

Welcome!

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

Open House



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



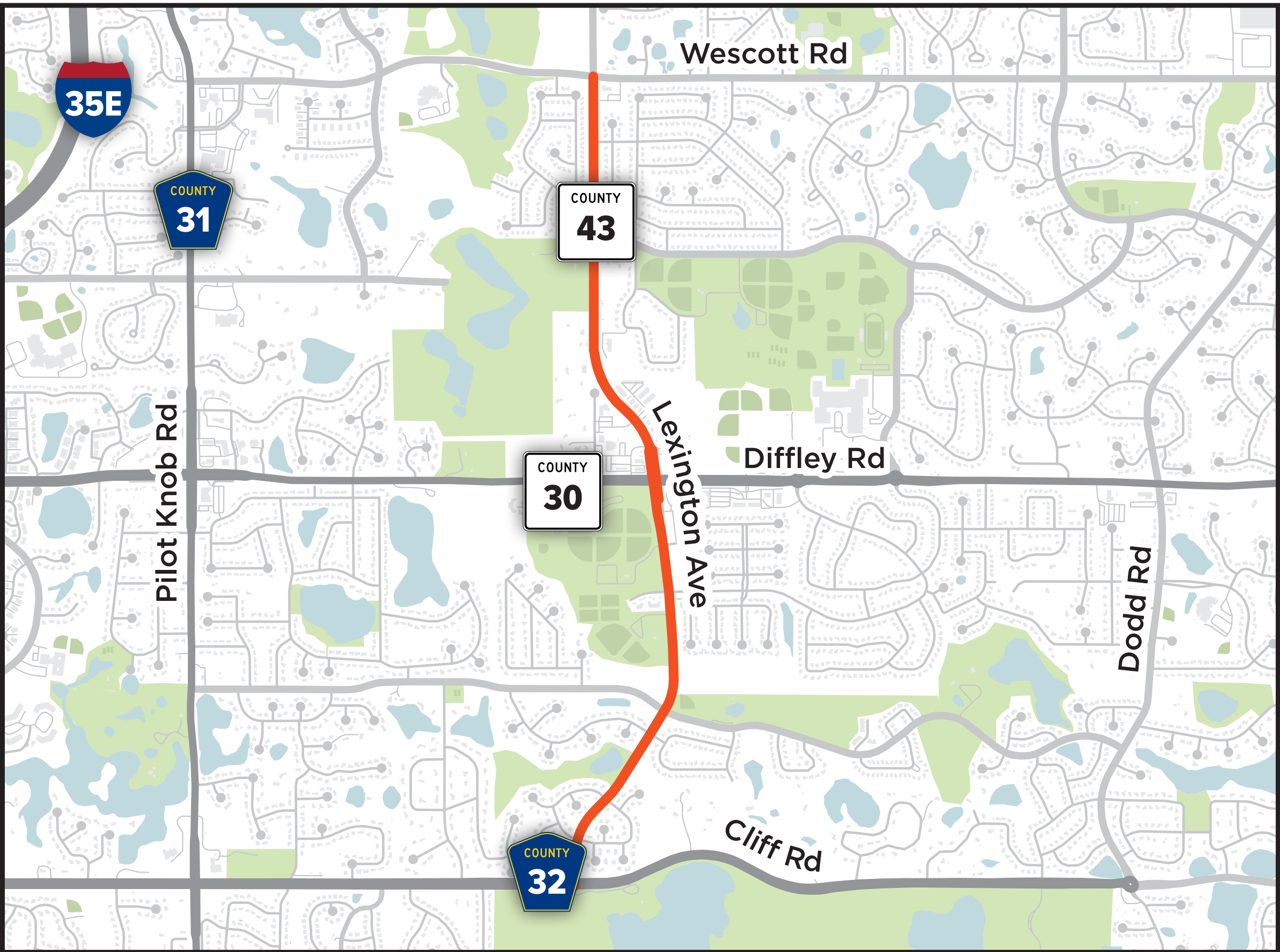
📷 In-Person Event



Project Overview

PROJECT LOCATION

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

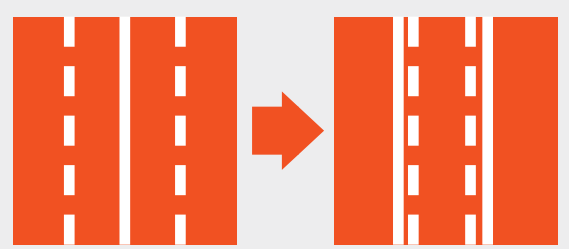


PROJECT ELEMENTS



Resurface

Lexington Ave between
Cliff Rd and Wescott Rd



**Convert Lexington Ave
from 4 to 3 lanes** between
Diffley Rd and Wescott Rd



Construct accessible
pedestrian ramps



Resurface trails



Evaluate **pedestrian crossing
improvements** along entire
corridor

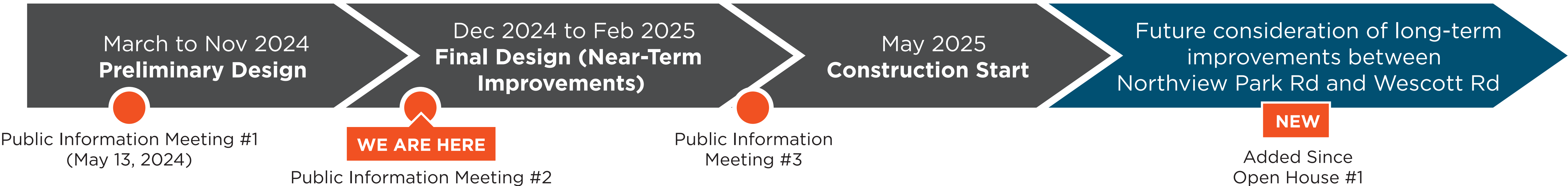


Upgrade the signal system at
the Diffley Rd intersection



Evaluate long-term intersection and access improvements
between Northview Park Rd and Wescott Rd.

PROJECT TIMELINE



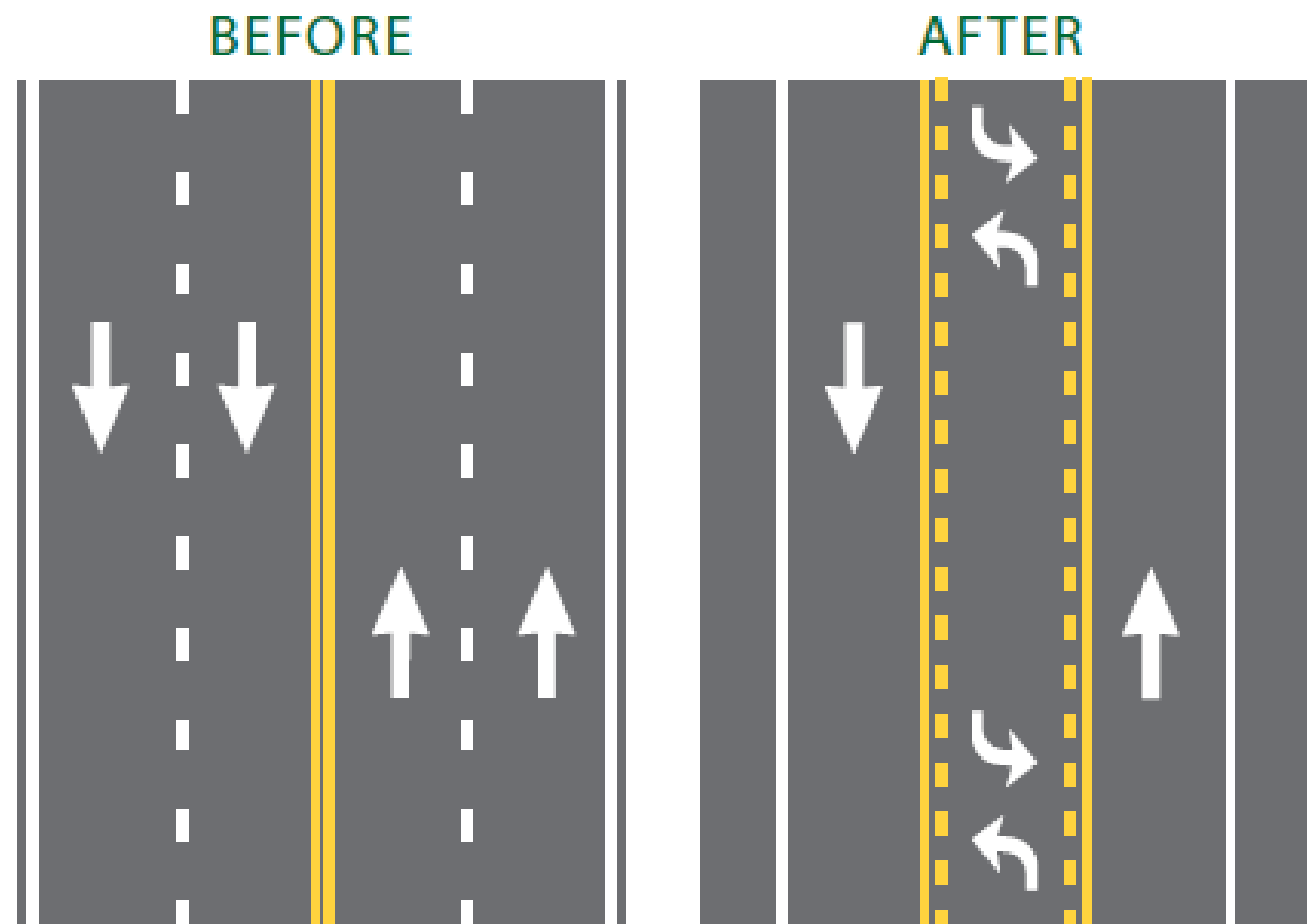
EAGAN

Lexington Avenue (County Road 43), Eagan

Benefits of 4-Lane to 3-Lane Conversion

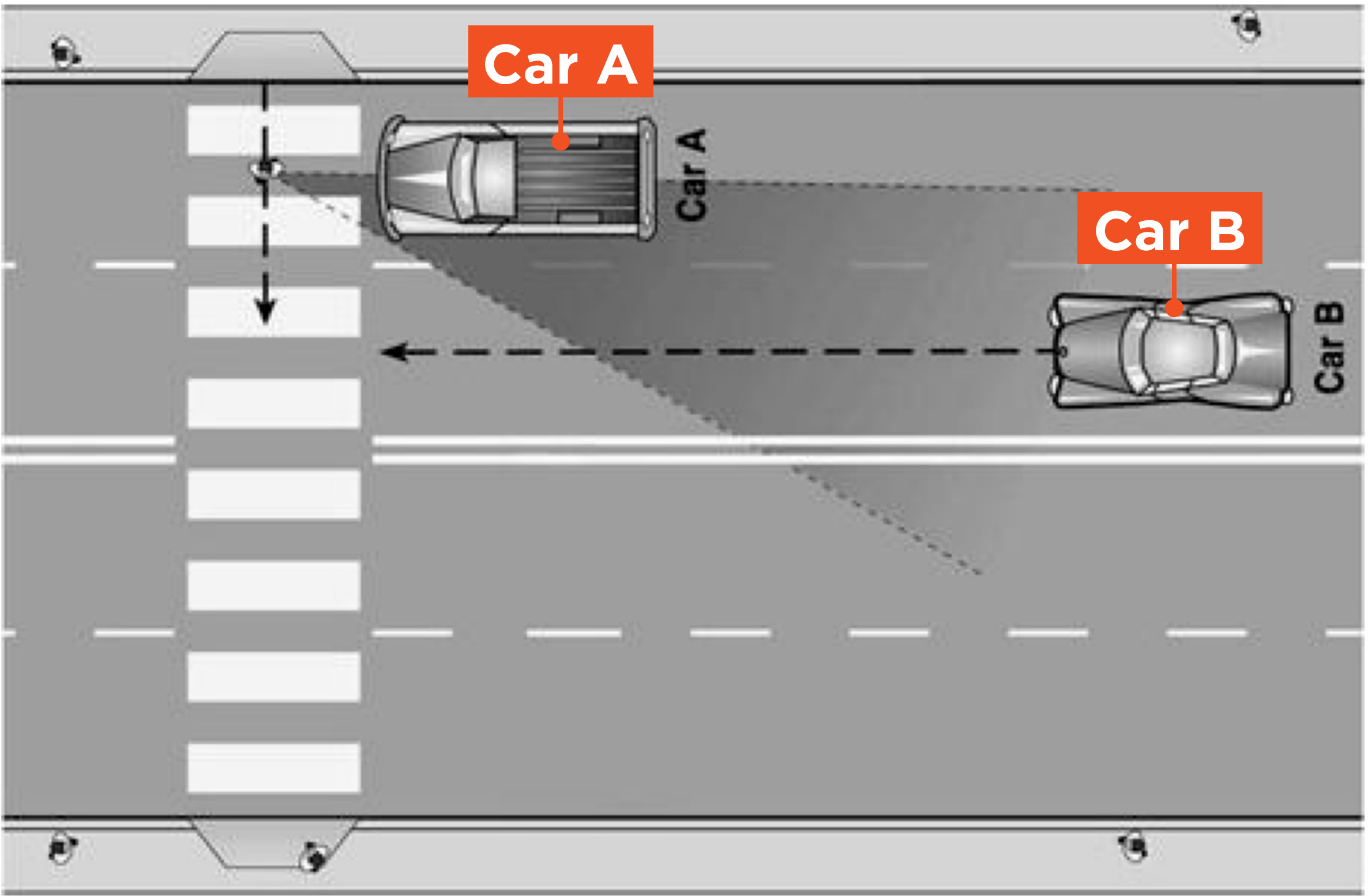
Dakota County and the City of Eagan have identified Lexington Avenue from Wescott Road to Diffley Road as a location where a 4-lane to 3-lane conversion (road diet) would be feasible and beneficial.

- 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



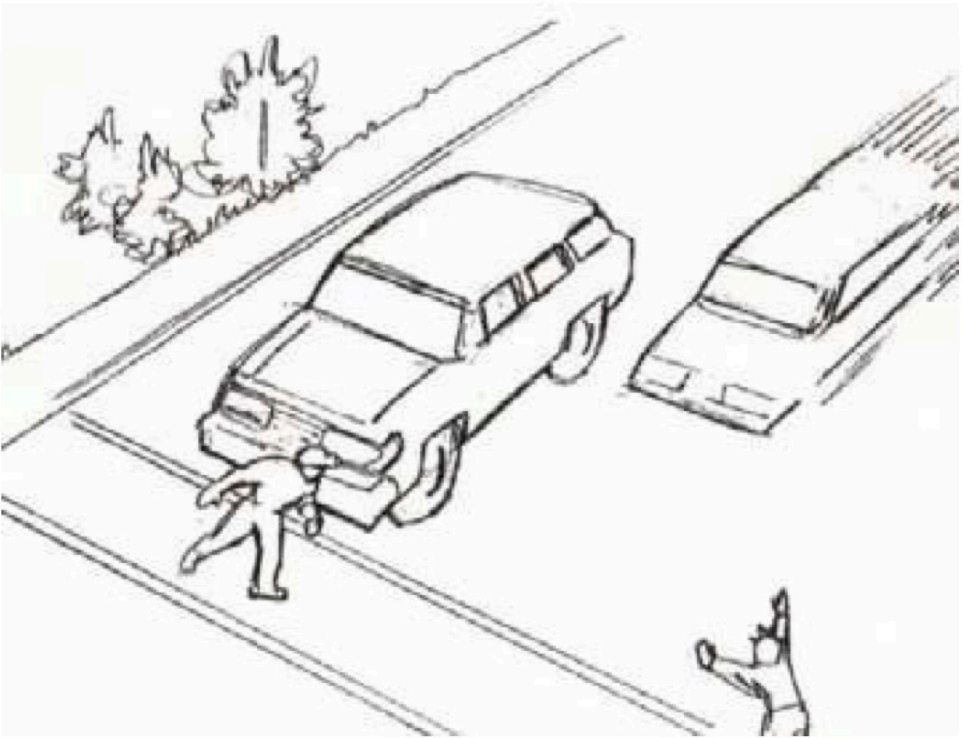
Benefits of 4-Lane to 3-Lane Conversion

Elimination of Multiple Lane Threat



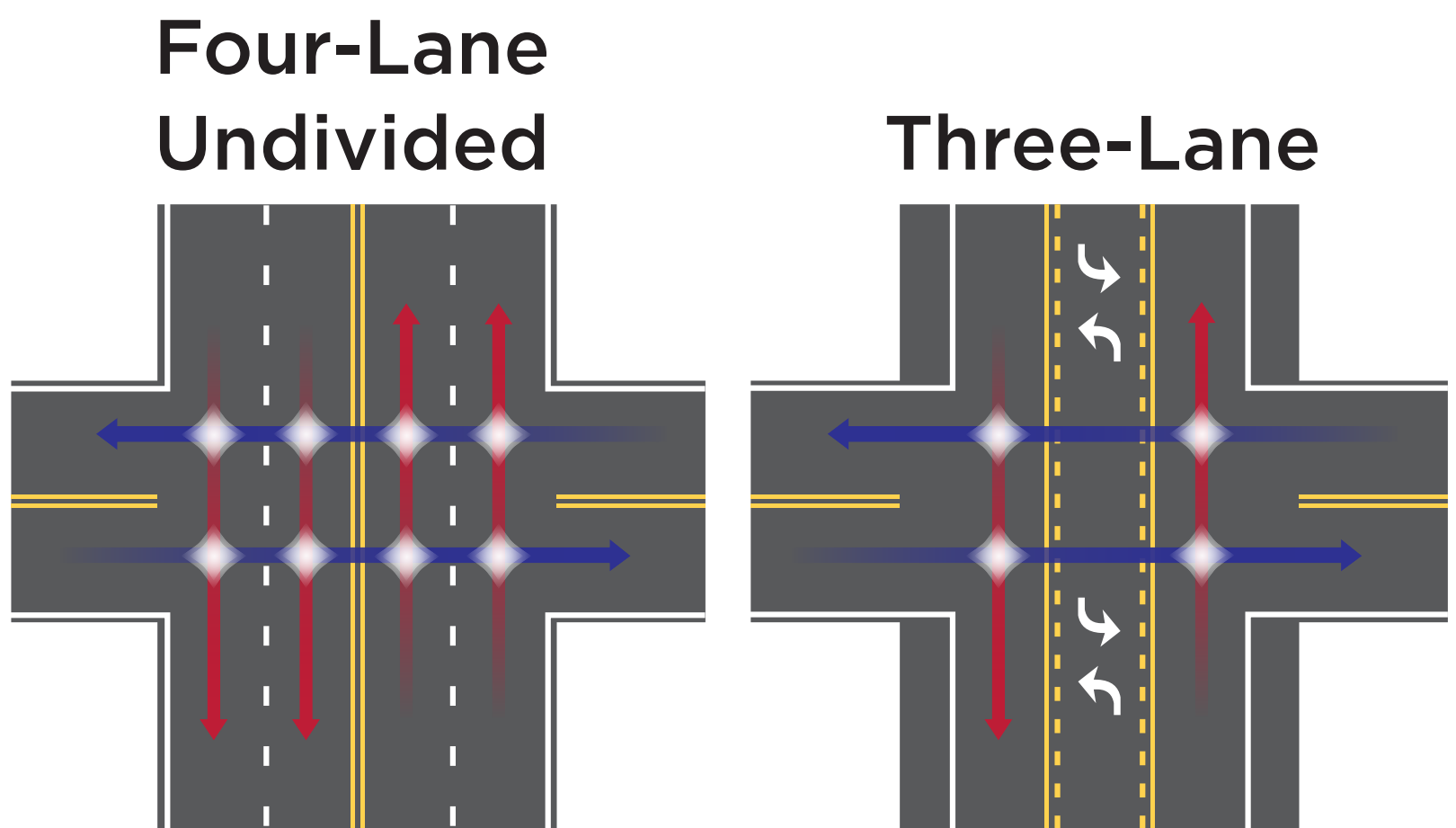
Car A stops for a pedestrian in the near lane

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

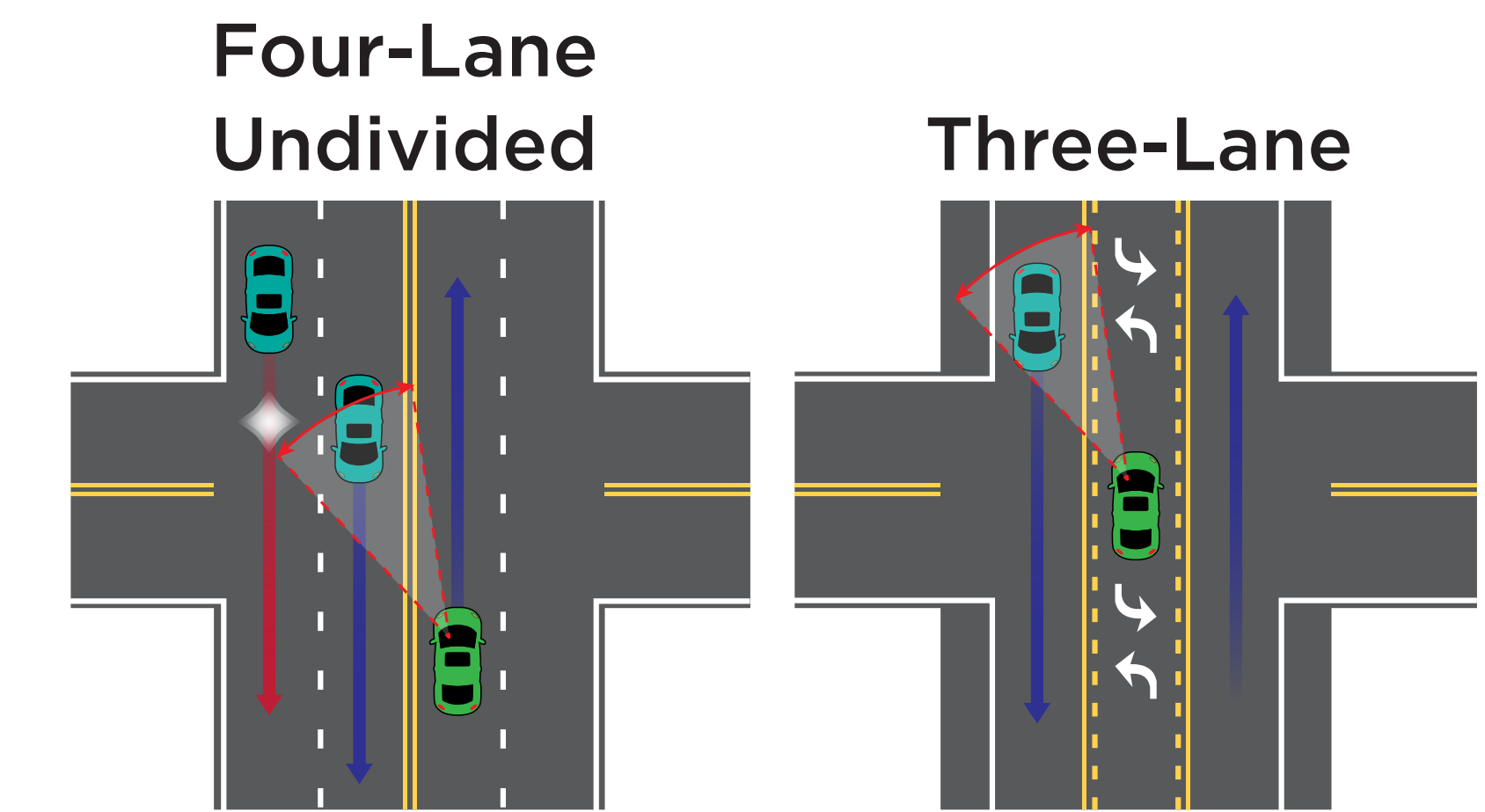


Adapted from Seattle DOT graphic

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

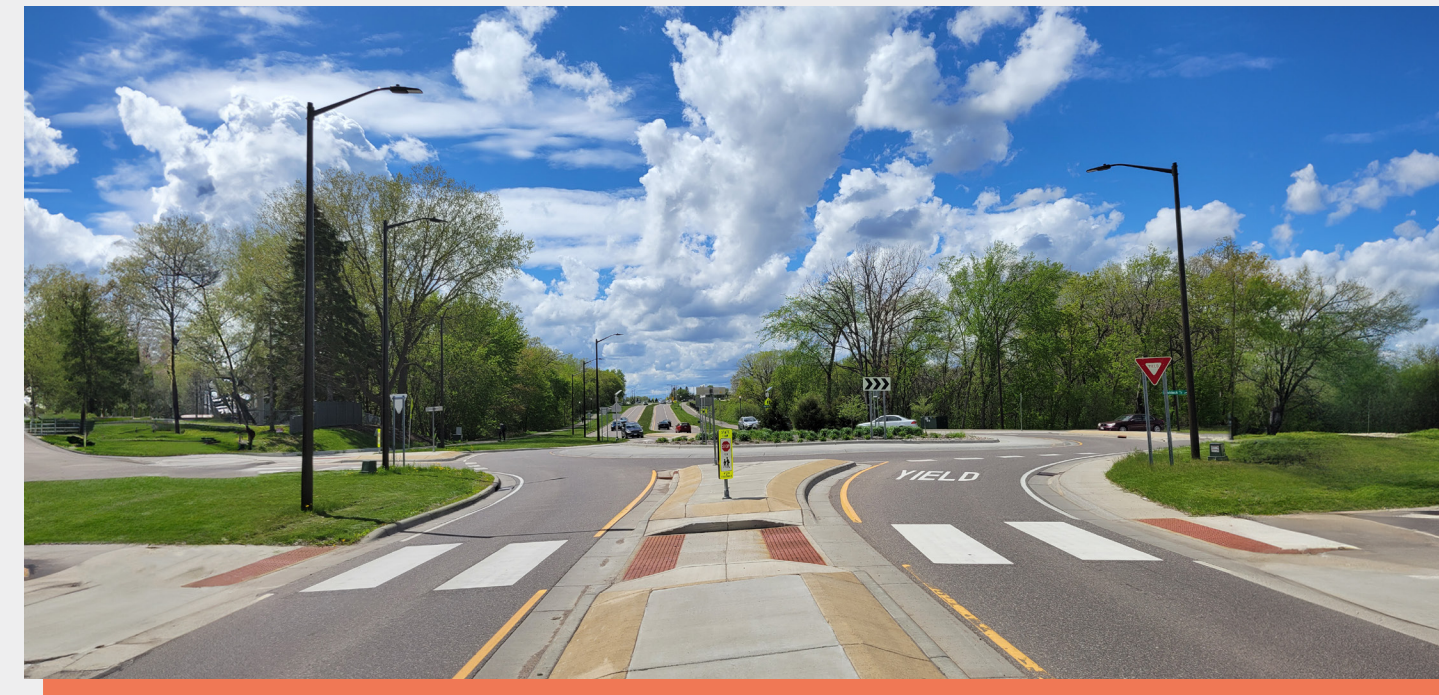
Pedestrian Crossing Improvements

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.



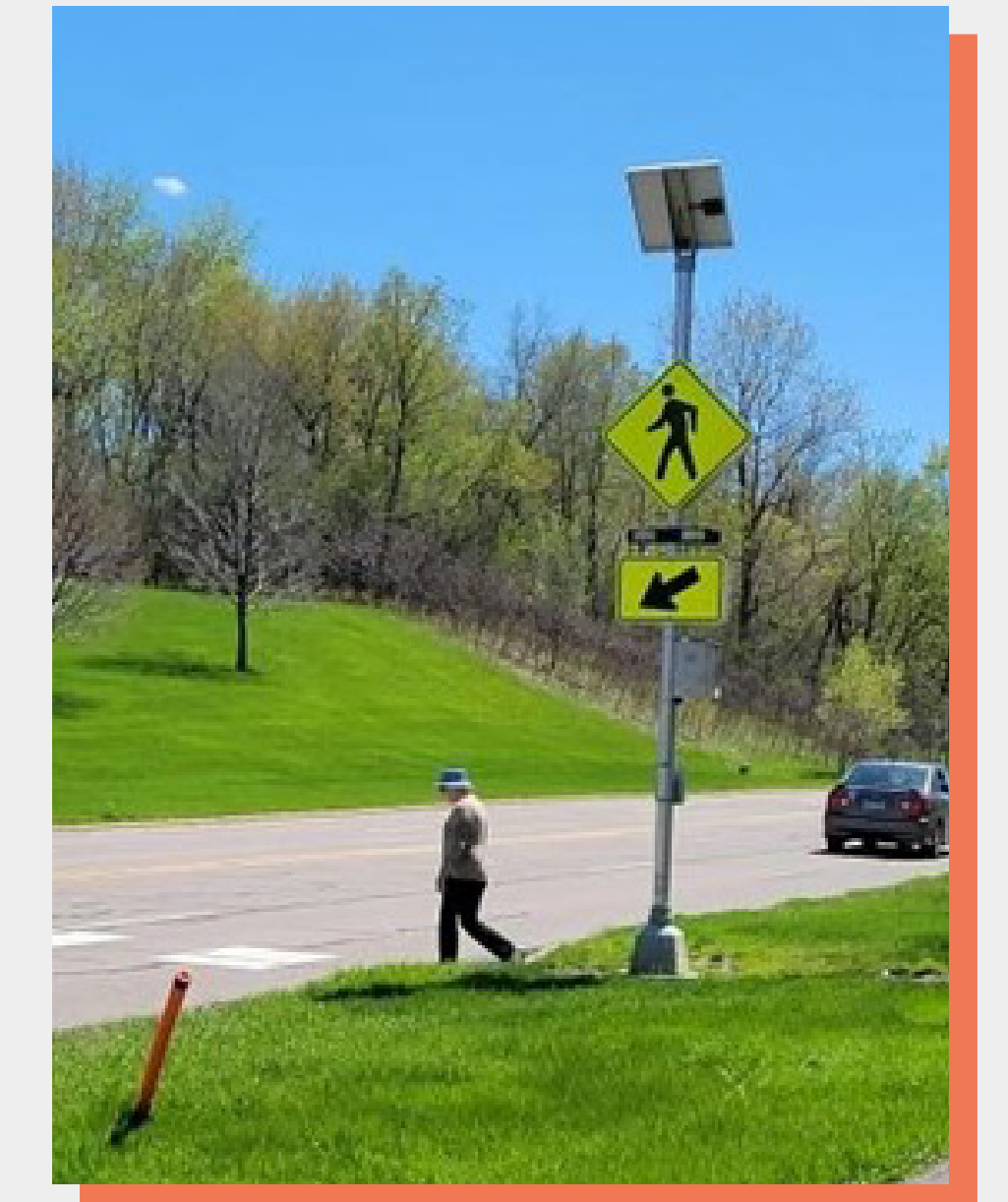
Signing and pavement markings

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



Correct Accessibility Deficiencies

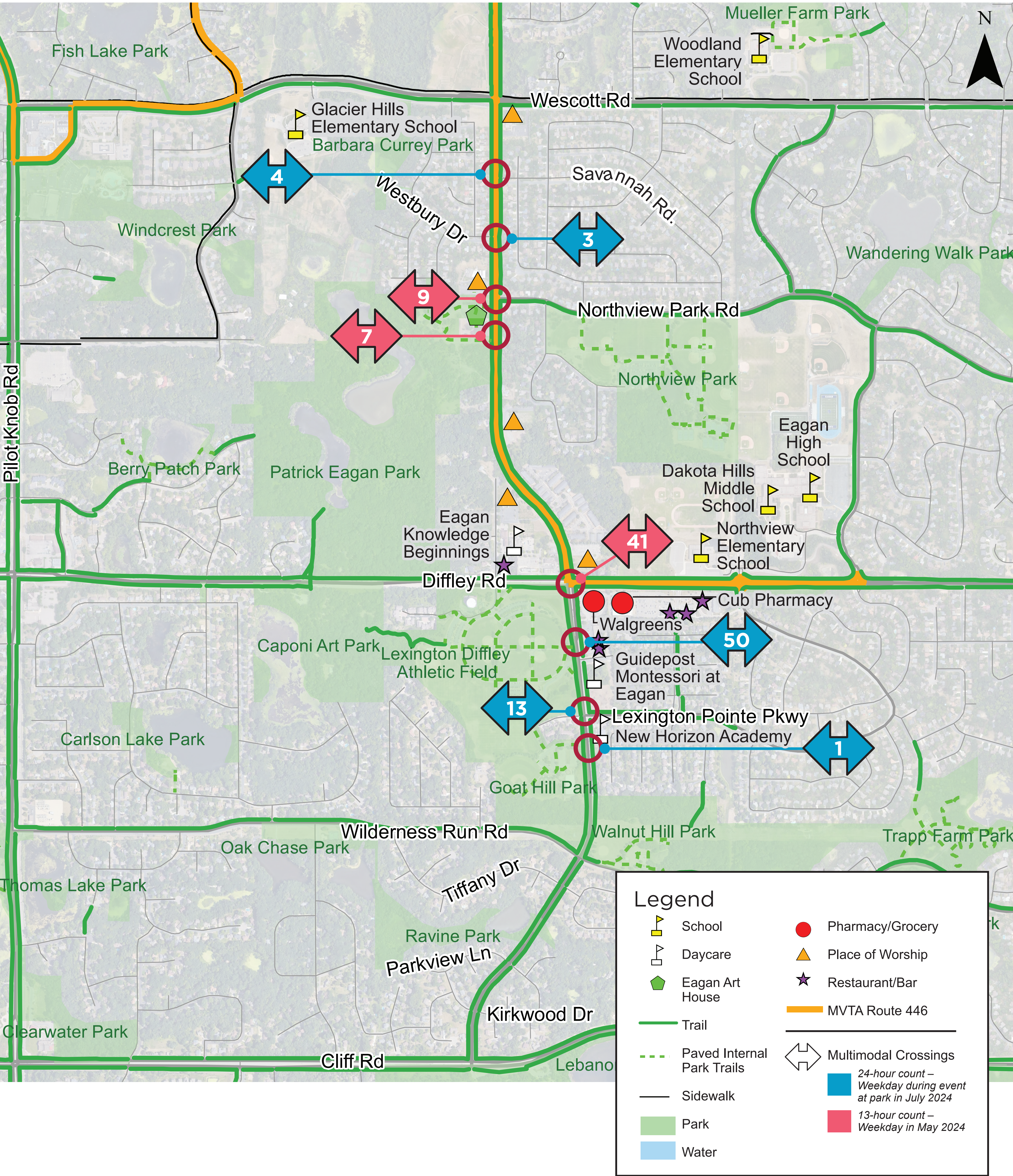
BENEFIT: Construct Americans with Disability Act (ADA) compliant pedestrian curb ramps to comply with federal, state, and local requirements for accessibility.



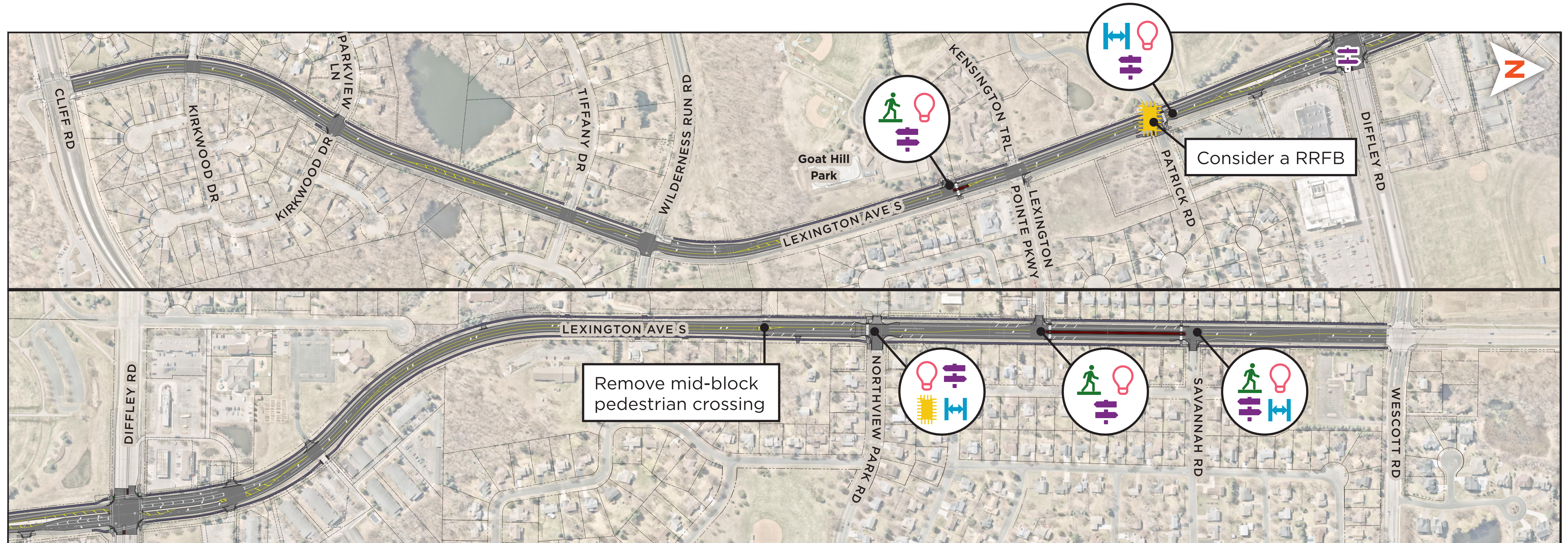
Rectangular Rapid Flashing Beacon (RRFB)

BENEFIT: High visibility alert for pedestrians in the crossing.

Pedestrian/Bicycle Crossing Assessment - Existing Conditions

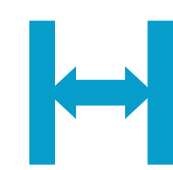


Proposed Pedestrian Improvements



Need - Safer Pedestrian / Bicycle Crossings

Solution: See map for improvements at each location.



Reduced crossing
distances
(curb extensions)



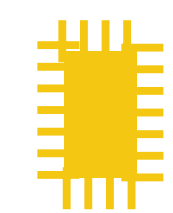
Refuge island



Lighting improvements

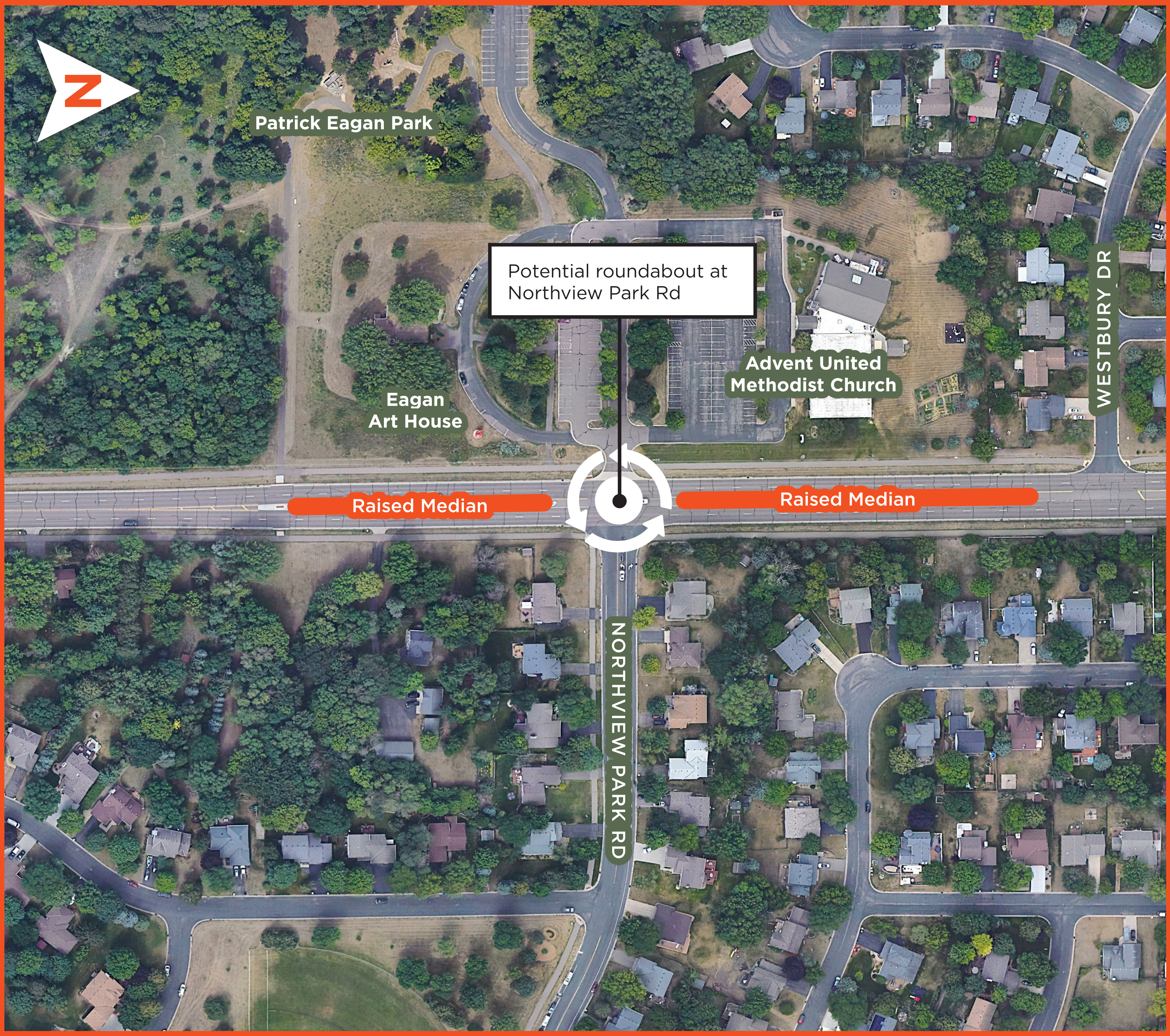


Signing and markings



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