

# WHAT IS THE CONCORD BOULEVARD PEDESTRIAN AND BICYCLE CROSSING STUDY?

## About the Study

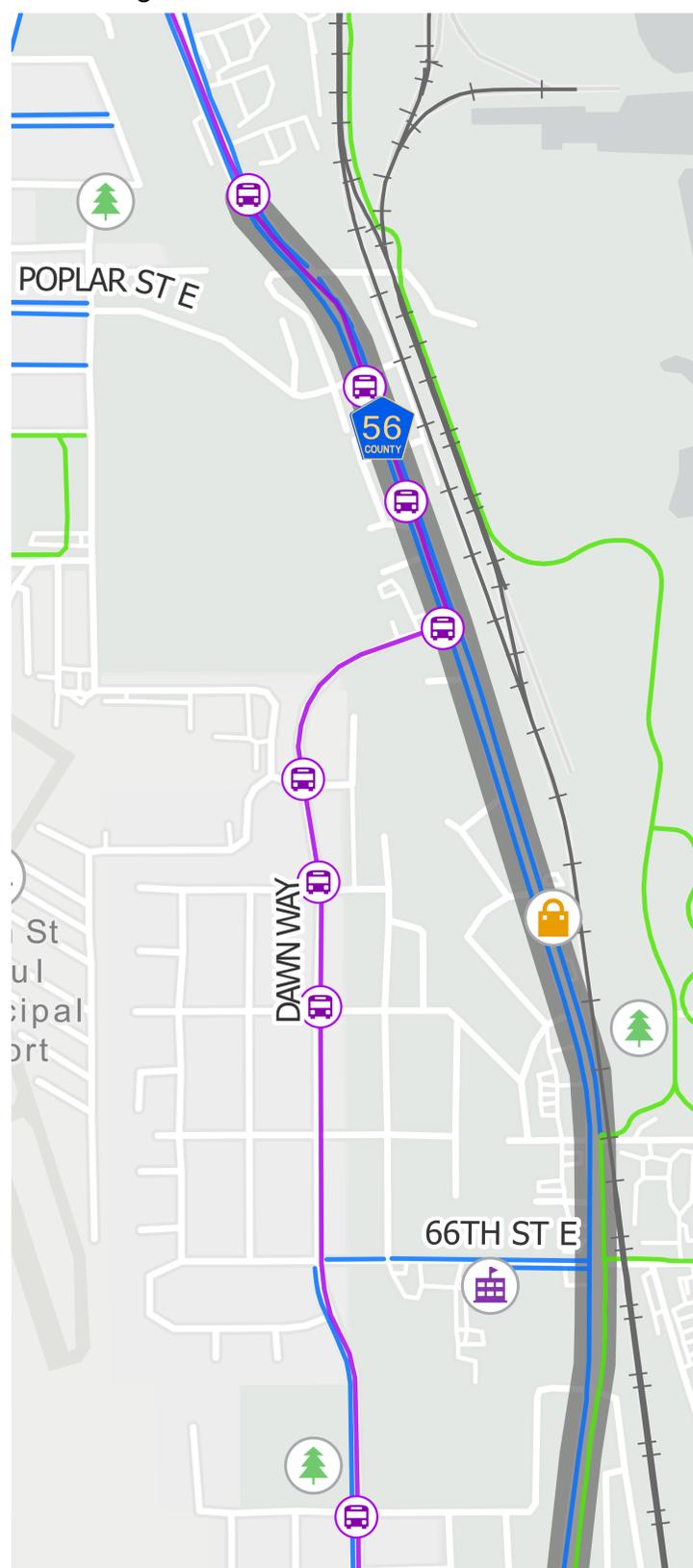
Dakota County, in partnership with the cities of Inver Grove Heights and South St. Paul, are working to improve pedestrian and bicycle safety across Concord Boulevard from Highway 55 to Interstate 494. This study will assess intersections along the corridor to implement crossing improvements for pedestrians and cyclists.

The project also includes a segment of the Mississippi River Greenway which runs along three miles of Concord Boulevard (east side) from Cahill Avenue to 65th Street.

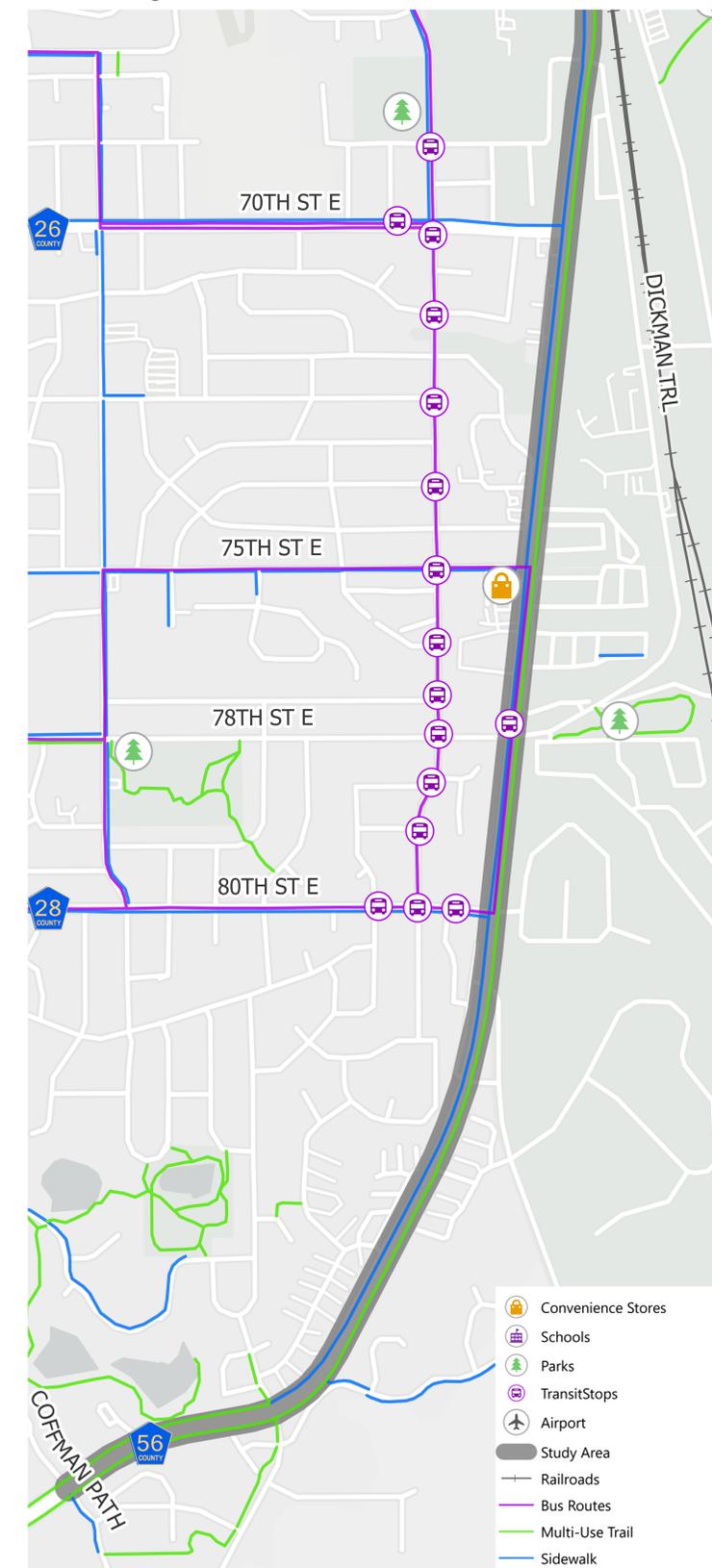
## Project Schedule



North Segment



South Segment



# ENGAGEMENT SUMMARY

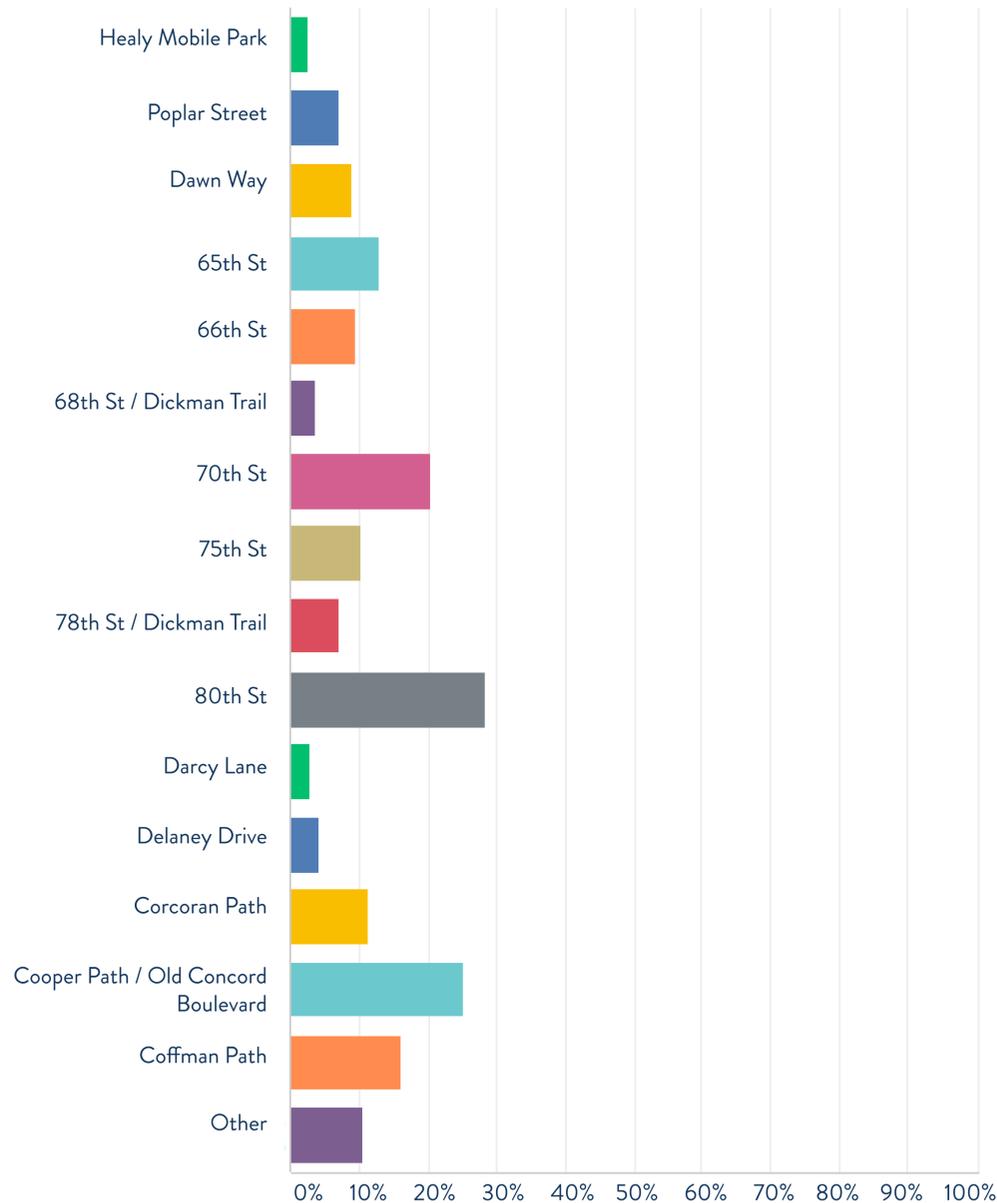
- Fall 2022 online survey received 342 total responses
- November 2022 Open House (20 attendees)

“The speed limit should be lower on Concord. Drivers currently do not obey the speed limit”

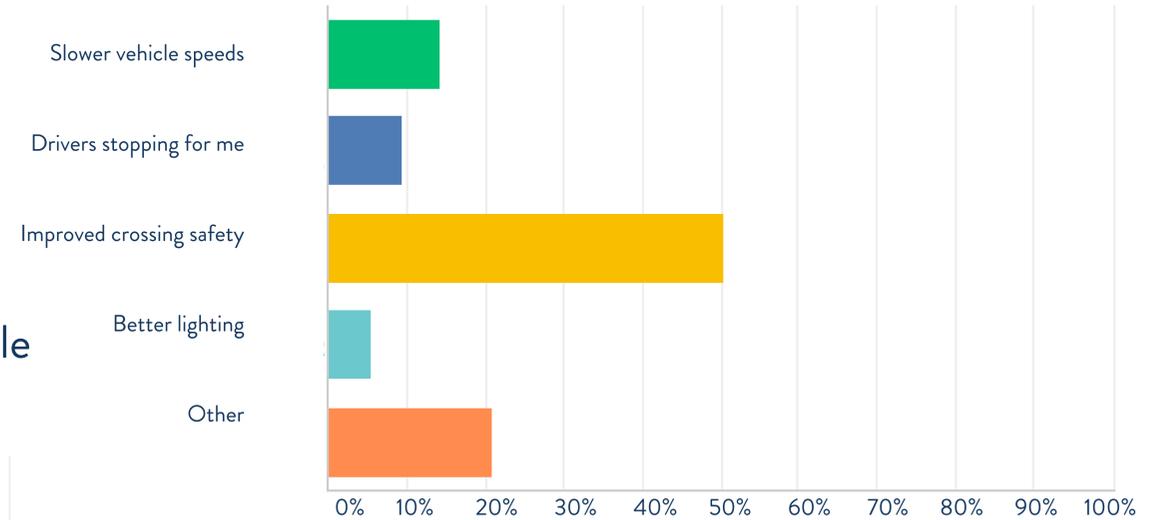
“It is currently too dangerous to cross Concord. I avoid crossing altogether”

“I am concerned with the sight-distance issues and high speeds around the curve / hill on Concord.”

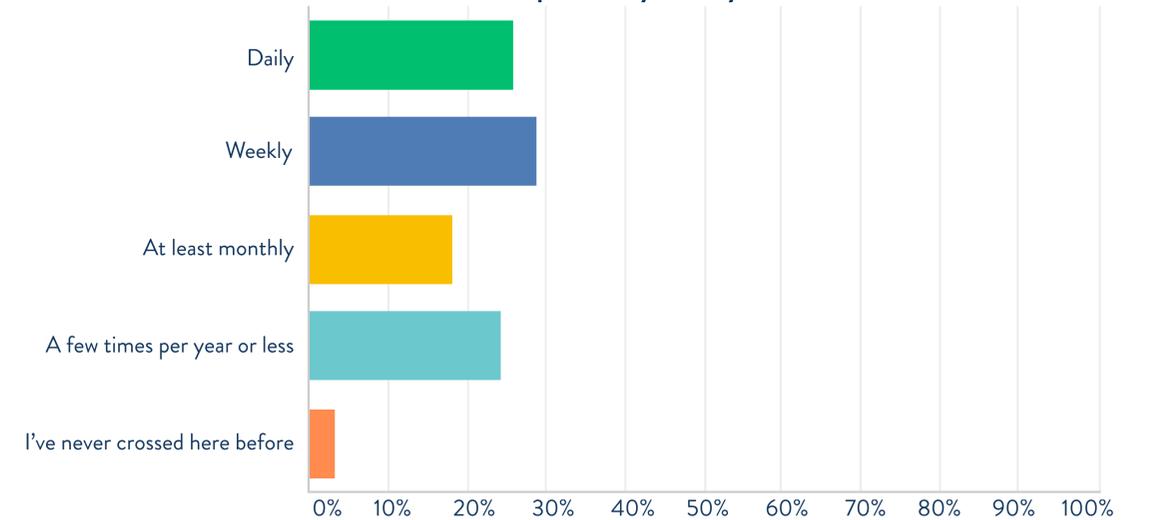
Where do you cross Concord Boulevard while walking, rolling, or bicycling?



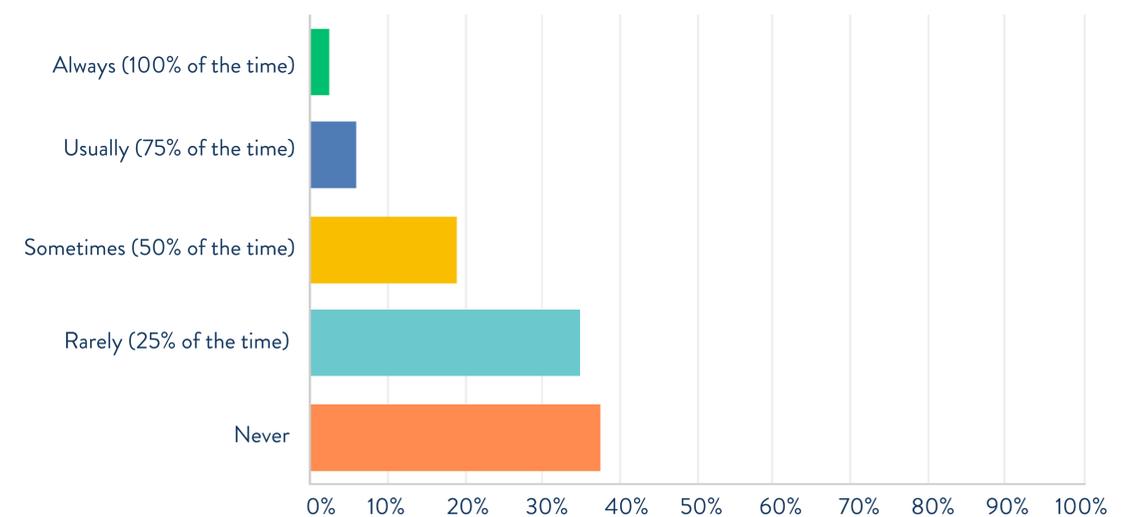
What would improve your crossing experience?



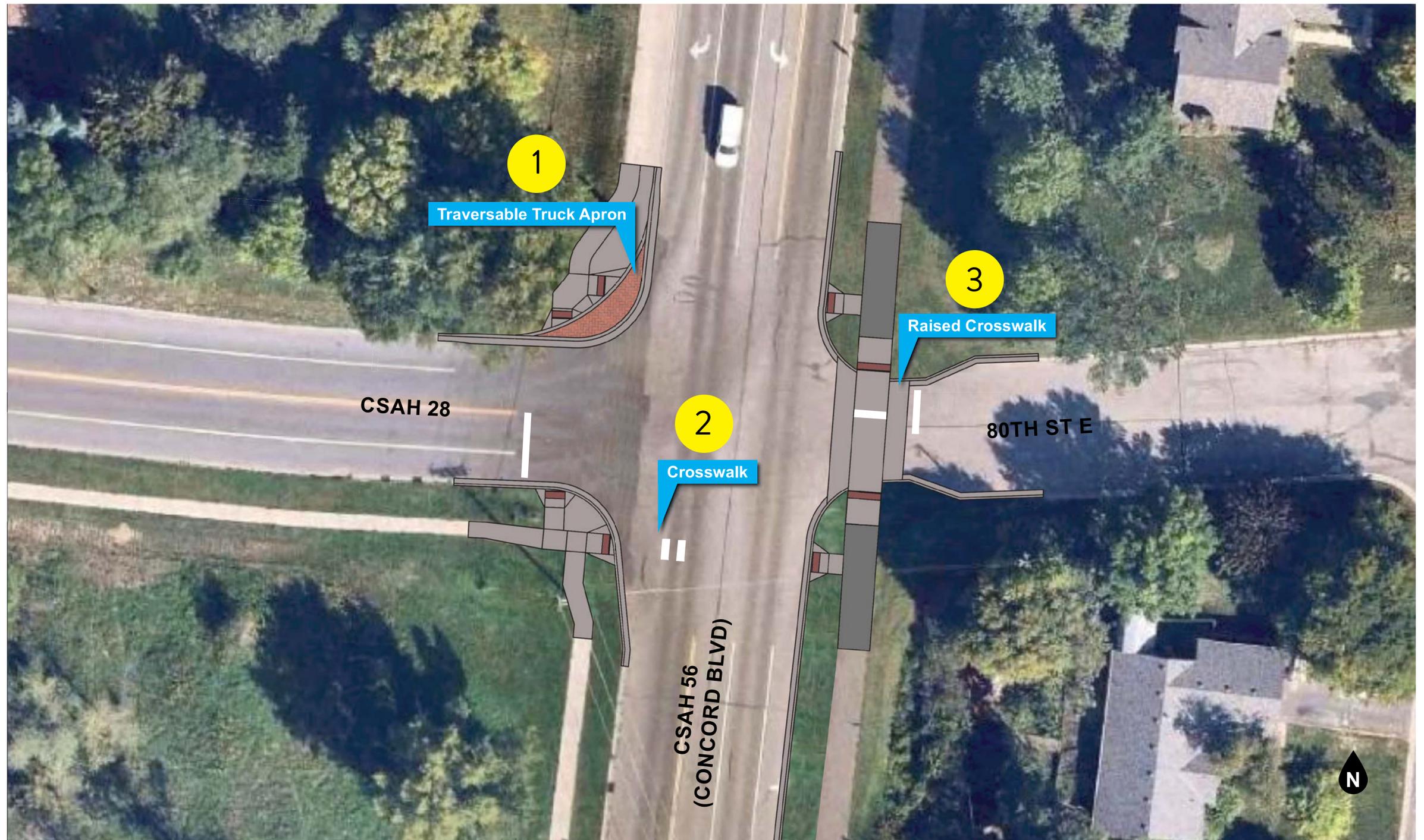
How frequently do you cross Concord?



How often do vehicles stop when you try to cross Concord?



# PROPOSED 80TH STREET & CONCORD BOULEVARD IMPROVEMENT



1

Transversible truck aprons slow turning vehicle speeds, while providing space for large trucks to complete their turns.

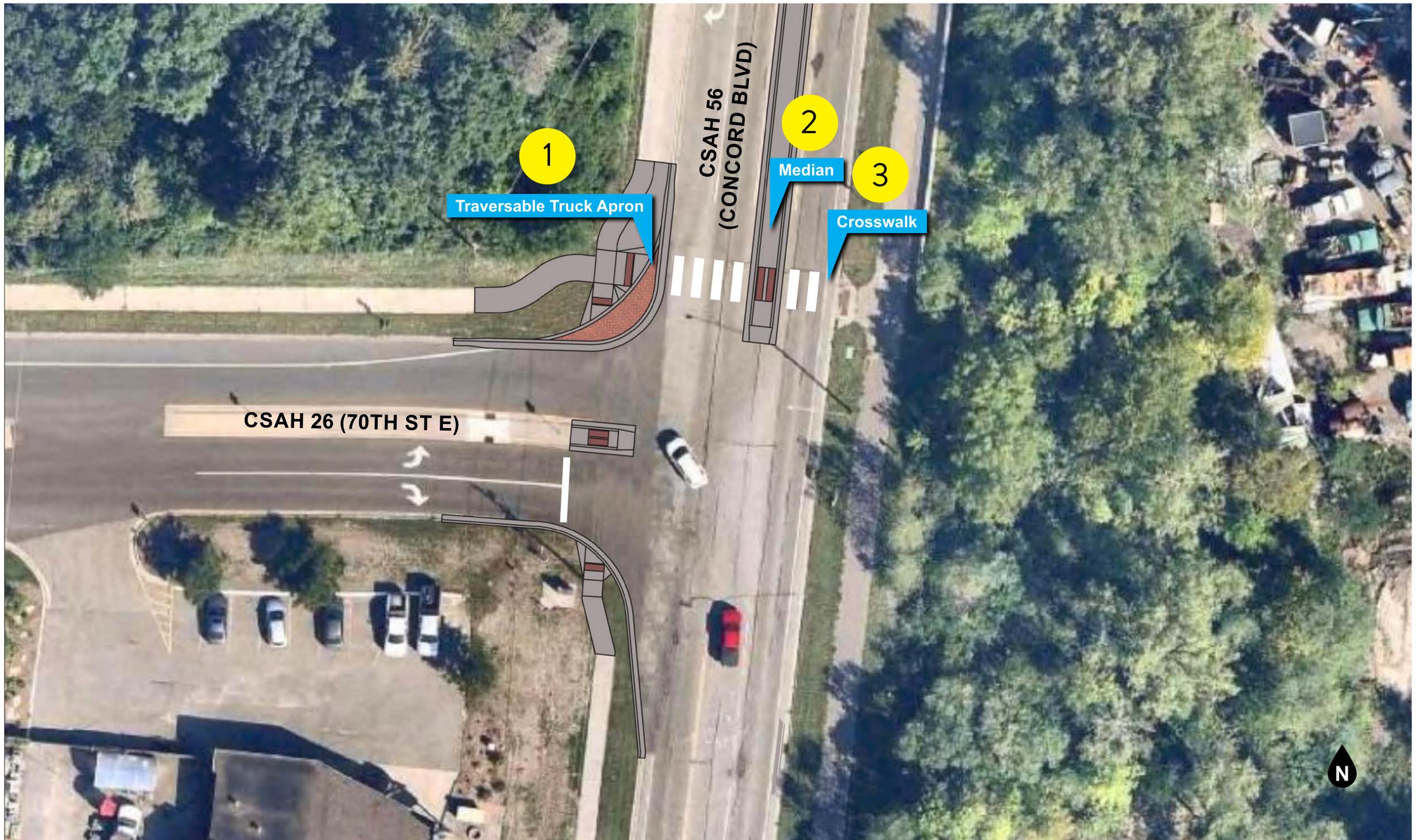
2

Marked crosswalks indicate to pedestrians and motorists of a designated crossing location.

3

Raised crosswalks reduce vehicle speeds, increase crossing pedestrian visibility to drivers, and can improve motorist yielding to pedestrians.

# PROPOSED 70TH STREET & CONCORD BOULEVARD IMPROVEMENT



1

Transversible truck aprons slow turning vehicle speeds, while providing space for large trucks to complete their turns.

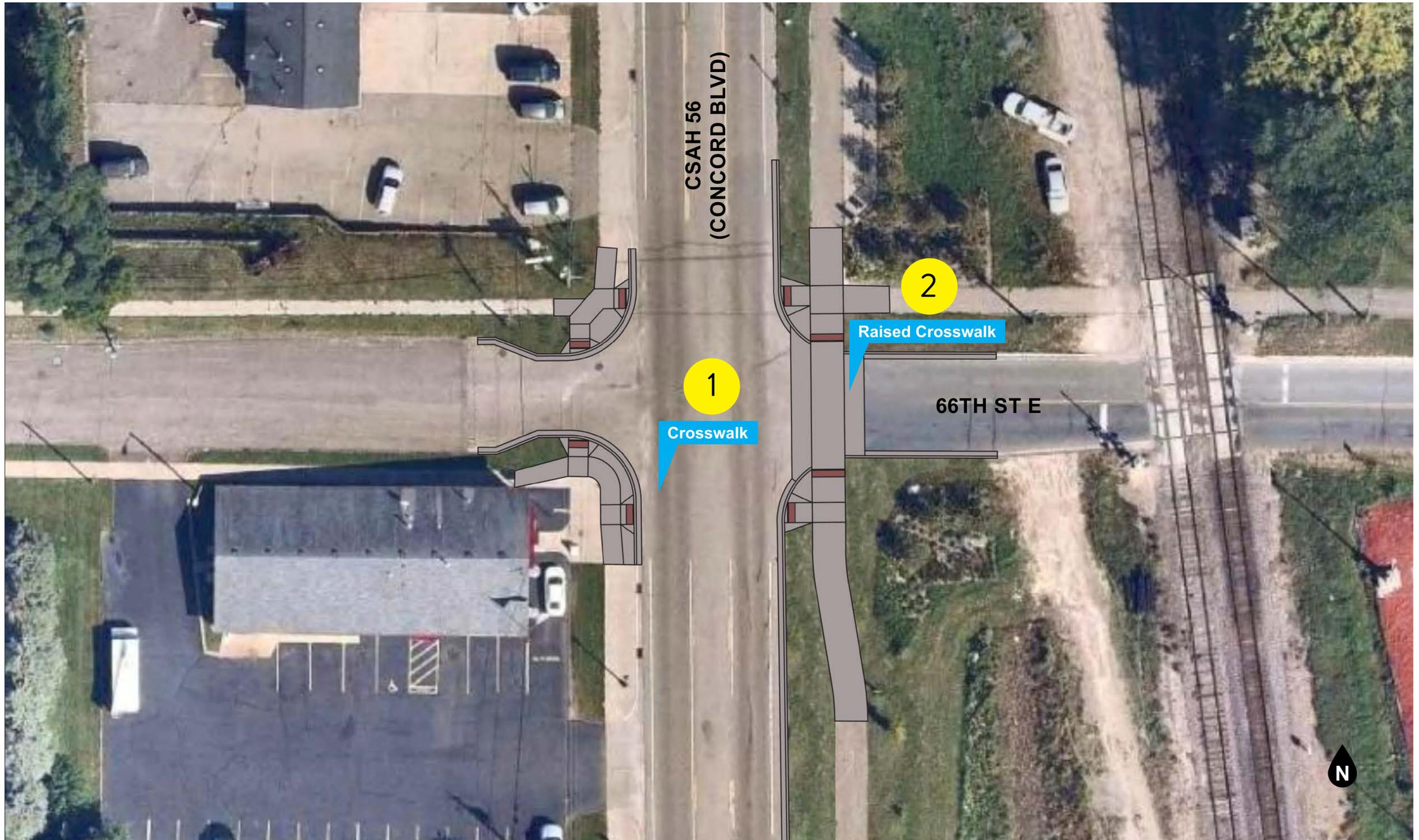
2

Medians provide the pedestrians a refuge and allow them to navigate one direction of traffic at a time.

3

Marked crosswalks indicate to pedestrians and motorists of a designated crossing location.

# PROPOSED 66TH STREET & CONCORD BOULEVARD IMPROVEMENT



1

Marked crosswalks indicate to pedestrians and motorists of a designated crossing location.

2

Raised crosswalks reduce vehicle speeds, increase crossing pedestrian visibility to drivers, and can improve motorist yielding to pedestrians.

# EXAMPLE OF A MID-BLOCK CROSSING (NORTH OF CHESTNUT STREET)



1

Medians provide the pedestrians a refuge and allow them to navigate one direction of traffic at a time.

2

Marked crosswalks indicate to pedestrians and motorists of a designated crossing location.

# PROPOSED INFRASTRUCTURE EXAMPLES

## Truck Apron



## Raised Crosswalk



# PROPOSED INFRASTRUCTURE EXAMPLES

## Pedestrian Refuge Island



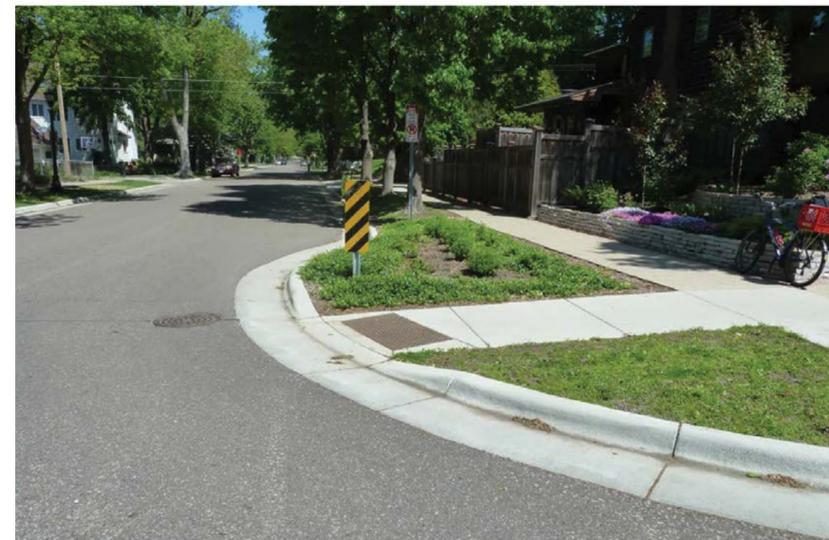
## Shortened Crossing Distance (Tighter Turns)



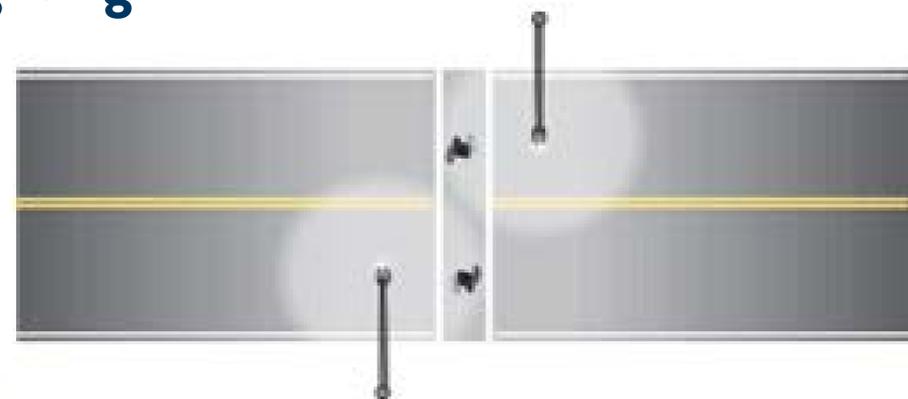
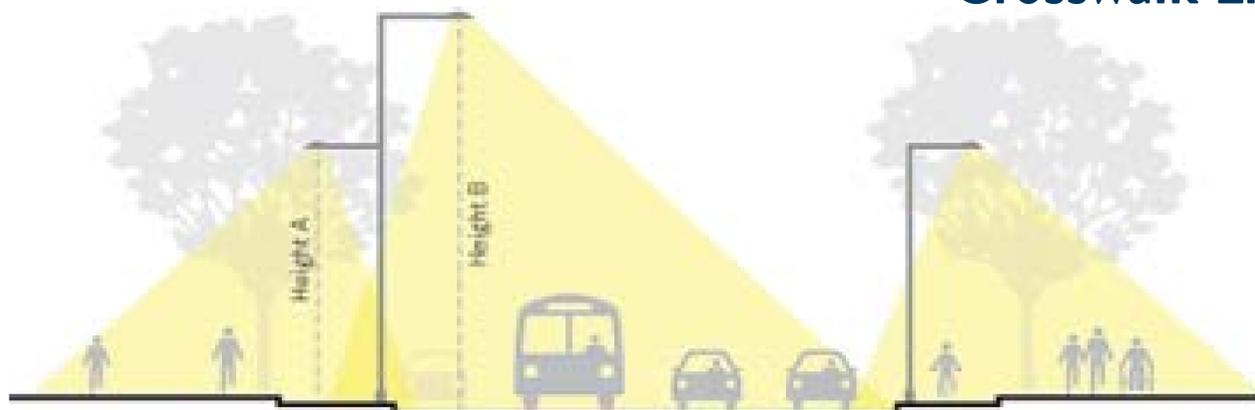
## Rectangular Rapid Flashing Beacons (RRFB)



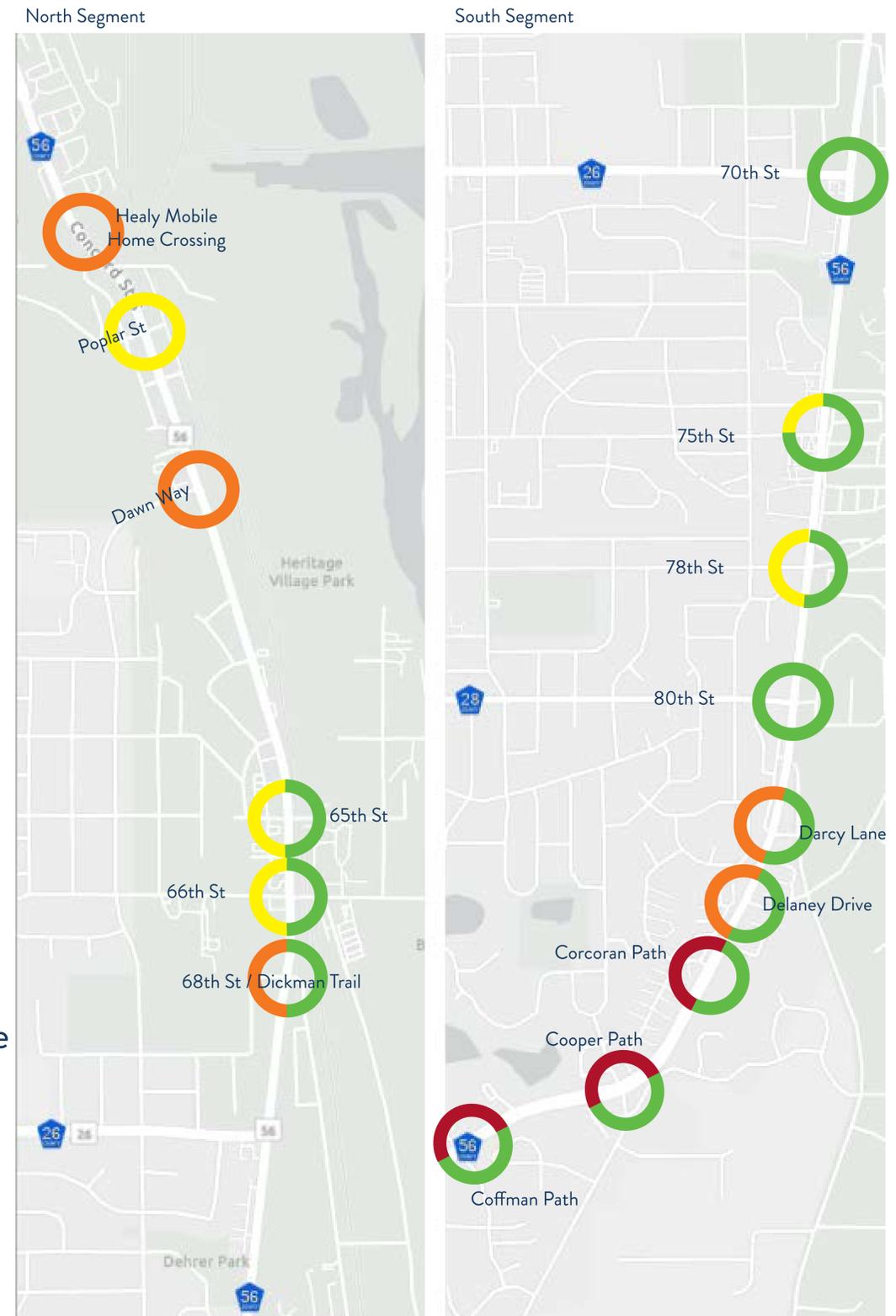
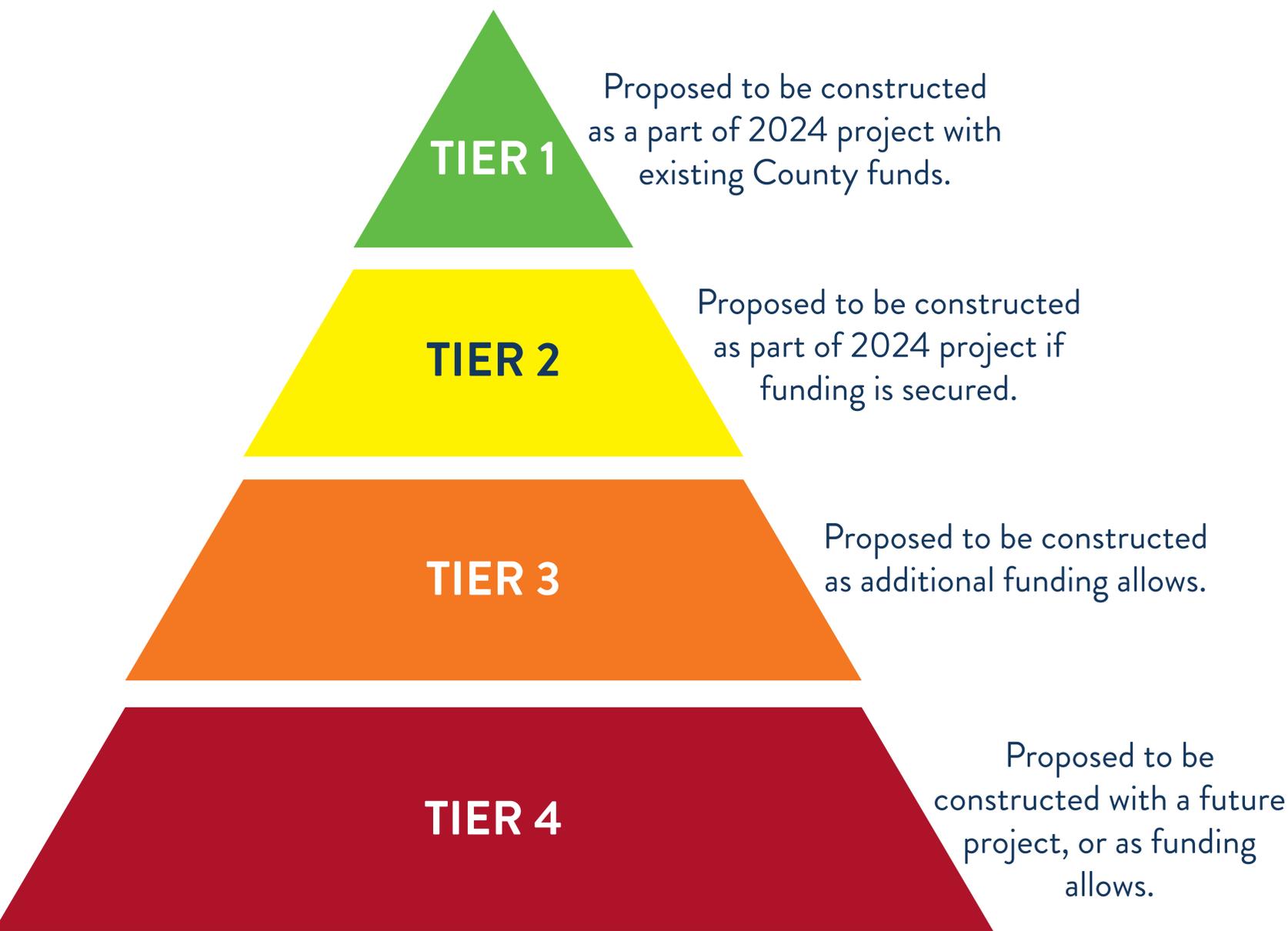
## Curb Extension



## Crosswalk Lighting



# HOW IS FUNDING FOR IMPROVEMENT PROJECTS PRIORITIZED?



East Side (Greenway) versus West Side Crossing Project =

Full Intersection Crossing Project =

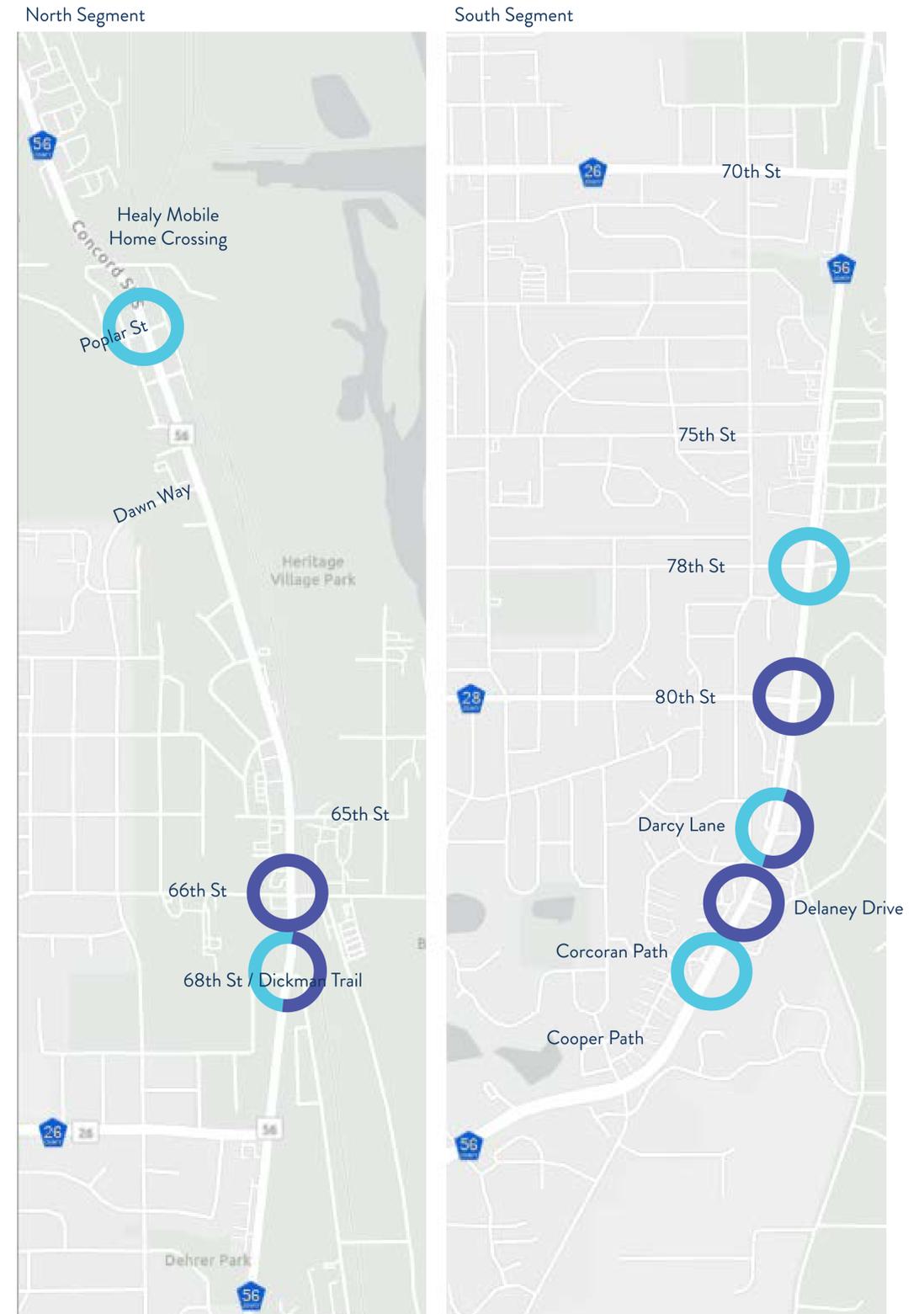
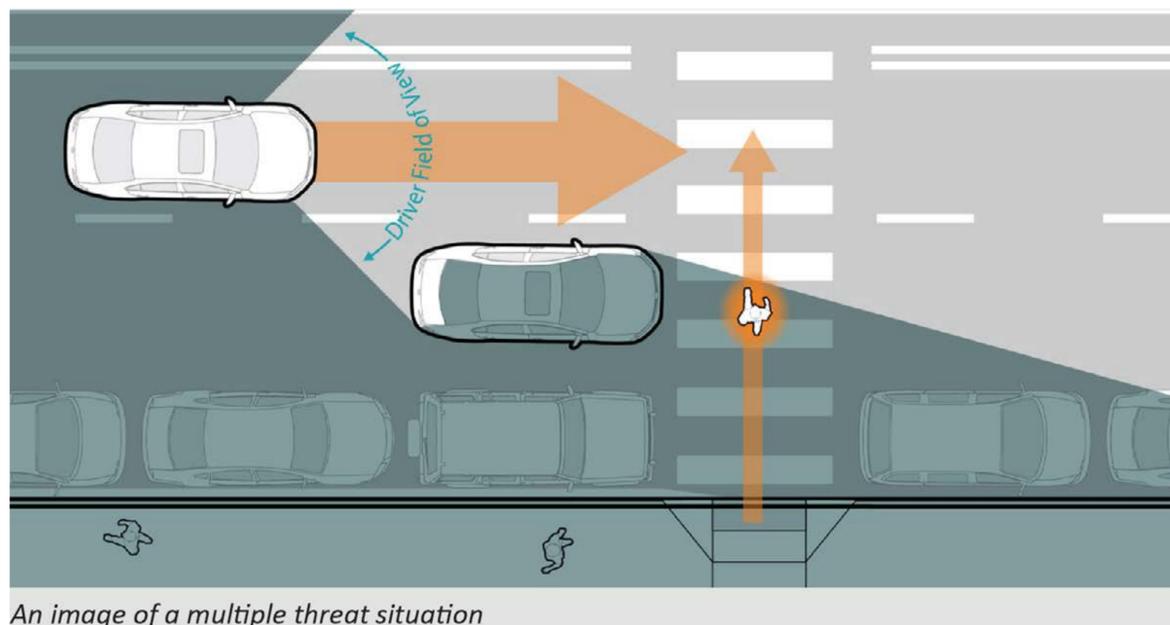
# RIGHT-TURN LANE REMOVAL

## Right-turn Lane Removal Process

1. Reviewed traffic volumes
2. Reviewed pedestrian and bicycle counts
3. Reviewed crash history
4. Considered adjacent uses creating pedestrian/bicycle demand

## Right-turn Lane Removal Benefits

1. Shorter crossing distance for pedestrian and bicycles and reduces multi-lane threat
2. Slows vehicle traffic without creating congestion
3. Reduces total roadway area for other uses (i.e., greater separation between traffic and sidewalk/trail)



# QUESTIONS?

Comments, questions, or concerns can be directed to the following:

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**Scan for project website!**

