

WHAT ARE THE CONCORD BOULEVARD/MISSISSIPPI RIVER GREENWAY CROSSINGS & 80TH STREET TRAIL GAP PROJECTS?

About the Projects

Dakota County, in partnership with the cities of Inver Grove Heights and South St. Paul, are working to improve pedestrian and bicycle safety along and across Concord Boulevard from Poplar Street to Cahill Avenue. The project will construct intersection and crossing safety improvements at various locations along Concord Boulevard. The project also includes improvements to crossings of the Mississippi River Greenway which runs along three miles of Concord Boulevard (east side) from Cahill Avenue to 65th Street.

Dakota County, in partnership with the City of Inver Grove Heights, are also working together to fill a multi-use trail gap along the north side of 80th Street from approximately Cahill Avenue to Concord Boulevard.

Both projects are progressing together through design and will be constructed in coordination next year.

Project Schedule

Summer / Fall 2024

Design of both projects underway

Fall / Winter 2024

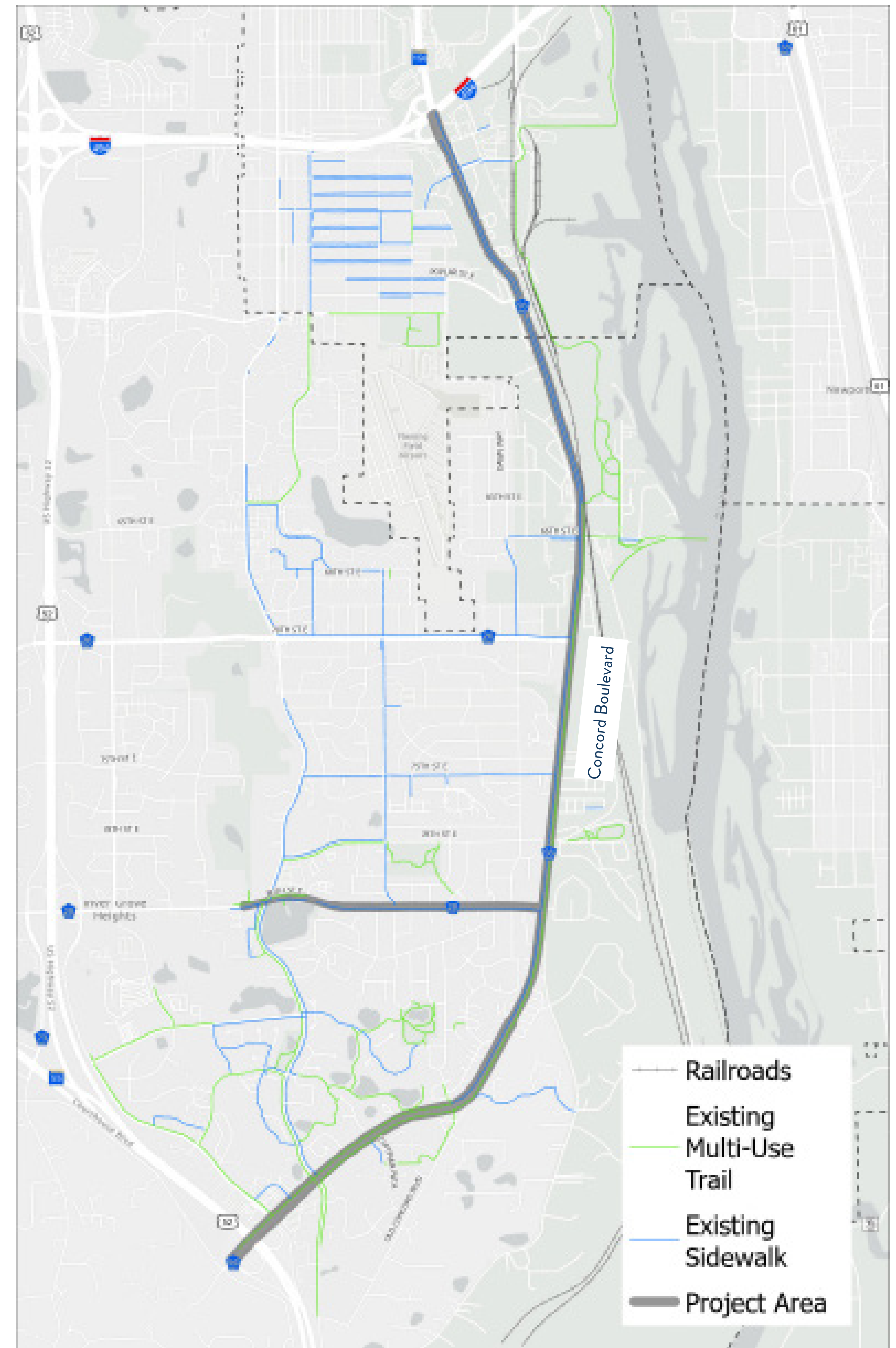
Final designs are approved

Spring / Summer 2025

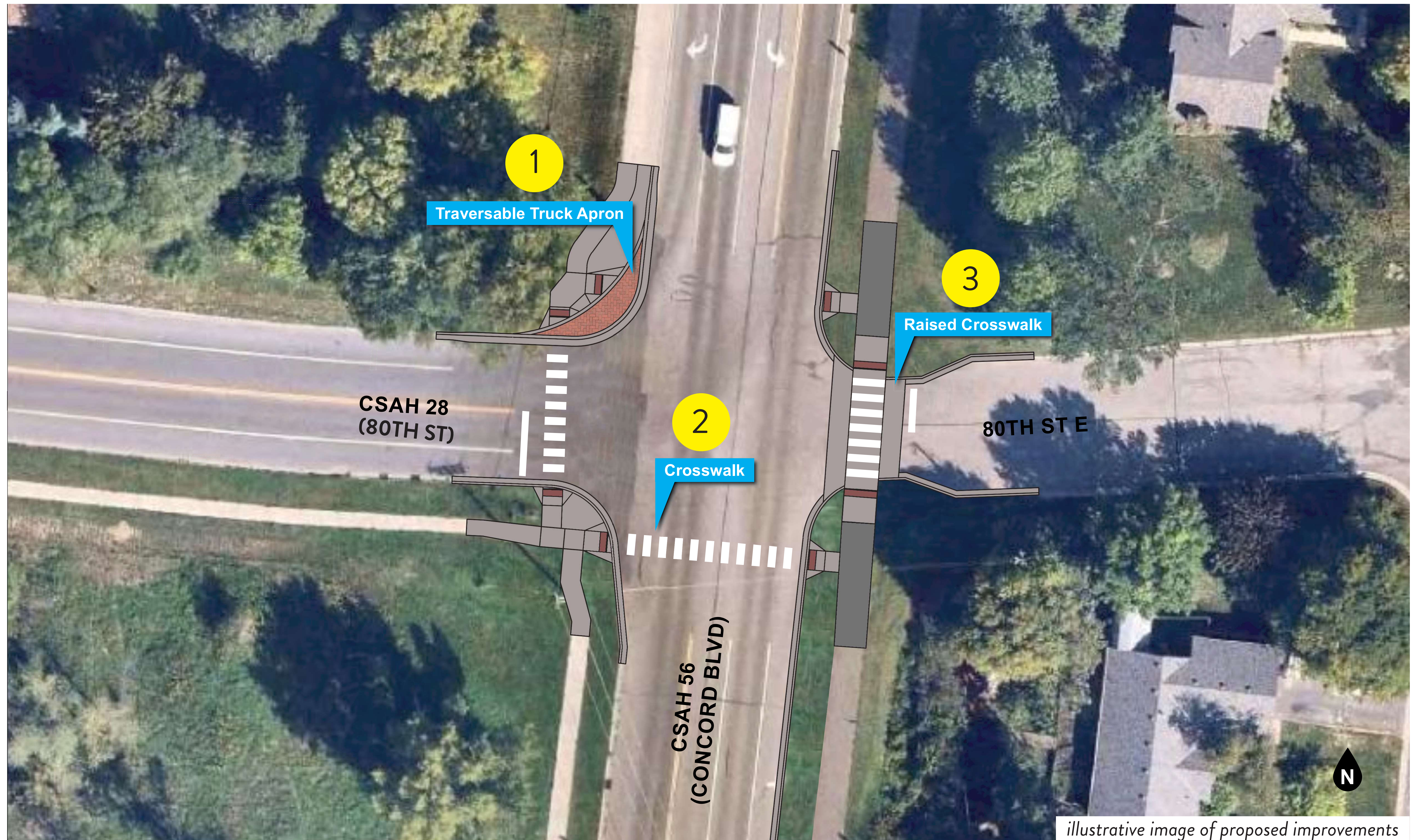
Construction of both projects

Fall 2025

Projects complete



80TH STREET & CONCORD BOULEVARD CROSSING SAFETY IMPROVEMENT



1

Transversable 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.

70TH STREET & CONCORD BOULEVARD CROSSING SAFETY 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 INFRASTRUCTURE EXAMPLES

Truck Apron



Raised Crosswalk



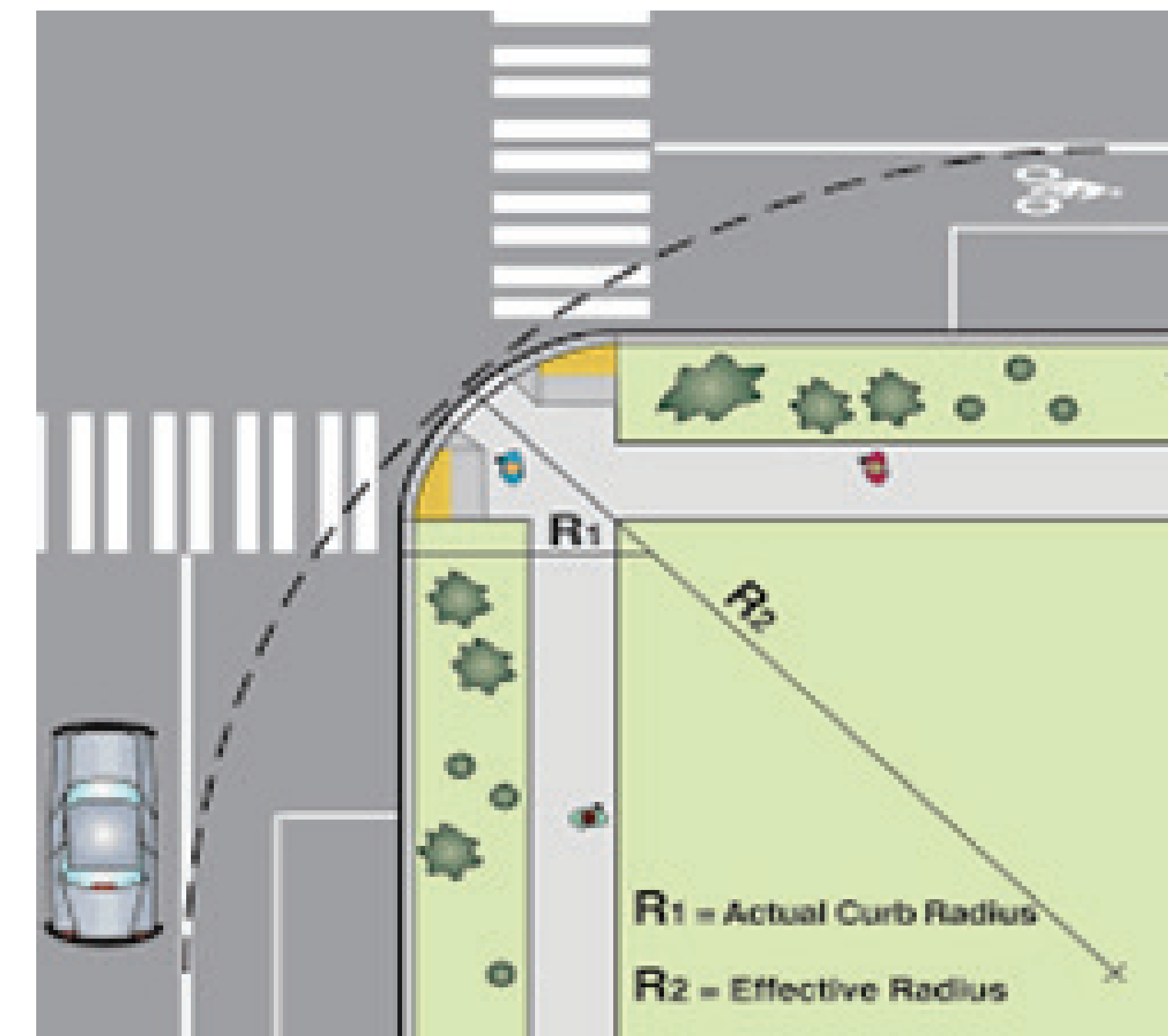
illustrative image of proposed improvements

PROPOSED INFRASTRUCTURE EXAMPLES

Pedestrian Refuge Island



Shortened Crossing Distance (Tighter Turns)



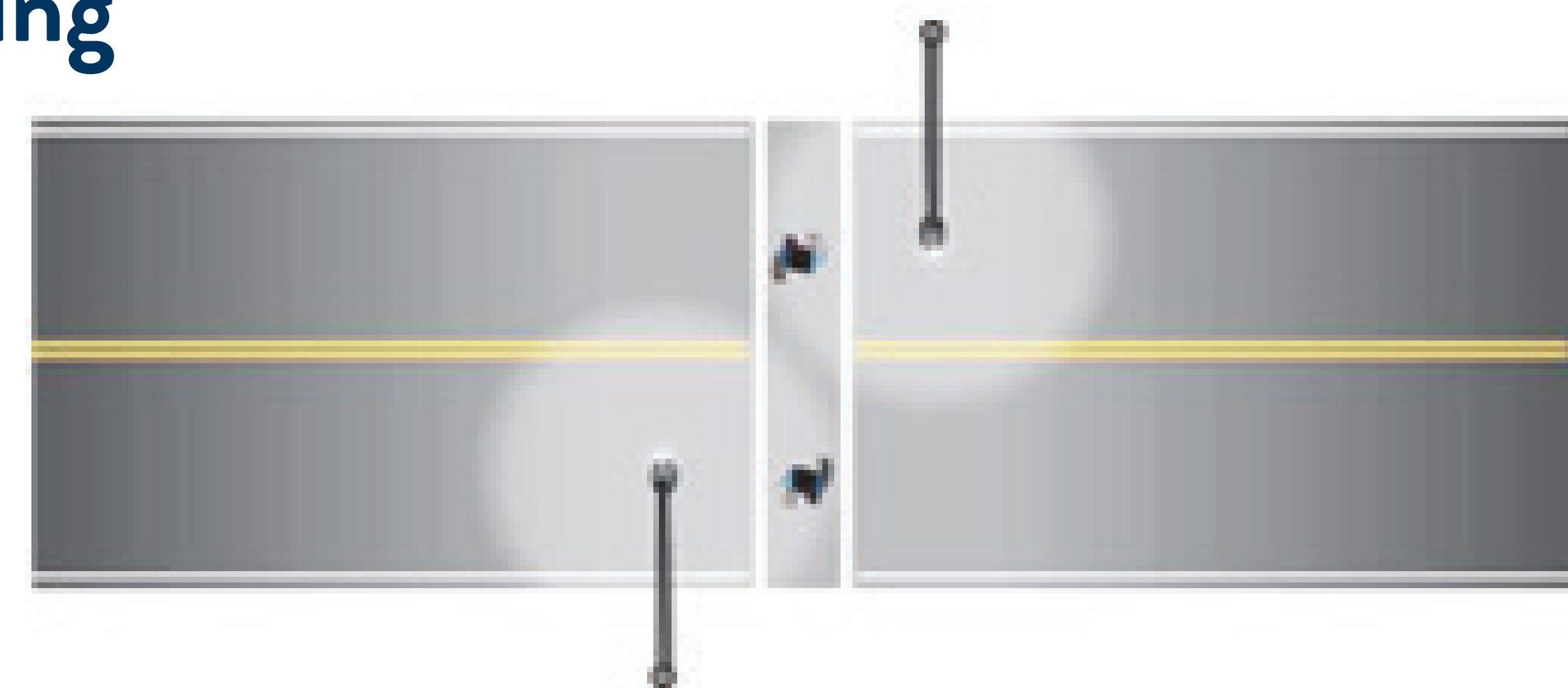
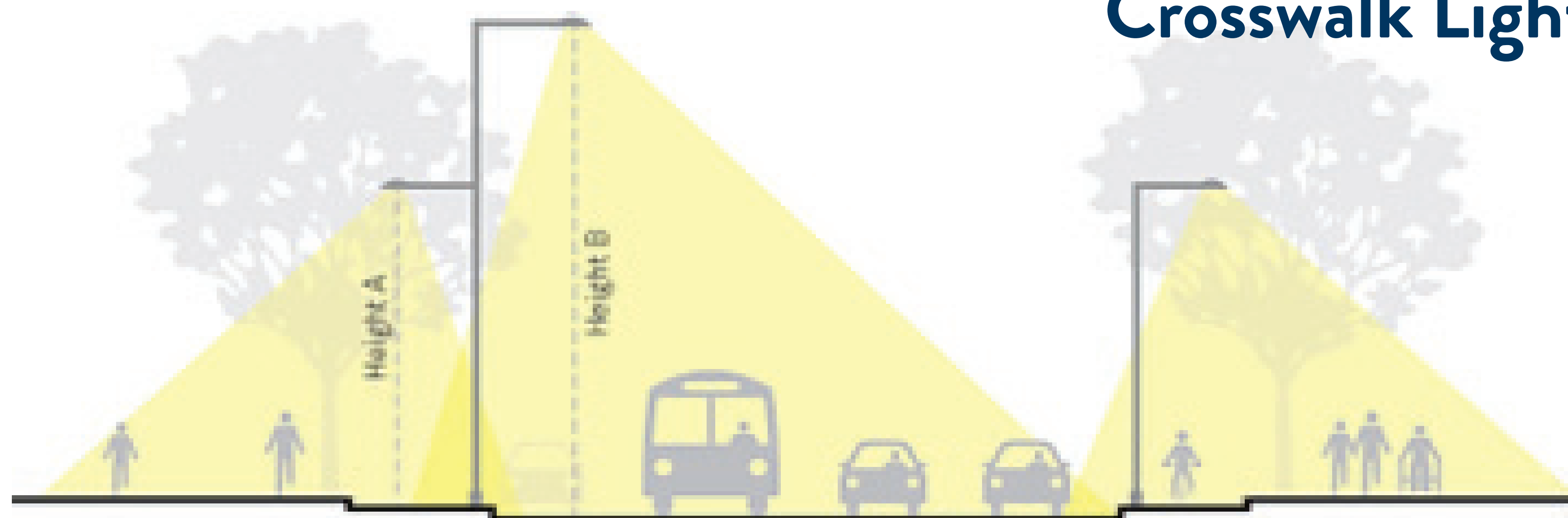
Rectangular Rapid Flashing Beacons (RRFB)



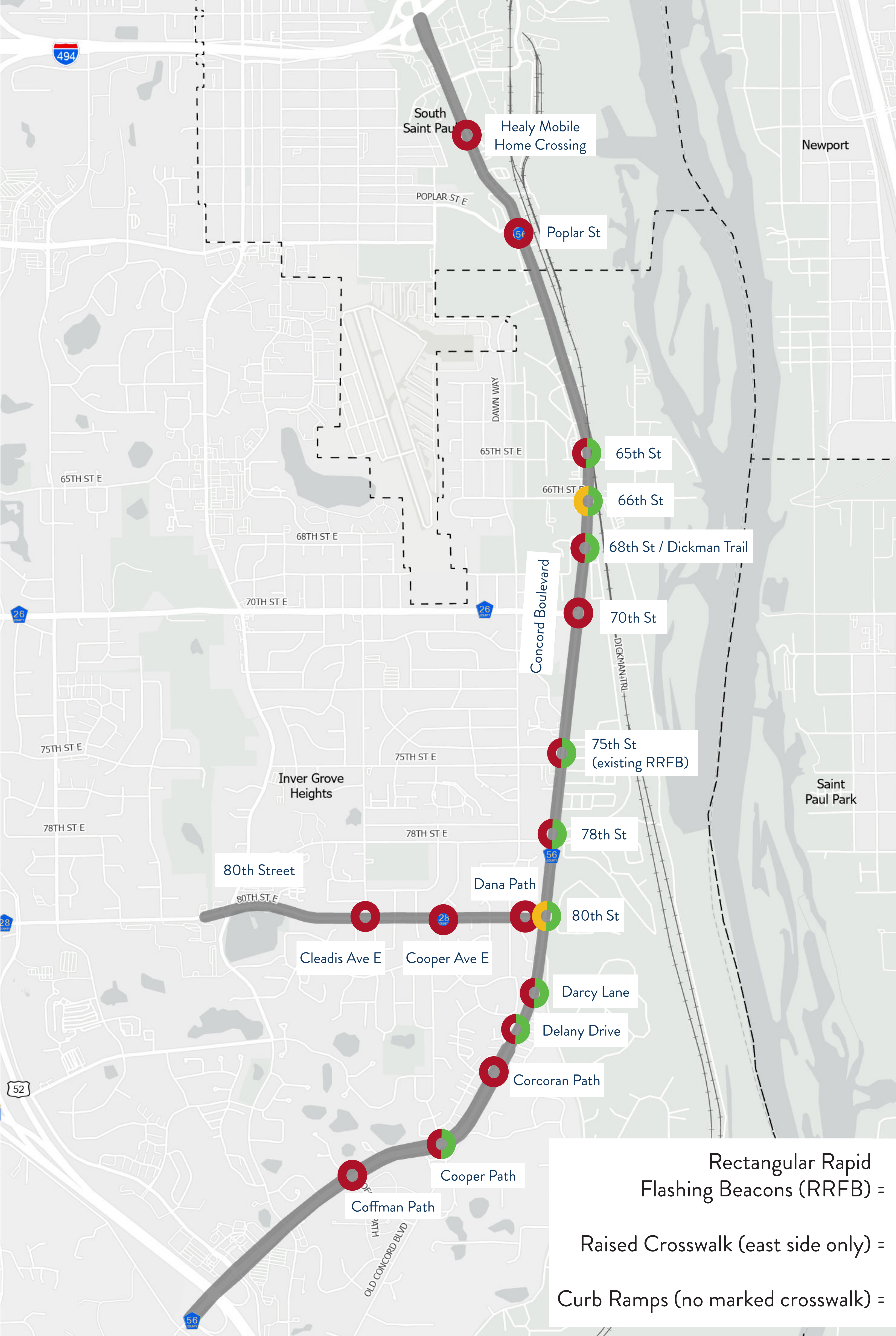
Curb Extension



Crosswalk Lighting



CROSSING SAFETY IMPROVEMENT LOCATIONS



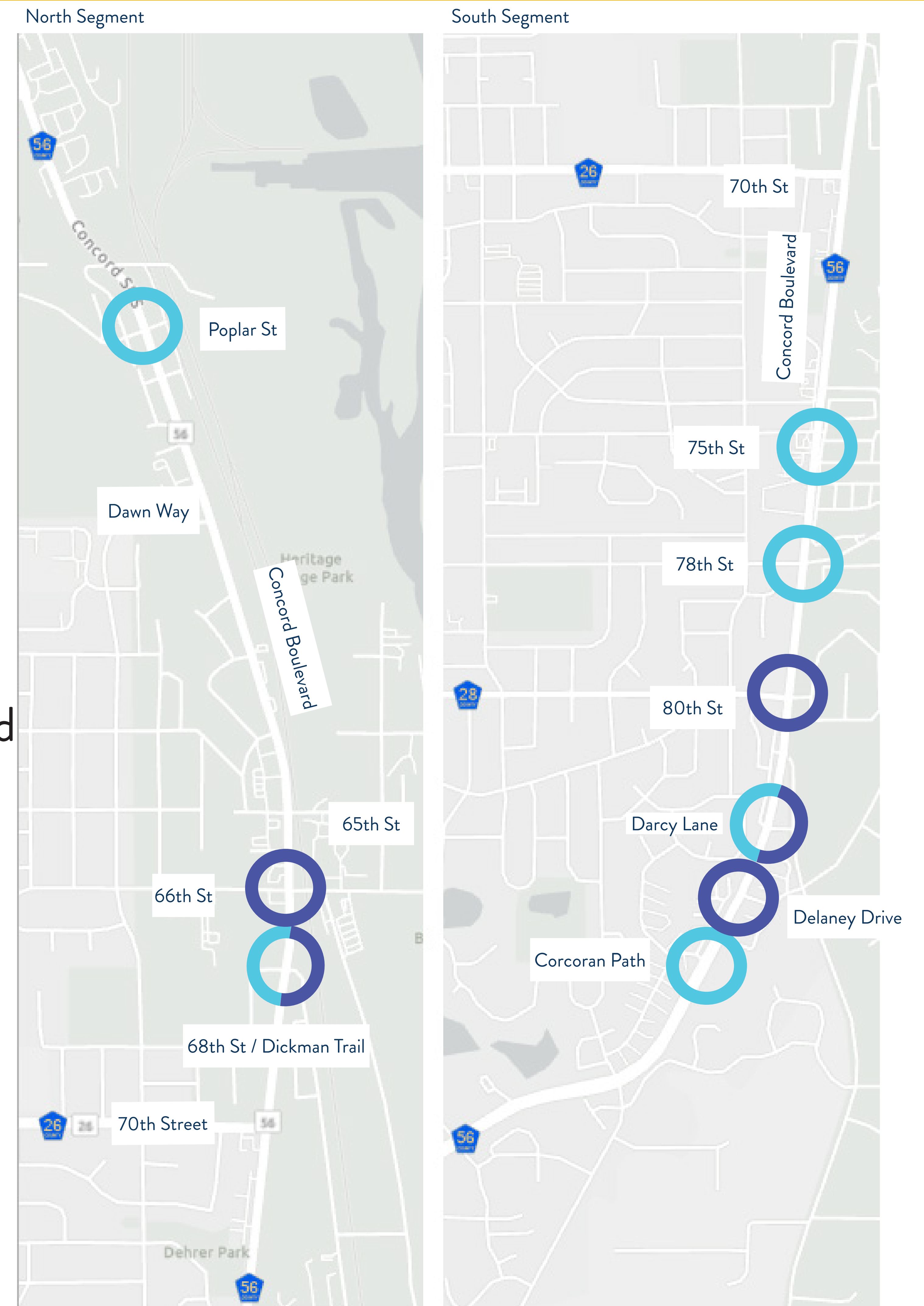
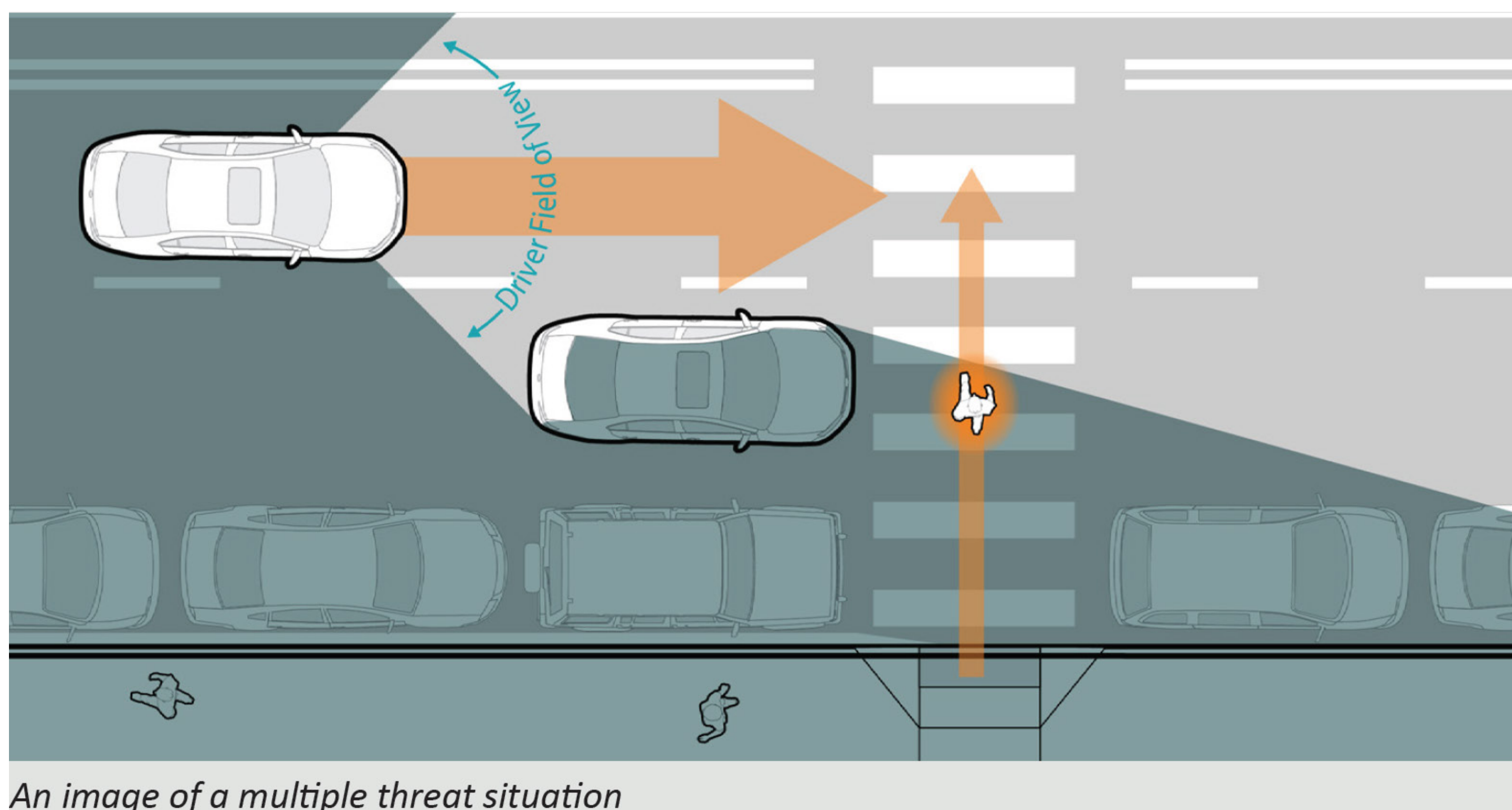
RIGHT-TURN LANE REMOVAL

Right-turn Lane Removal Decision 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. Vehicle traffic calming without creating congestion
3. Reduces total roadway area for other uses (i.e., wider boulevard between road and sidewalk/trail)



QUESTIONS?

Comments, questions, or concerns can be directed:

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Scan for project websites!



Concord Project



80th Project