedestrians.



## Curb extensions

**BENEFIT:** Shorter pedestrian crossing distance and traffic calming.



## Pedestrian refuge islands

**BENEFIT:** Provides pedestrians opportunity for a 2-stage crossing, reduces exposure and risk, and provides traffic calming.



## Signing and pavement markings

**BENEFIT:** Alert drivers approaching crossing locations and delineate crossing location.



## Correct Accessibility Deficiencies

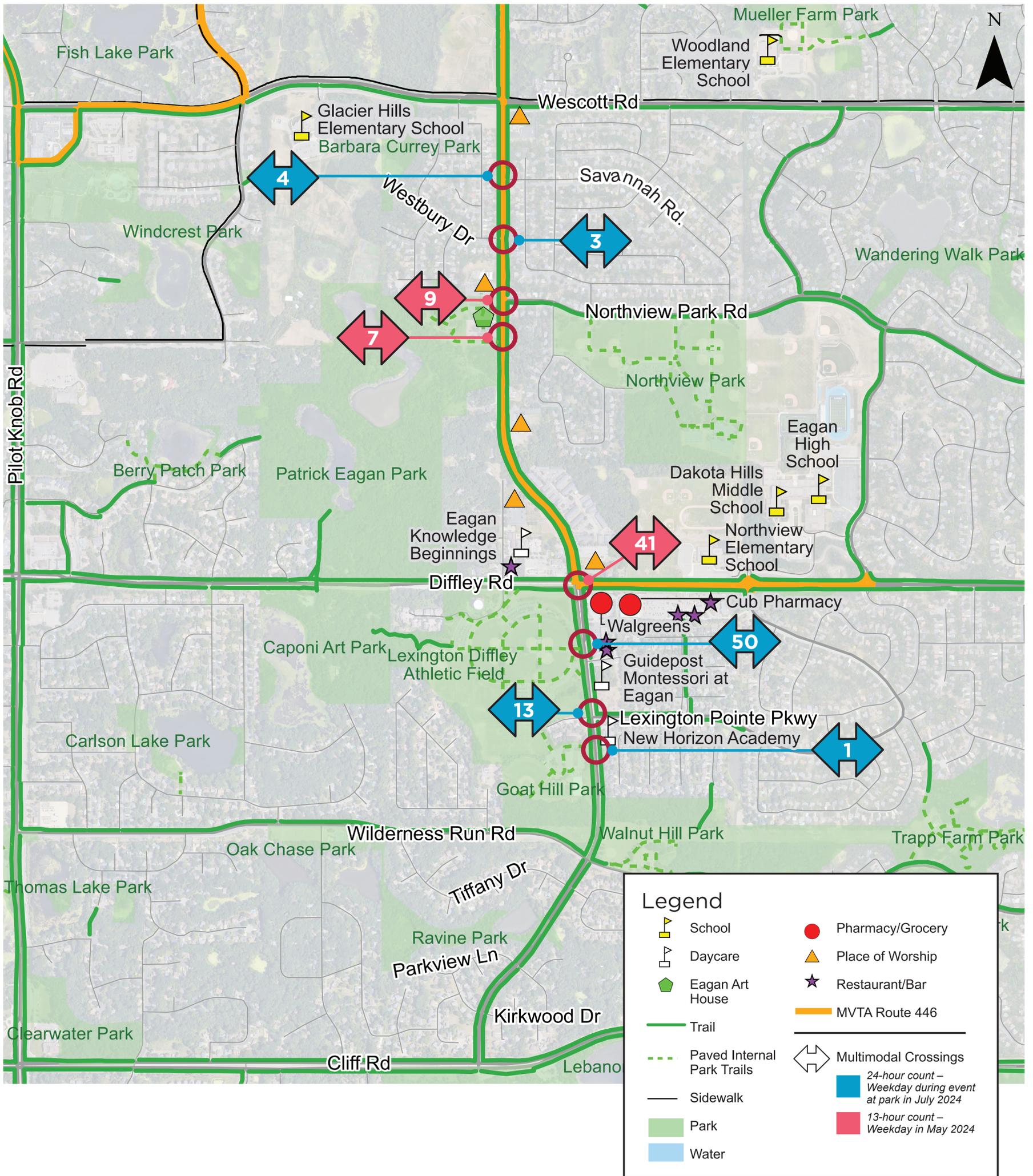
**BENEFIT:** Construct Americans with Disability Act (ADA) compliant pedestrian curb ramps to comply with federal, state, and local requirements for accessibility.



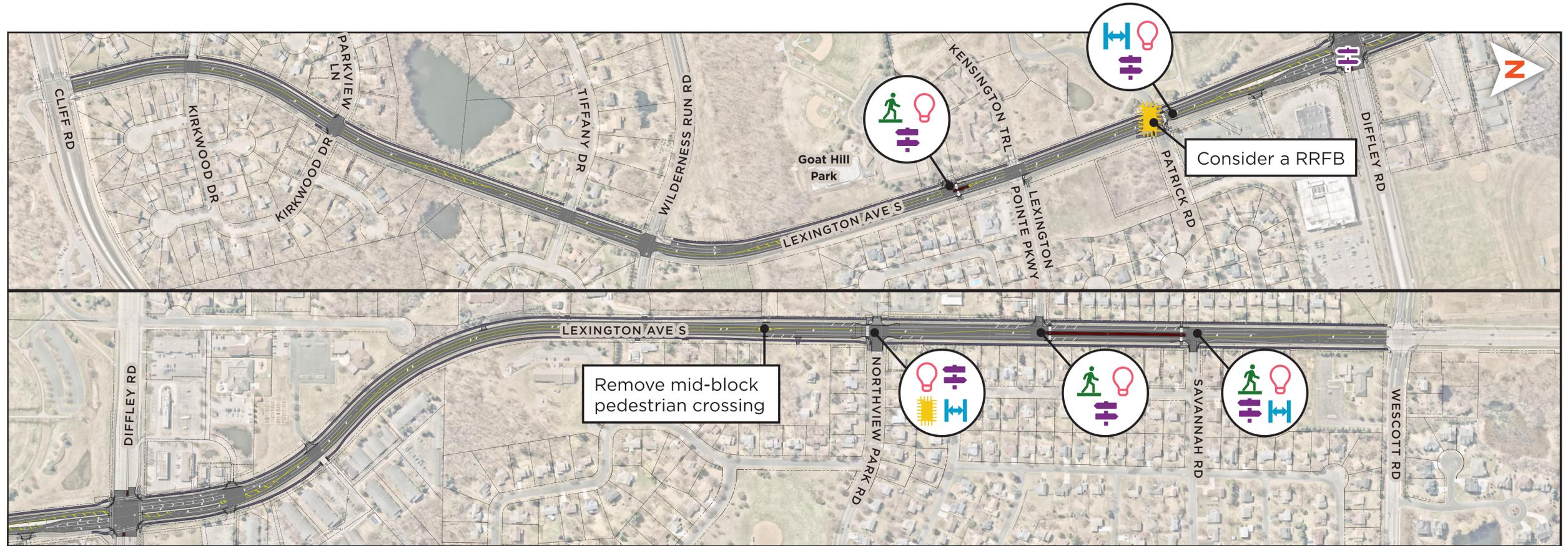
## Rectangular Rapid Flashing Beacon (RRFB)

**BENEFIT:** High visibility alert for pedestrians in the crossing.

# Pedestrian/Bicycle Crossing Assessment - Existing Conditions



# Proposed Pedestrian Improvements



Need - Safer Pedestrian / Bicycle Crossings

**Solution:** See map for improvements at each location.



Reduced crossing distances  
(curb extensions)



Refuge island



Lighting improvements

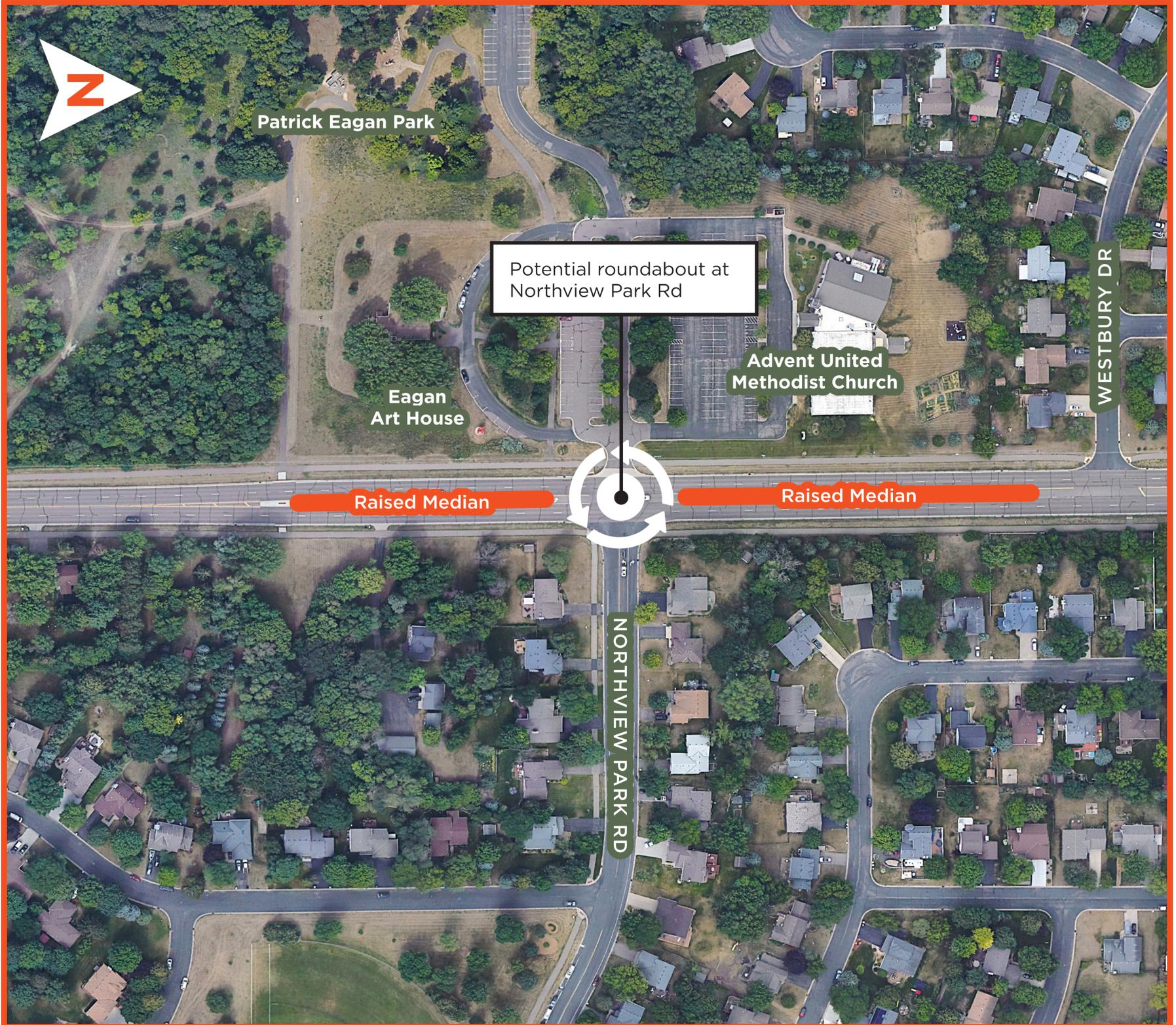


Signing and markings



Rectangular Rapid  
Flashing Beacon

# Long-Term Intersection Concept — Northview Park Road



## Next Steps

- Observe intersection operations after 2025 project construction
- Study and understand impacts
- Plan for funding
- Preliminary and final design (minimum 3 year process)
- Additional public engagement
- Acquire Right-of-Way
- Construction year - to be determined