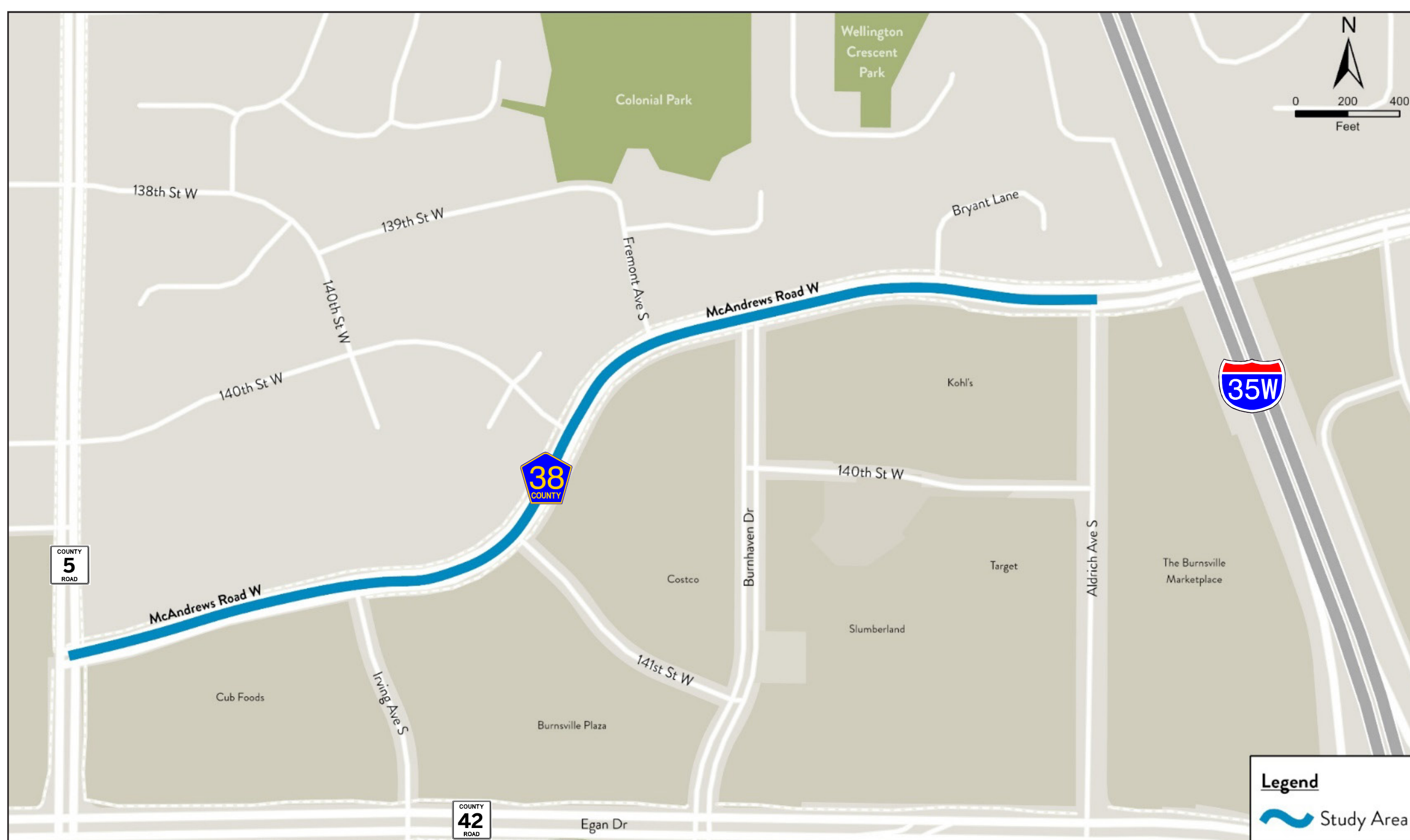


About this Study

Dakota County and the City of Burnsville are beginning a corridor study along McAndrews Road (County Road 38). The study is from County Road 5 to Aldrich Avenue.



What is a Corridor Study?

Corridor studies look at current and future needs of a transportation corridor. They look at data and get input from the community to find ways to improve safety and mobility and meet transportation goals.

Any improvements identified would be considered for potential future construction projects.



Study timeline



Corridor study and community engagement

Spring-summer 2024



Alternative concept development

Summer-fall 2024



Recommended improvements

Early winter 2025

There is currently no planned construction year. The County will assess following study completion.



Project Goals

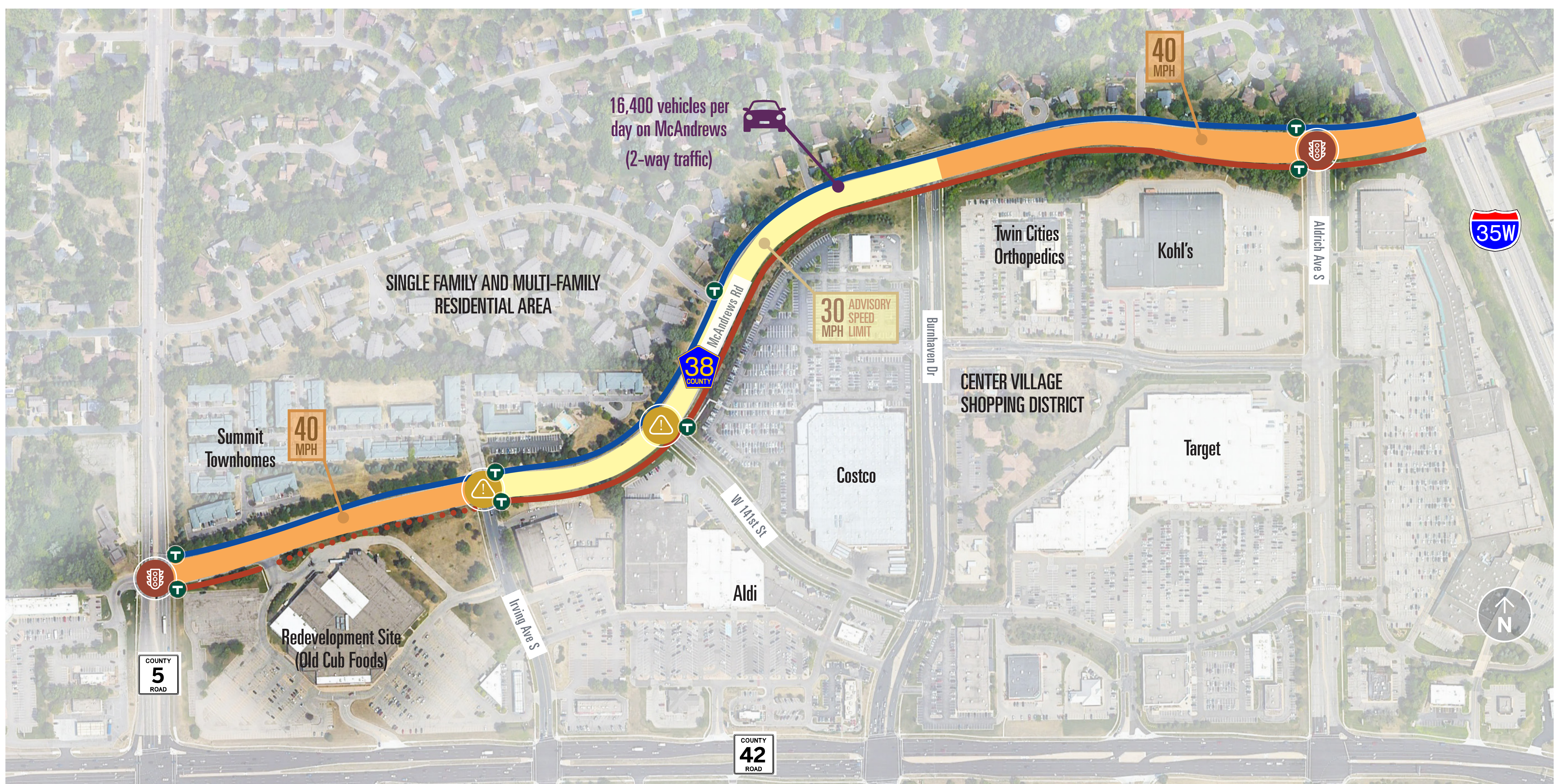
The primary goals of this study include:

- Improve intersection safety at Irving Ave, 141st St, and Burnhaven Dr
- Improve multimodal safety for walking, biking, and riding transit
- Improve crossing safety and connectivity across McAndrews Rd
- Conduct meaningful stakeholder engagement
- Provide preliminary design concepts

The study aims to determine opportunities to improve safety and mobility for all users in the community.



Corridor Context



Signalized intersection



MVTA Transit Route 444



Crash/severity rate above critical crash rate



Existing multi-use trail



Existing sidewalk



Sidewalk gap (planned to be addressed with the Cub Foods redevelopment)



Intersection Issues and Opportunities

This graphic highlights improvement opportunities for each of the intersections within the study area.

In addition, a road diet is being considered in the corridor. More information on road diets can be found on the next board.

140th Street

Issues:

- Challenging pedestrian crossing
- Cut-through traffic in Neighborhood
- Vehicle speeds higher than curve advisory speed

Opportunities:

- Managed access
- Pedestrian crossing enhancements

Bryant Lane

Issues:

- Full access generates conflict points

Opportunities:

- Managed access

Aldrich Avenue

Issues:

- Challenging pedestrian crossing

Opportunities:

- Improve pedestrian accessibility

CSAH 5

Issues:

- Long vehicle wait times

Opportunities:

- Signal enhancements

Irving Avenue

Issues:

- Challenging pedestrians crossing
- Higher crash rates compared to similar intersections across the state
- Poor sight lines
- Long vehicle wait times

Opportunities:

- Roundabout with improved sight lines
- Managed Access
- Pedestrian crossing enhancements
- Improve pedestrian access to MVTA transit stations

141st Street

Issues:

- Higher crash rates compared to similar intersections across the state
- Poor sight lines due to curve
- Vehicle speeds higher than curve advisory speed

Opportunities:

- Managed access
- Pedestrian crossing enhancements
- Improve pedestrian access to MVTA transit stations.

Burnhaven Drive

Issues:

- Busy commercial intersection to access Burnsville Plaza, Costco, and Target shopping areas
- Partially obstructed sight lines
- Long vehicle wait times

Opportunities:

- Roundabout
- Traffic Signal
- Pedestrian crossing enhancements

Fremont Avenue

Issues:

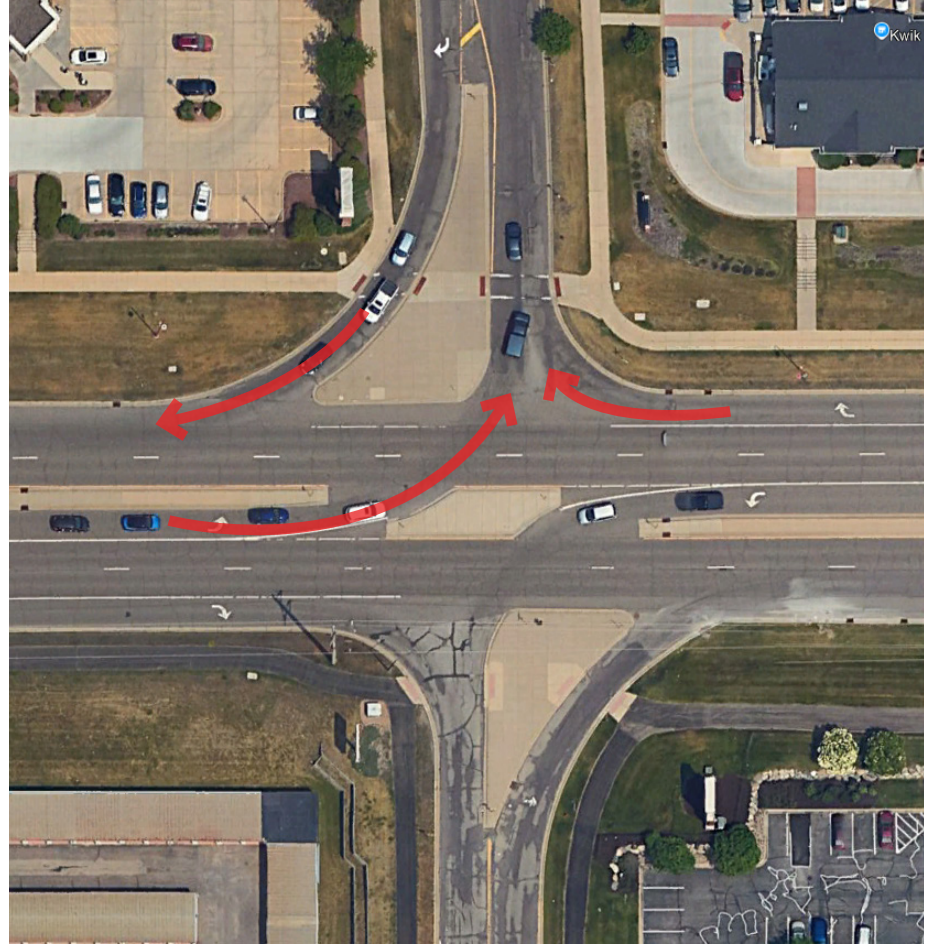
- Full access generates conflict points

Opportunities:

- Managed access
- Pedestrian crossing enhancements



Managed Access Examples



3/4 Access Intersection

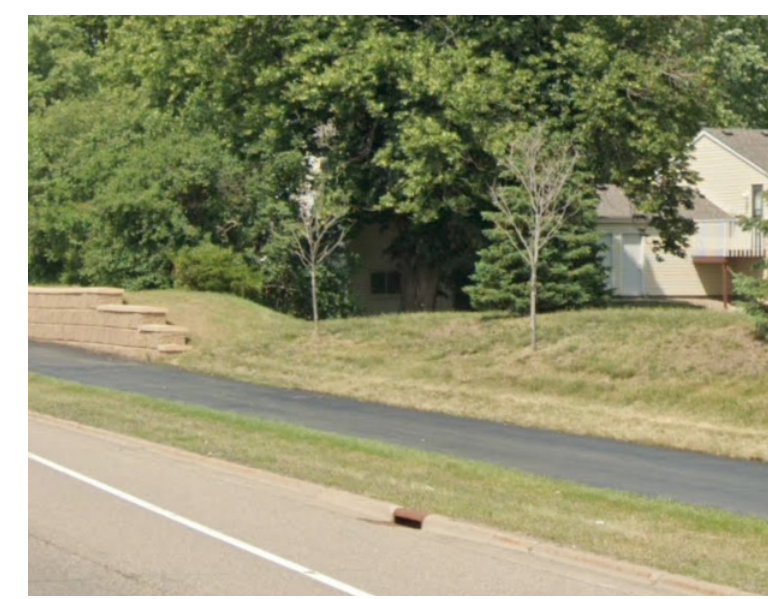
- 3/4 access eliminates left and through movements from the minor street
- Beneficial in reducing left and right-angle crashes
- Reduces cut-through traffic through residential neighborhoods



Right-in/Right-out Intersection

- Right-in/right-out intersection restricts traffic entering and exiting to a right turn only
- Vehicles cannot turn left from the restricted movements
- Beneficial at intersections that experience operational or safety problems

Multimodal and Crossing Enhancement Examples



Multi-use Trails

- Identified opportunities to include 10-ft multi-use trails on both sides of McAndrews Rd
- Would improve multimodal connectivity and comfort along the roadway



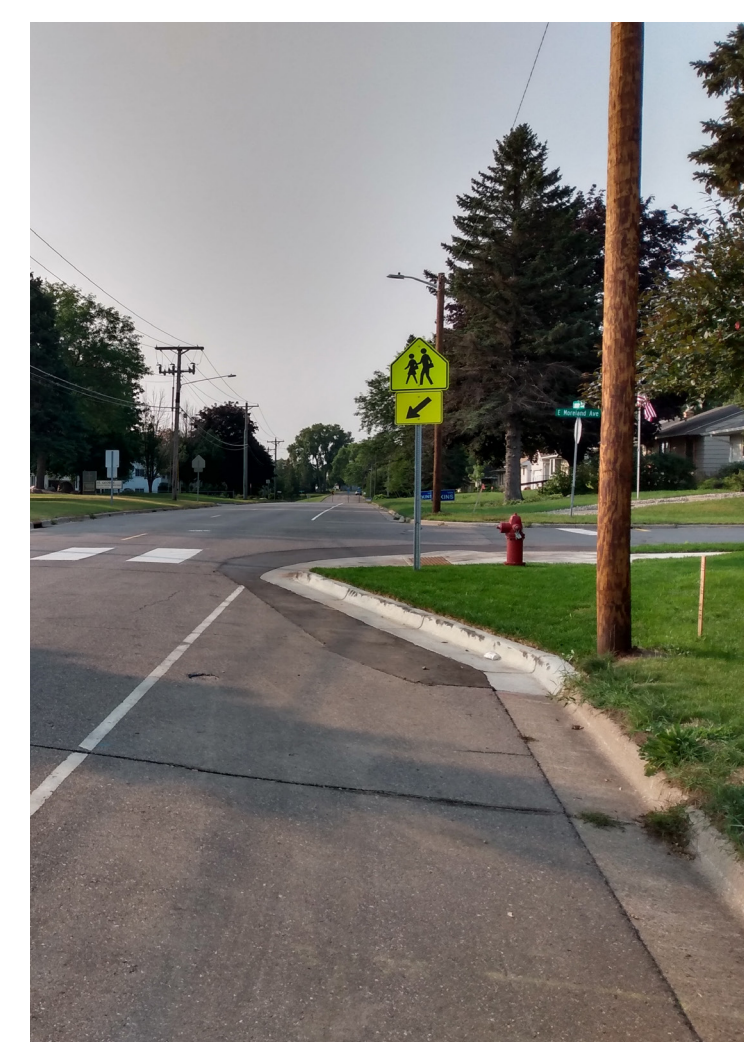
Marked Crossing and Pedestrian Signing

- Marked crosswalks indicate to pedestrians the recommended crossing location
- May be recommended locations without signals or stop signs
- Improves driver awareness



Center Median/Pedestrian Refuge Island

- Center medians (or refuge/center islands) provide a place of refuge for people crossing
- Allows pedestrians to focus on crossing one direction of traffic at a time
- Provides more safe gaps in traffic



Curb Extensions

- Extends the curb into the roadway
- Reduces the crossing distance
- Minimizes the exposure of pedestrians/bicyclists to vehicular traffic
- Provides visual cues to drivers to be aware of pedestrians/bicyclists
- Can reduce speeds of motor vehicles



Rectangular Rapid Flashing Beacon (RRFB)

- Crossing enhancement at an unsignalized intersection
- Activated by pushbutton or detection system
- Flashing lights increase driver awareness and improves yield rates



High Intensity Activated Crosswalk (HAWK) System

- Light installed at an unsignalized location to assist pedestrians/bicyclists in crossing a street at a marked crosswalk
- Warns and controls traffic with the use of two side-by-side red lenses and a single yellow lens



Accessible Pedestrian Signals (APS)

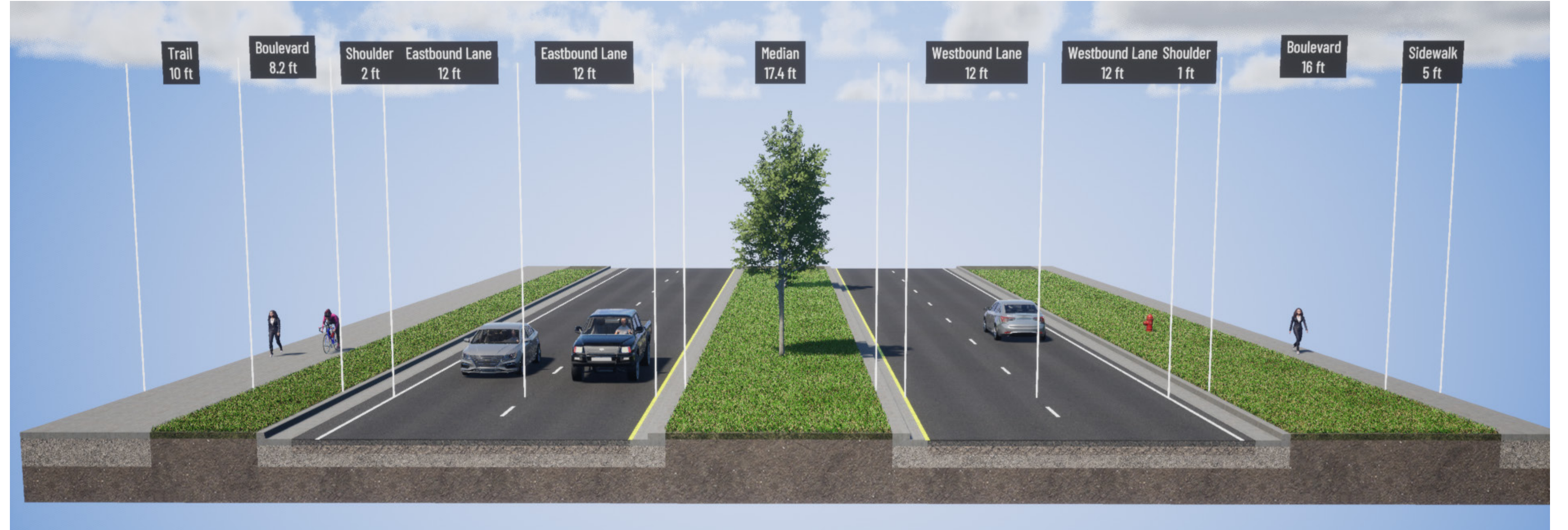
- Improves the communication features for pedestrians with visual impairments
- Communicates information about WALK and DON'T WALK intervals at signalized intersections through audible tones or speech messages
- Could be recommended at existing or future signals



McAndrews Road (CSAH 38) Roadway Section Considerations

Existing

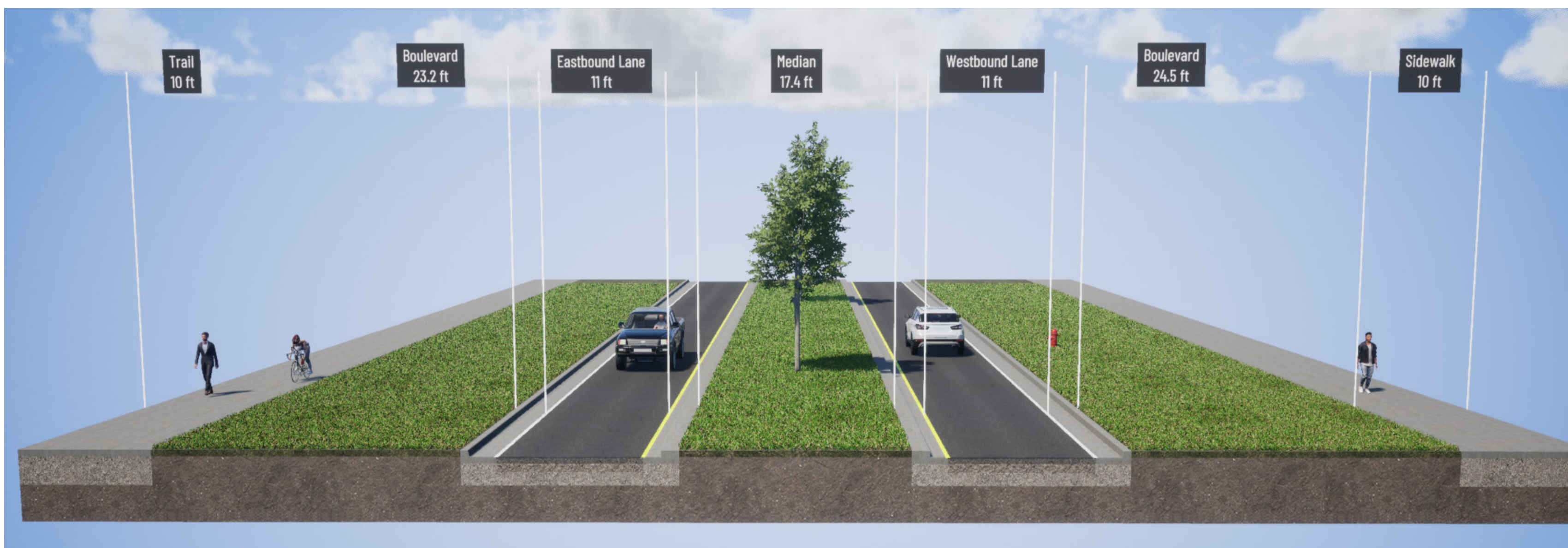
- McAndrews Road (CSAH 38) is currently a 4-lane divided roadway with a typical median width of approximately 18-ft



Lane Reduction Alternatives

The County is considering new lane configurations to reduce crashes, slow traffic, and improve safety and mobility. Lane reductions would offer the following benefits:

- Traffic calming and more consistent vehicle speeds
- Opportunity to install pedestrian refuge islands
- Three-lane roadway typically have lower crash and severity rates than multi-lane roads - reduced as much as 19 - 47%
- Three-lane roadways are safer for crossing and make it easier for people walking, biking, using transit, and driving to get to their destinations



Road Diet

- Eliminates one travel lane in each direction
- Improve safety, mobility, and access management along a roadway with appropriate traffic volumes
- Improved visibility for vehicles exiting from side-streets
- Improved pedestrian crossing safety
- Calms traffic

Partial Road Diet

- Eliminates one westbound travel lane
- Improves safety, mobility, and access management
- Improved visibility for vehicles exiting from side-streets
- Improved pedestrian crossing safety
- Calms traffic

