

Dakota County Highway 42 2040 Corridor Management Plan

and Visioning Study Final Report



APRIL 2022

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ACRONYMS

BRT	Bus Rapid Transit
CCR	Critical Crash Rate
CR	County Road
DC2040	Dakota County 2040 Comprehensive Plan
DCTC	Dakota County Technical College
FHWA	Federal Highway Administration
LOS	Level of Service
MnDOT	Minnesota Department of Transportation
MVTA	Minnesota Valley Transit Authority
TH	Trunk Highway

SUPPORTING MATERIALS

This 2040 Corridor Management Plan serves as the Final Report for Dakota County's Highway 42 Visioning Study. The study's five supporting Technical Memos provide additional details and back up:

- Tech Memo #1- Corridor Context
- Tech Memo #2 – Existing Highway Performance and Traffic Operations
- Tech Memo #3 – Pedestrian, Bicycle and Transit Service Review
- Tech Memo #4 – Corridor Needs and Vision Development
- Tech Memo #5 – Recommendations

OTHER REFERENCED MATERIALS

- 1999 County Highway 42 Corridor Study
- 2040 Dakota County Transportation Plan
- Dakota County Principal Arterial Study
- Metropolitan Council's Principal Arterial Intersection Conversion Study
- Metropolitan Council's Regional Bicycle Barriers Study
- Metropolitan Council's Regional Bicycle Transportation Network
- 2040 Comprehensive Plans (City of Apple Valley, Burnsville and Rosemount)

STUDY TEAM

This management plan was made in partnership with:



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EXECUTIVE SUMMARY

2040 Corridor Management Plan for Dakota County Highway 42

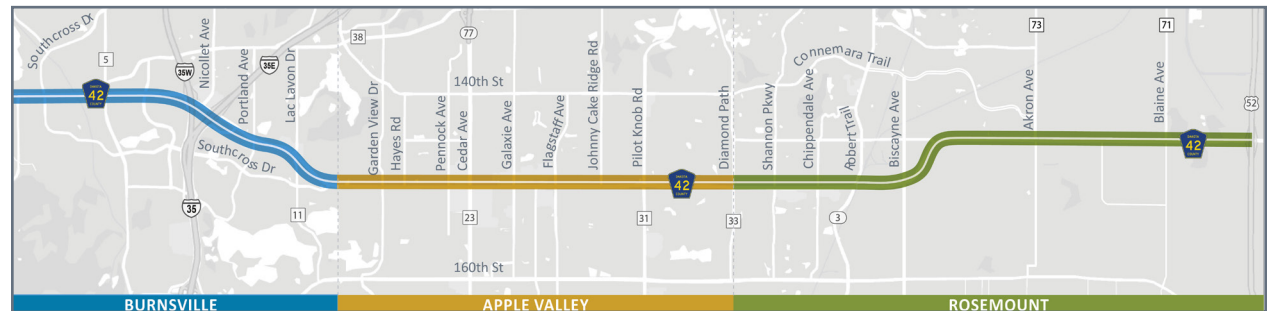
Dakota County's Highway 42 Management Plan for 2040 updates the long-term plan (adopted in 1999 and 2007). The Management Plan provides 20-year guidance for managing County Highway 42 from the County's west border in Burnsville to Highway 52 in Rosemount (15 miles). County Highway 42 (Highway 42) is an east-west principal arterial in Dakota and Scott Counties, and as such, is managed for efficient and safe travel. It serves thousands of users each day, providing connections to other major arterials such as I-35W/I-35E and Hwy 52. It also provides local access to residential and commercial areas.

Why was Highway 42 studied?

Today's vehicle traffic volumes (2019) are 20%-50% below the levels forecast in 1999, yet they are still growing. This study looked at recent data and best practices to understand how the highway can best be managed in the future. It considered the roles of existing and future parallel routes and frontage roads and the increasing need for safe and efficient walking, biking and transit to plan for the future of the transportation system in Dakota County and the surrounding area.

Updates to the plan leveraged 2040 transportation plans and forecasts (Dakota County and Cities), incorporated local comprehensive planning, and created short- and long-term guidance to manage the corridor.

County Highway 42 Study Area



Study Goals

The Management Plan aimed to address the following goals for Highway 42:



Improve Safety



Reduce Traffic congestions and delay



Balance access to adjacent properties and the local roadway network



Design for pedestrians, bicyclists and transit users



Prepare for future transportation needs (ex. land development and growth)

Key Findings

A review of technical analysis and public feedback found that overall, Highway 42 can be effectively managed through the year 2040 by using approaches similar to those of the past. Therefore, the updated plan is mostly consistent with the 1999 corridor plan, with modifications to incorporate innovations and best practices and provide a more concrete vision for multimodal improvements such as walking, biking and transit facilities. The overall management plan revolves around:

- **Maintaining and improving corridor functions to serve all travelers**
- **Controlling access and traffic**
- **Reducing or deferring the need for Highway 42 expansion**

The following pages provide a summary of the recommended improvements by community.

Summary of Hwy 42 Recommendations

City of Burnsville

Context

Highway 42 in Burnsville has major commercial areas west of I-35W and I-35E, with residential and some retail to the east. Highway 42 through Burnsville has six through lanes west of Portland Ave to accommodate high traffic volumes (29,000 to 51,000 vehicles per day). The City is planning for redevelopment of the Burnsville Center/Mall area, including a more mixed-use pattern around Burnsville Center (retail, office, and residential).



The highest traffic volumes/ complexity

Segments of Highway 42 in Burnsville carry more than 50,000 vehicles per day, which include the freeway interchanges and other connections serving complex traffic movements and several safety and congestion issues.



Plans for redevelopment and “rethinking” highway connections

The City’s redevelopment vision will help create opportunities to rework access points and connections along Highway 42, the freeways, and other roadways.



Proven bus transit services opportunities

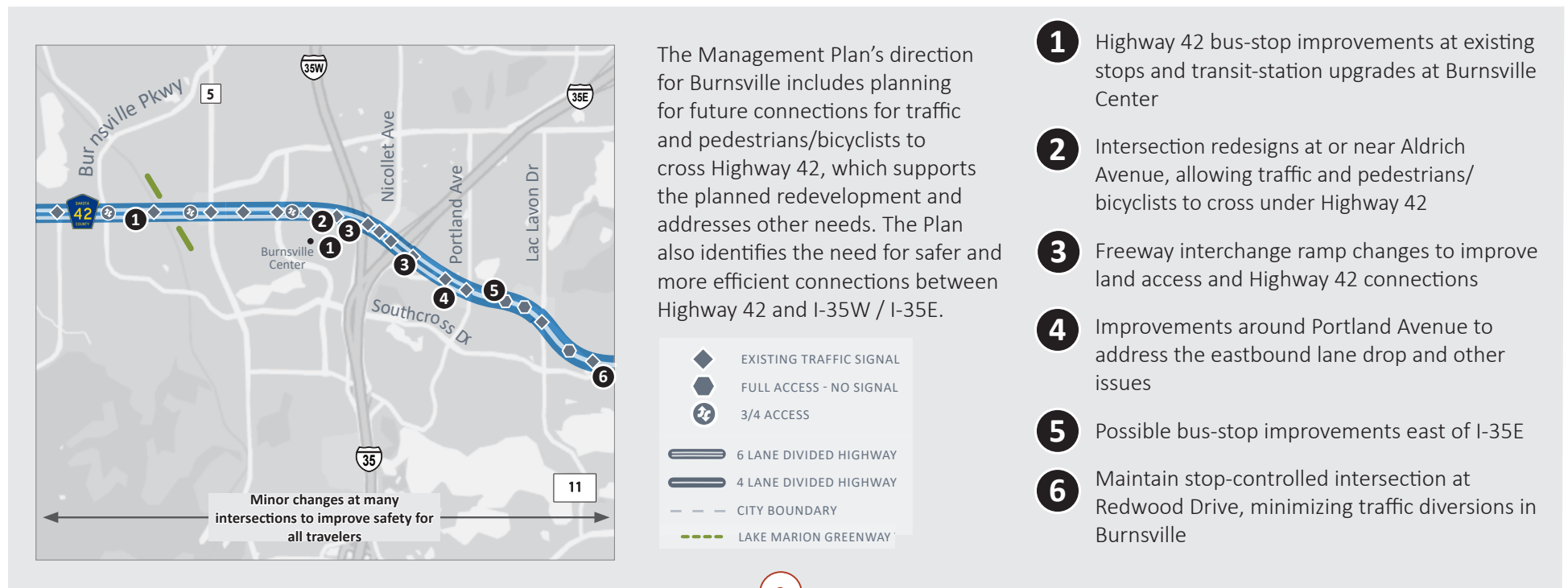
Highway 42 in Burnsville includes several bus stops and has a strong history and positive future for serving riders. Routes include connections traveling west to Scott County and several routes traveling to Burnsville Center.



Need to better serve pedestrians and bicyclists

There are several challenges identified in Burnsville for pedestrians and bicyclists, which include crossing Highway 42 and cross-streets.

Recommended Improvements



Summary of Hwy 42 Recommendations

City of Apple Valley

Context

Highway 42 in Apple Valley has residential and parkland on the western end of the corridor, major commercial development around Cedar Avenue (Highway 77/23), and a mix of commercial and residential properties adjacent to the corridor to the east. Highway 42 in Apple Valley has four through lanes serving 20,300 to 36,000 vehicles per day. Plan recommendations do not include the addition of through lanes.



High volume intersection at Cedar Avenue

With almost 80,000 vehicles per day using the intersection of Cedar Avenue and Highway 42, this location has impacts on operations from Pennock Avenue to Flagstaff Avenue. Safety is also a concern based on the amount of crashes, including some with injuries and fatalities.



Aging Infrastructure

The segment of Highway 42 from Redwood Drive to Pennock Avenue has some of the oldest pavement and signals. Replacement of this aging infrastructure may put priority on improvements within this segment.



Plans for development

Potential redevelopment of commercial areas around the Cedar Avenue intersection, and new development between Flagstaff Avenue and Pilot Knob Road, will create opportunities to streamline access and traffic.



Need to better serve pedestrians and bicyclists

There are several challenges identified in Apple Valley for pedestrians and bicyclists, which include crossing Highway 42 and cross-streets.

Recommended Improvements



The Management Plan's guidance for Apple Valley includes future connections for pedestrians/bicyclists to cross Highway 42 and improvements at the highest volume intersections. The County and City also have an opportunity to rethink how the segment between Elm Drive and Hayes Road functions with the existing frontage road system.

- 1 Coordinated changes with the removal of the signal at Elm Drive concurrent with a new underpass at Redwood Park to accommodate pedestrians and bicyclists
- 2 Improvements at Garden View to address capacity issues with possible one-way frontage road system to provide more space for pedestrians and bicyclists, filling a gap in the trail system
- 3 Potential grade-separated crossings for pedestrians and bicyclists
- 4 Grade-separated crossing of the high-volume intersection of Cedar Ave/Hwy 77
- 5 Updated plan recommends keeping a signal at Garrett
- 6 New intersection configuration options to provide additional capacity at Pilot Knob Road

Summary of Hwy 42 Recommendations

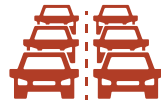
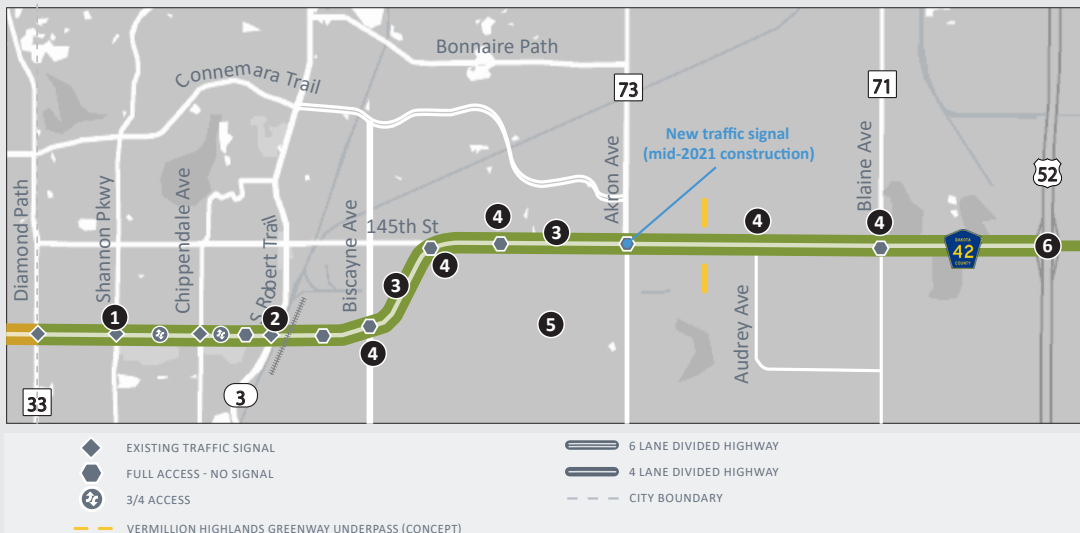
City of Rosemount

Context

Highway 42 in Rosemount has a mix of commercial and residential areas west of S. Robert Trail/Highway 3 with plans for future mixed-use development south of the corridor to the east. The City has referenced the intersection recommendations adopted by Dakota County in 2007 to implement access for existing and future developments. Highway 42 in Rosemount has four through lanes serving 13,800 to 19,500 vehicles per day.

Recommended Improvements

The Management Plan's guidance for Rosemount will allow for full-access locations for future development, improvements for adjacent trails and future trail crossings of Highway 42 and other improvements.



High volume intersection adjacent to at-grade railroad crossing

The S. Robert Trail/Highway 3 intersection is one of the few remaining major arterials in the metro area with an at-grade railroad crossing. With high traffic volumes also present, a bridge over the intersection and railroad should be considered.



Plans for development and planned highway connections

The City will use the recommendations from this plan to understand the needs for supporting roadway networks and plan access for future developments.



Need to better serve pedestrians and bicyclists

There are several challenges identified in Rosemount for pedestrians and bicyclists, which include crossing Highway 42 and cross-streets. There is also a safety concern at Shannon Parkway due to high number of crashes with pedestrians and bicyclists.



Important connection to Highway 52

The interchange at Highway 52 provides an important connection for the region. Previous studies identified potential improvements that will be driven by development and traffic.

- 1 Pedestrian and bicycle crossing treatments to address current safety concerns
- 2 Grade-separated crossing of both the S. Robert Trail intersection and the adjacent railroad crossing of Highway 42
- 3 Trails to fill existing gaps in the system between S. Robert Trail and Akron Avenue
- 4 Manage series of full- and partial-access intersections, including new signals when needed for traffic, from Biscayne Ave to the east
- 5 Planned access along Highway 42 to support future roadway network as area is developed
- 6 Possible loop ramps to provide for the heaviest traffic movements at Highway 52 and supporting road systems east of Blaine Avenue to manage direct access

STUDY PROCESS

The study took place over an 18-month period from the spring of 2020 to summer of 2021. During this time, the study team looked at past studies and planning resources, recent data and public feedback to understand existing and future needs, identify possible problems and solutions, and develop an updated vision for managing Highway 42 into the future. This included considerations of various management strategies and potential improvements.

STUDY PARTNERS

Dakota County commissioned and led the study with financial and technical assistance from the partnering cities of Burnsville, Apple Valley and Rosemount. Additional agency stakeholders involved in the process included: Minnesota Valley Transit Agency (MVTA), Minnesota Department of Transportation (MnDOT), Federal Highway Administrations (FHWA), Scott County, the Metropolitan Council and business interests along the corridor.

The various agency and group representatives participated in over thirty meetings throughout the study to review technical analysis and public feedback. This high level of coordination was instrumental in the development of a management plan that is consistent with the needs and expectations of the community.



What are the needs for Hwy 42 & communities?



What are the possible problems & solutions?



Manage Hwy 42 based on updated vision; invest when & where needed

Stakeholder Groups (# of meetings)	Cities	Dakota County	MVTA	MnDOT & FHWA	Business Interests	Metropolitan Council
PMT: Project Management Team (18)	✓	✓	✓			
SAC: Study Advisory Committee (7)	✓	✓	✓	✓	✓	✓
County Planning Commission (2)		✓				
City Council Presentations (5)	✓					
County Board Meetings (2)		✓				

PUBLIC ENGAGEMENT

Public feedback was an integral part of the study process and helped to understand the needs and priorities of the community. The public engagement process took part in three phases from the spring of 2020 to summer of 2021. The goals for public engagement process were to:

- Share information broadly to inform and educate stakeholders and the public.
- Seek input from the corridor’s communities and users, particularly those historically underrepresented in the planning process.

COVID-19 ACCOMMODATIONS

Due to the COVID-19 pandemic social distancing requirements that were in effect through the first two phases of the Management Plan, online tools were emphasized while in-person meetings were postponed to accommodate public health concerns.

Three pop up events and one in-person Open House in the Summer of 2021 reached hundreds of area residents and businesses. The photo below shows where people we reached in Phase 3 live and work along the corridor.

Phase 1

Understanding Community Priorities

Spring/Summer 2020

- Develop Public Engagement Plan (PEP) with PMT, modified for COVID-19 pandemic
- 1,000+ mailings to adjacent property owners



- Emails and social media campaign
- Dedicated website

Phase 2

Establishing Vision and Performance Goals

Winter/Spring 2021

- Virtual Focus Groups
- Field walk
- Social media and emails
- Multi-lingual Flyers and hotlines

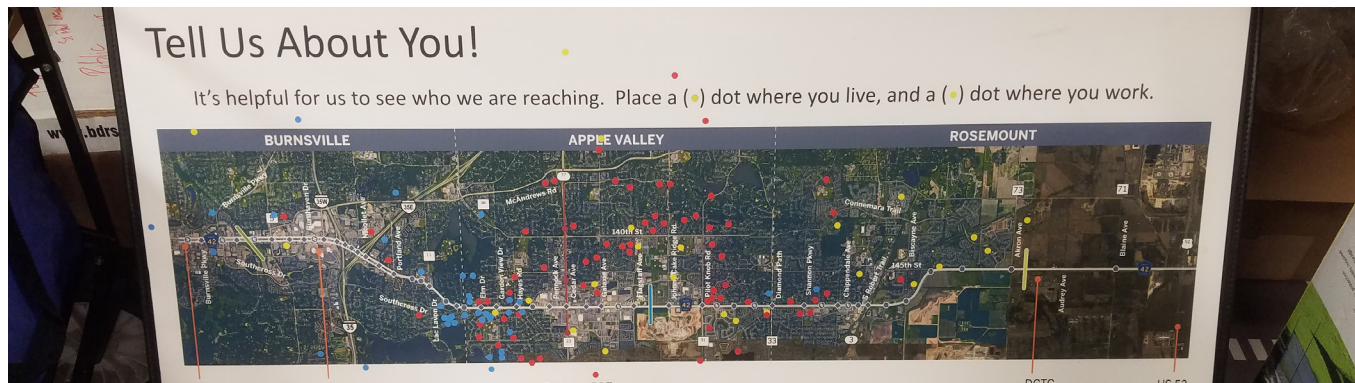


Phase 3

Plan Recommendations & Implementation

Summer 2021

- Apple Valley Home & Garden Expo (5/22)
- Burnsville Back to the 80s Car Show (6/12)
- Open House at Redwood Park (7/15)
- Rosemount Leprechaun Days (7/24)
- Mailing, door hangers, social media, email



This document serves as a summary of the process, public engagement and technical analysis completed for the Visioning Study and Corridor Management Plan. For more detailed information on particular topics, see the following technical memoranda.



SUMMARY OF TECH MEMOS

Tech Memo #1 - Corridor Context

Provides an overview of preview planning efforts and corridor context such as land use, demographics and environmental constraints.

Tech Memo #2 – Existing Highway Performance and Traffic Operations

Identifies existing (2019) and future (2030 and 2040) operational, safety, and roadway design concerns along CH 42.

Tech Memo #3 – Pedestrian, Bicycle and Transit Service Review

Considers the conditions on County Highway 42 from a pedestrian, bicyclist, and transit rider perspective to documentation existing conditions and identify areas of opportunity.

Tech Memo #4 – Corridor Needs and Vision Development

Identifies high needs locations based on operational, safety, and roadway design considerations and documents the development of options to address corridor needs.

Tech Memo #5 – Recommendations

Compares proposed improvement options and provides recommendations for short, medium and long term improvements.

NEEDS ASSESSMENT

The overall goals of the study were to understand both existing and future needs of the corridor and develop a plan to improve corridor safety and operations for all travel modes.

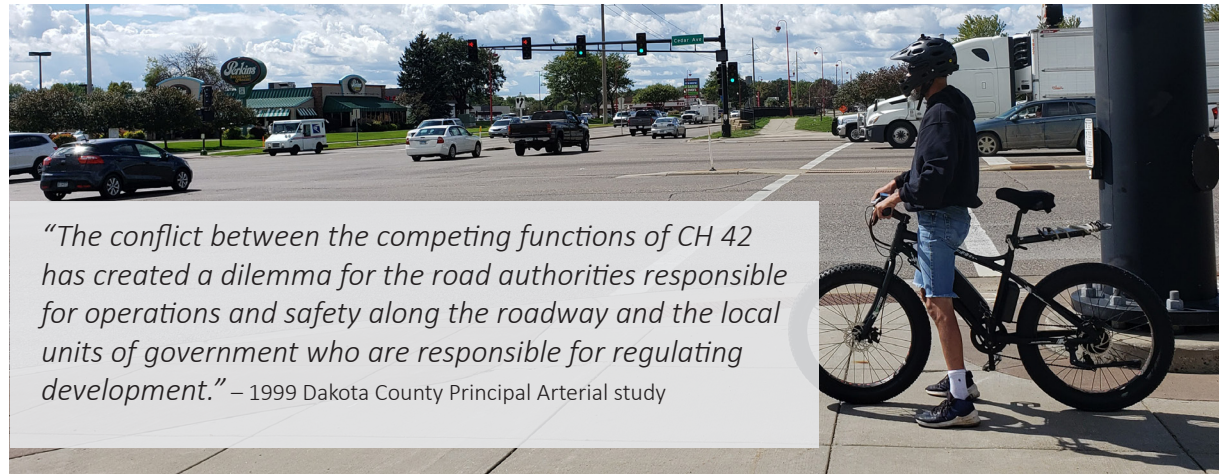
The needs assessment evaluated the competing needs along the corridor, primarily managing the balance of vehicle mobility and efficiency with pedestrian access across Highway 42.

In addition to the information obtained from the public engagement phases, the following tasks and analyses were completed to further establish the corridor needs:

- Corridor Character and Future Development
- Corridor Safety
- Vehicle and Freight Mobility
- Pedestrian, Bicycle and Transit Mobility

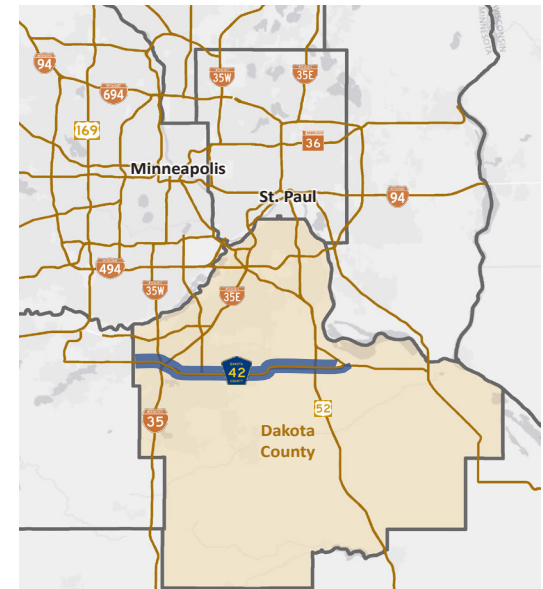
Background

Highway 42 provides an east-west connection through the southern Twin Cities metropolitan area suburbs. It is designated as a non-freeway Principal Arterial and is the only east-west principal arterial within Dakota County south of I-494 (see map). As part of the interconnected highway network, it directly links all major north-south highways through the study area.



The 1999 Corridor Study emphasized the challenges of prioritizing the movement of through traffic on the corridor over providing access for commercial development and implementing efficient and safe mobility for all users.

Since the 1999 study, the need for improved safety and access for other modes, such as walking and bicycling, have only increased, further complicating the needs along and across the roadway. The balance of modes has evolved into a need for a multimodal transportation network which provides high quality access to public transit, bicycle, and pedestrian networks.



CORRIDOR CHARACTER AND FUTURE DEVELOPMENT

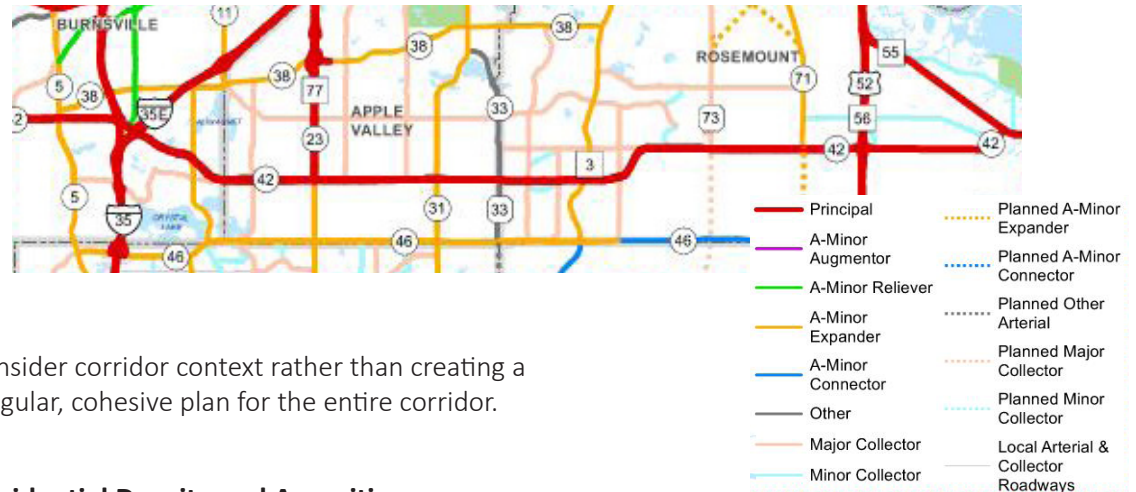
Corridor Context

Highway 42 is a Principal Arterial roadway intended to provide access to minor arterials and collectors, serving as an integral part of the Dakota County roadway network. Other east-west roadways running parallel to Highway 42 include: 140th Street (Major Collector) and 160th Street (A-Minor Arterial) which are designed to collect traffic from local roads to distribute to arterials such as Highway 42.

Corridor Character

Land use, population density and community amenities surrounding the Highway 42 study area vary widely from the commercial and industrial environment of the west side to the agricultural and developing parcels to the east. This variation creates multiple transition zones and requires the study to

Figure 1. Roadway Functional Classification



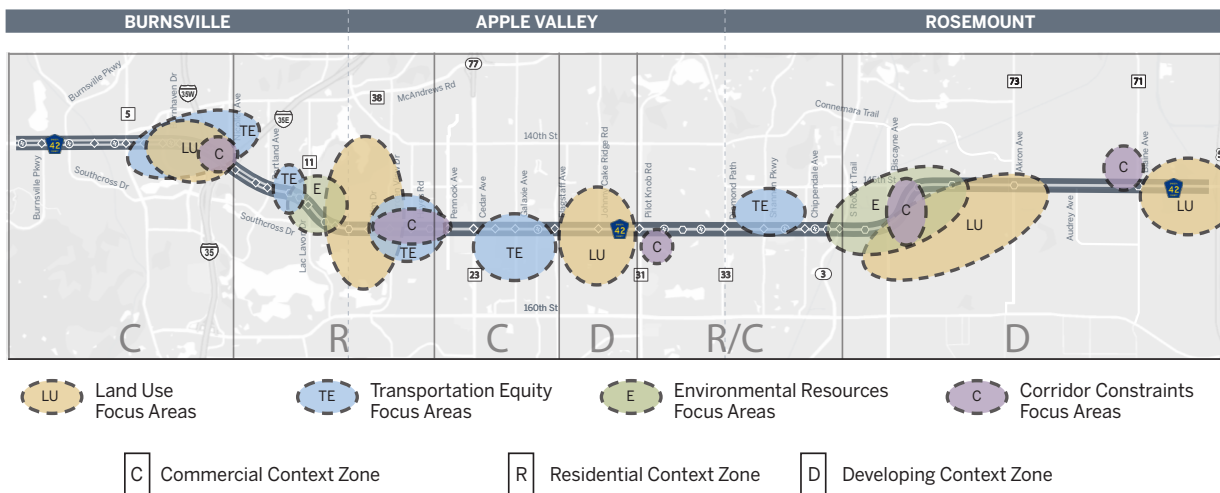
consider corridor context rather than creating a singular, cohesive plan for the entire corridor.

Residential Density and Amenities

As the land use changes along the corridor, so do the residential densities and access to amenities. Residential population density is highest between Portland Avenue and County Road 11/Lac Lavon.

Schools, recreational facilities, and parks are clustered close to Garden View Drive. Large pedestrian generators include Burnsville Center, the Cedar Avenue Shopping District, Dakota County Western Service Center and Dakota County Technical College.

Figure 2. Corridor Character Focus Areas



Economic Activity

Highway 42 has a concentration of five distinct job centers where a majority of the major employers along the corridor reside. These locations include Burnsville Parkway, Southcross Drive, Burnsville Center, Cedar Avenue transit hub, Hwy 3/S. Robert Trail, and Akron Avenue with Dakota County Technical College (DCTC).

Transportation Equity

Historically, transportation funding has prioritized facilities for motor vehicles, disproportionately benefiting those with access to a personal vehicle. Meanwhile, the negative health effects of the transportation system disproportionately impact vulnerable or underrepresented members of the community such as low-income and minority populations, youth, seniors, and persons with disabilities. Five areas were identified to have the greatest needs based on a review of locations of vulnerable and underrepresented populations, gaps in sidewalk and bike networks, and existing transit access and gaps.

It is critical to provide safe and accessible connections between low wage worker households and job concentration centers.

Environmental Resources and Corridor Constraints

The study included a review of the area’s existing environmental resources and features, such as watersheds, floodplains and biodiversity areas. Overall, the review indicated that there are no

significant environmental resources in the project area. However, two areas were identified with moderate environmental considerations: moderate biodiversity significance near Lac Lavon Drive and moderate wetland density near the east side of the corridor limits.

Land Use and Future Development

Improvements to Highway 42 will need to support future corridor development. Understanding how these redevelopment areas could impact and benefit mobility on the CH 42 corridor is critical in identifying future improvements.

West of Flagstaff Avenue, change is primarily focused on increasing development through small parcel redevelopment; east of Flagstaff Avenue, land use change is primarily focused on “greenfield” redevelopment of large mining and agricultural lands.

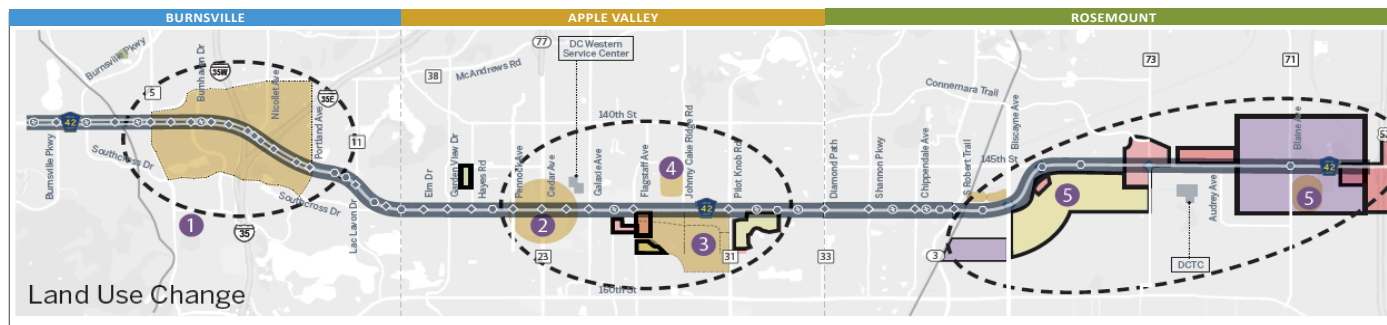
Of these development areas, below are three significant future developments that the Management Plan took into account:

- Burnsville Center Village Redevelopment Vision:** Improvements being recommended for Highway 42 take into account the Burnsville Center Village Redevelopment Vision. Redevelopment of this area will also increase future transportation demands.

- Downtown Apple Valley around Cedar Avenue:** The City of Apple Valley is planning for future redevelopment around the Cedar Ave and Highway 42 corridor. Their Comprehensive Plan provides details on roadway improvements and potential development locations.
- Rosemount and UMore Park:** The City of Rosemount and University of Minnesota will develop property that could attract up to 30,000 people in the next 30 years. The Highway 42 plan reviewed improvements to accommodate potential growth on the east side of the corridor.



Figure 3. Future Development



- 1 Burnsville Center Redevelopment Area
- 2 Downtown Apple Valley
- 3 Orchard Place
- 4 Future Menards Hardware Store
- 5 Rosemount and UMore Park

CORRIDOR SAFETY

The safety of people driving, bicycling, walking and rolling is a top priority for Highway 42. The corridor safety assessment focused on an analysis of the most recent three-year crash history using data provided by MnDOT. The analysis showed several intersections having existing safety concerns.

During the 2017-2019 period, there were a total of 1,574 crashes involving motor vehicles, pedestrians, and bicyclists on the corridor. Of these total crashes, there was one fatal crash and 12 serious injury crashes. The fatal crash involved a pedestrian at Cedar Avenue, and 3 of the serious injury crashes involved either a pedestrian or bicyclist.

There are 16 intersections currently above the Critical Crash Rate (CCR) and 6 intersections that nearly exceed the CCR (>85% of CCR). This comparison is based on vehicular exposure and

the statewide average crash rate for similar intersections. Intersections with a crash rate that exceeds the critical rate indicates a safety concern at the intersection.

The 154 crashes that occurred along segments of the corridor primarily involved drivers losing control of their vehicle or entering/exiting right-in/right-out accesses. However, most of these crashes occurred during inclement weather. Segment safety concerns exist between Judicial Road and Newton Avenue and Biscayne Avenue and 145th Street.

On Highway 42, there were a total 9 pedestrian crashes and 29 bicycle crashes. The most common cause of these incidents was a driver striking a pedestrian or bicyclist in the crosswalk after making a right turn from a stop sign or from a “right-turn on red” at a traffic signal.



1,574 total crashes
between 2017-2019

1,420 crashes
occurred at intersections

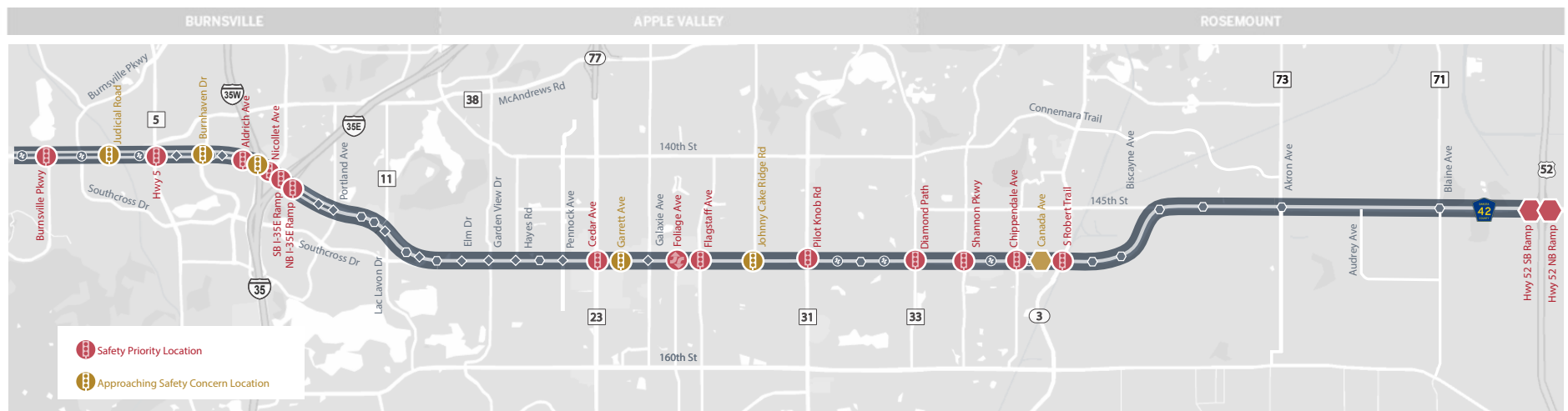


56% were rear end crashes

The one fatal crash involved a pedestrian



Figure 4. Intersections Experiencing High Crash Rates



AUTOMOBILE AND FREIGHT MOBILITY

The Highway 42 study corridor is approximately 15.5 miles and is a Principal Arterial and part of the National Highway System. This designation serves the highest degree of east-west mobility and daily traffic in the region and connects to all major north-south highways through the study area, including I-35W, I-35E, US 52, Cedar Avenue (CR 23), Pilot Knob Road (CR 31), and MN 3.

Highway 42 is primarily a four-lane divided highway within the study limits. However, it is a 6-lane highway through most of Burnsville to Portland Avenue. The speed limit varies along the corridor, ranging between 40 MPH and 55 MPH.

Highway 42 serves a range of 13,800 to 51,000 vehicles per day within the study area, with the highest volume near the I-35W/I-35E interchange. The lowest volume is on the eastern end of the project limits.

Access

Principal Arterial corridors typically have an emphasis on mobility as opposed to access to land use. Per the most recent Dakota County Comprehensive Plan (DC2040), Highway 42 should be achieving limited access locations. Using DC2040 access spacing guidance for Principal Arterials, full access intersections should be spaced at 1/2-mile increments, partial intersections spaced at 1/4-mile increments, and right-in/right-out intersections may be allowed at 1/8-mile increments. Therefore, all access spacing is recommended to be 8 or less per mile. Based on this guidance, the existing intersection and access spacing is not met for most of the corridor.

The corridor currently has 30 full-access signal-controlled intersections, 14 full-access minor stop-controlled intersections, 25 partial-access intersections, and over 50 full or partial private access intersections.



Full Access: Left and right-turns allowed for inbound and outbound vehicles.



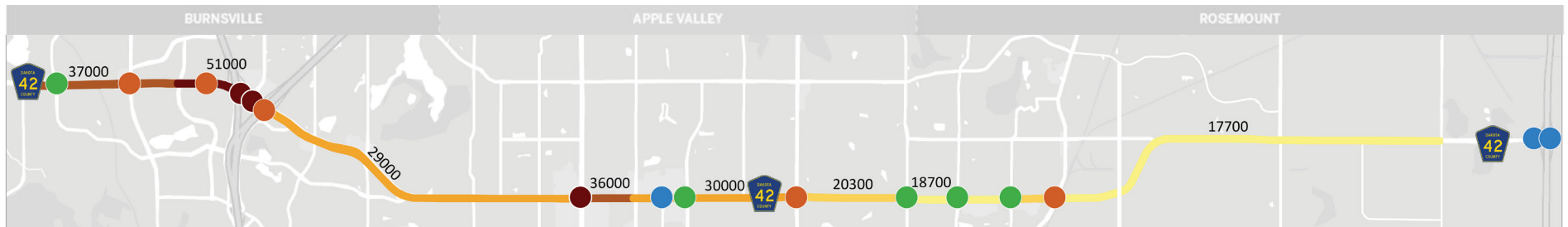
Partial Access: Limits movements from either the minor and/or major street. For example, a 3/4 access removes the minor street left and through movements, but does not restrict turns from major approach. A right-in/right-out access only allows right-turns.

Average Full-Access Spacing by City

City	# of Full Access Intersections	# of Partial Access Intersections	Average Full-Access Spacing (Miles)
Burnsville	20	5	0.23 Miles
Apple Valley	14	3	0.33 Miles
Rosemount**	13	4	0.52 Miles

** Including the signalized full-access intersection at CH 73/Akron Ave, completed in 2021

Figure 5. Average Daily Traffic Volumes



Traffic Volumes

Due to the Covid-19 pandemic and “Stay at Home” order in the Spring of 2020, turning movement volume data was not collected. The study used data provided by recently completed studies along the corridor, ranging between 2013 and 2019. The analysis used estimated turning movements at five intersections that did not have traffic data.

The data was factored up to estimate existing 2019 and forecast year volumes using historical trends along Highway 42 and minor street approaches and DC2040. Dakota County is expecting to see significant growth through the future year 2040, with an approximate 25% increase in its population.

- Future year growth along the corridor varies from either end of the corridor. In Burnsville and Apple Valley, within the developed areas, the traffic demand is expected to increase 15% to 21% over the next 20 years.
- In the Rosemount area, the corridor will experience higher growth rates resulting in a 21% to 51% increase in traffic demand over the next 20 years.
- Minor streets intersecting with Highway 42 will experience a wide range of growth, between 0.25% and 5% annually.

Dakota County is expecting to experience significant growth in the next 20 years, with an approximate 25% increase in its population.

Traffic Operations

Traffic operations were analyzed on Highway 42 for existing and future year conditions during the morning and afternoon rush hours. Traffic operations analysis considered level of service (LOS) and vehicle queue lengths. Analysis was performed by using existing signal timing information. Currently, there are four signal coordination zones, with long signal cycle lengths ranging between 120 seconds and 200 seconds. A cycle length is the amount of time for a signal to complete one full cycle of signal indications.

Level of Service (LOS) is a qualitative rating system used to describe the efficiency of traffic operations at an intersection. There are six LOS levels designated by letters A through F, with LOS A representing the best operations and LOS F representing the worst operating conditions.

The 2019 morning peak hour conditions show acceptable operations at all intersections with some side street movements and mainline left-turns operating poorly. Mainline Highway 42 does not show queuing issues.

The 2019 afternoon peak hour conditions experience acceptable operations at most intersections except at Cedar Avenue, Pilot Knob Road, and S. Robert Trail. Congestion and low operating speeds are experienced during the afternoon peak hour in the area surrounding the Burnsville Center, I-35W/I-35E interchanges, and Cedar Avenue.



Congestion and low speeds occur around the I-35E & I-35W interchange area in the afternoon rush hour

Due to the increase in traffic demand, the 2040 operations show more severe operational issues during both peak hours. In the morning peak hour, most intersections operate acceptable with the exception of Cedar Avenue (LOS E) and S. Robert Trail (LOS F). In the afternoon peak hour, eight intersections operate with poor LOS. There are 26 intersections that experience at least one leg of the intersection with poor operations. An increase in congestion and lower operating speeds are expected compared to existing conditions, most significantly impacting the eastbound direction. Travel time in the eastbound direction will increase by approximately 9 minutes along the study corridor.

Additionally, the 2040 operations show significant queuing concerns between Aldrich Avenue and the I-35E ramps. The queuing issues impact the delay experienced by vehicles entering Highway 42 from the minor streets and the mainline on the I-35E freeway. Therefore, the existing roadway and intersection designs on Highway 42 cannot efficiently serve the 2040 forecast demands.

A 2030 interim year was evaluated and showed similar results compared to the 2040 operations. Poor operations increase along the corridor with both peak hours operating worse than the existing conditions. The total network delay increased by 14% in the morning peak hour and approximately 21% in the afternoon peak hour.

Additionally, travel time in the eastbound direction will increase by approximately 4 minutes along the study corridor. The intersection and roadway capacity along CH 42 cannot efficiently serve the 2030 forecast demands projected along the corridor.

The existing roadway and intersection designs on Highway 42 cannot efficiently serve the 2040 forecast demands.

Figure 6. Speed and Intersection Level of Service (LOS) - 2040 AM Peak

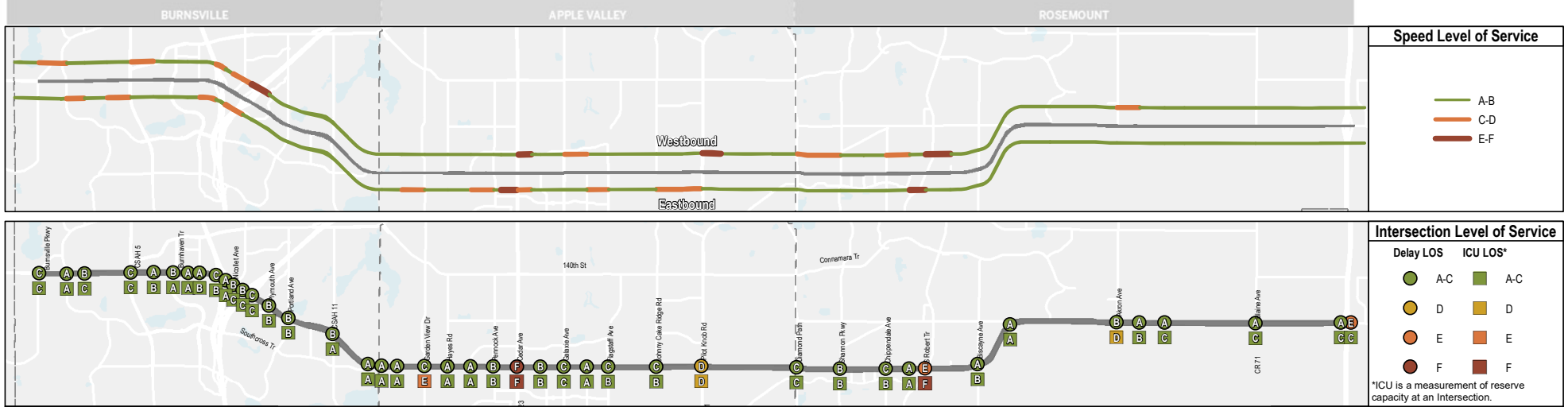
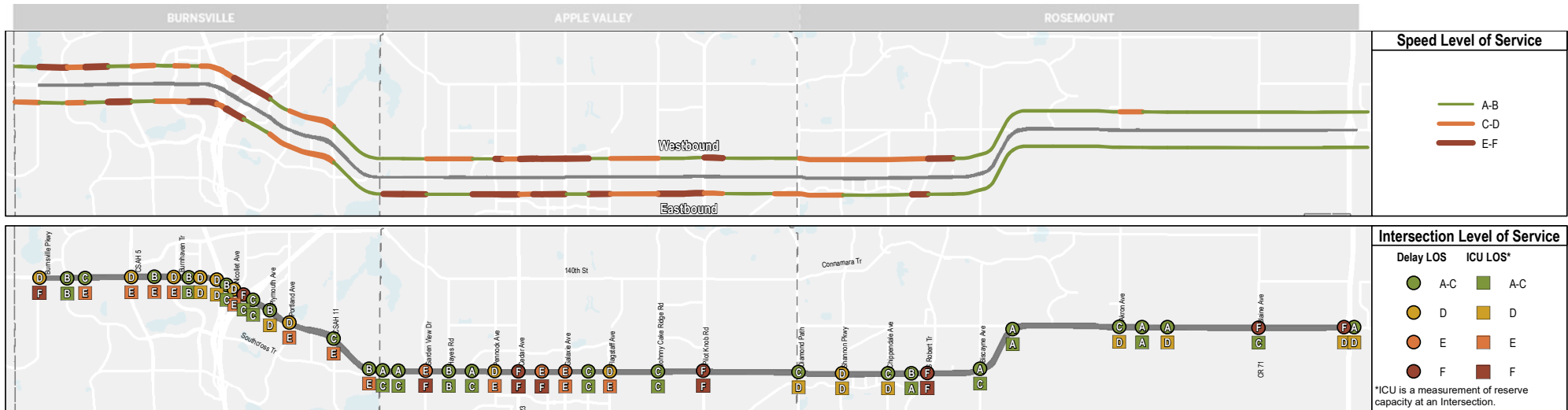


Figure 7. Speed and Intersection Level of Service (LOS) - 2040 PM Peak



PEDESTRIAN, BICYCLE AND TRANSIT MOBILITY

The study evaluated the needs of these users to serve not only the high level of vehicle and freight mobility but to also provide safe and convenient access for people walking, biking, and taking public transit.

The study used metrics such as public feedback, existing facilities, safety and usage, alongside contextual factors that consider the physical, social and economic drivers that contribute to user needs to identify focus areas along the corridor. The focus areas indicate locations that require a higher level

of attention due to compounding issues and where improvements could have a greater impact on people’s ability to get safely and conveniently to work, school, healthcare, the grocery store, and so much more.

Pedestrian Facilities

Within the study area, Highway 42 provides a network of sidewalks and multi-use trails parallel to the highway on both sides. However, several gaps and deficiencies exist in the network that make it challenging for people to access essential destinations. Some higher priority trail gaps, per the Dakota County Pedestrian and Bicycle Study (2018), include the segments between Portland Ave to Lac Lavon Drive and S. Robert Trail to US 52.

There are segments that do have existing sidewalk or trail facilities that present opportunities for maintenance and improvements to aging infrastructure. Opportunities for improvements include tasks such as: landscaping (e.g. benches and shady trees), maintaining overgrown vegetation to widen the effective sidewalk width, updating aging infrastructure to improve sidewalk surfaces, curb ramps, street crossings, and accessible infrastructure, and eliminating gaps in the network especially at existing transit stops.

Public engagement highlighted concerns for safer pedestrian crossings of Highway 42, especially near Burnsville Center, the segment between Redwood Drive and Garden View Drive, Pennock Avenue, and S. Robert Trail.

Figure 8. Pedestrian and Bicycle Focus Areas

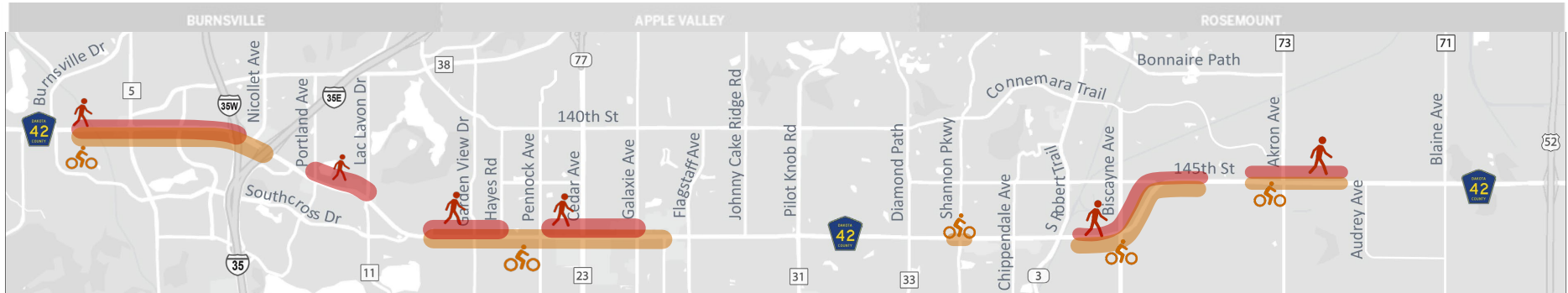


Figure 9. Existing Sidewalk and Trail Network and Gaps

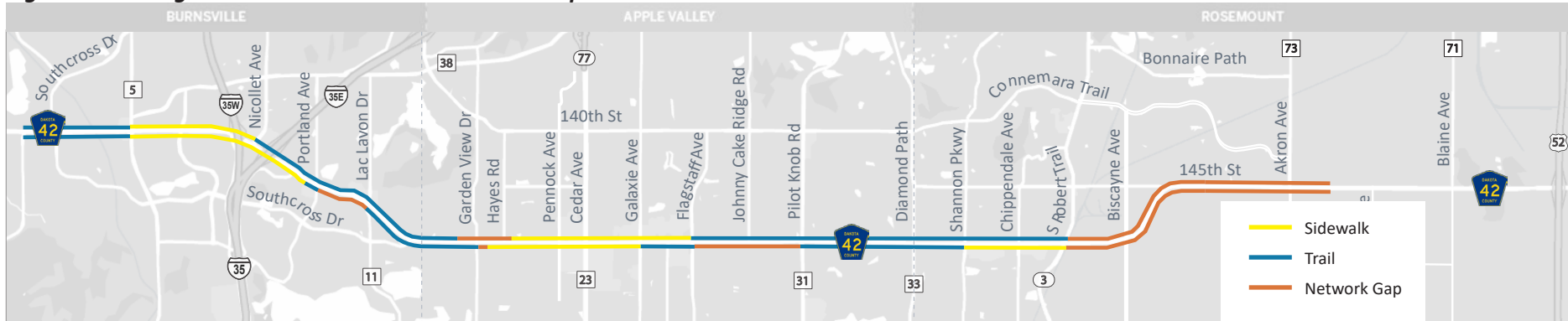
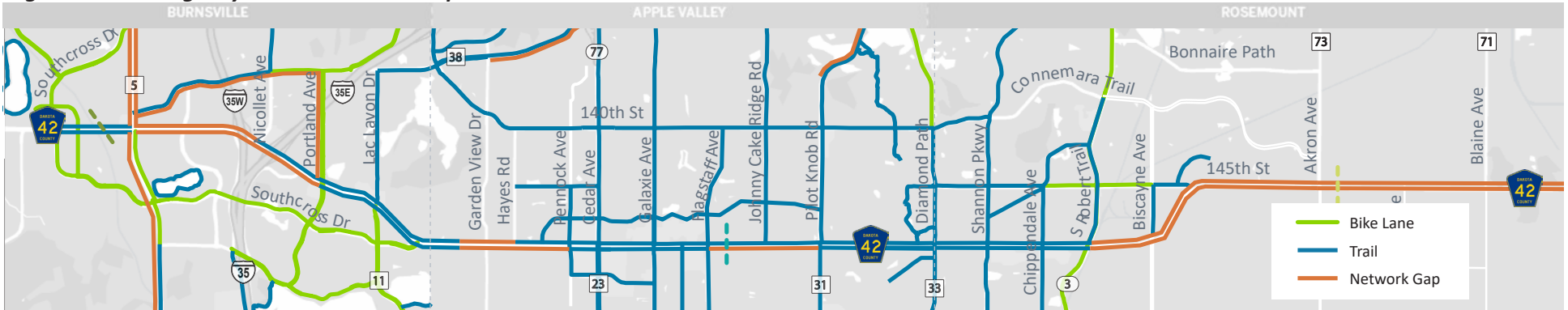


Figure 10. Existing Bicycle Network and Gaps



Bicycling Facilities

A network of multi-use trails is available for bicyclists within much of the Highway 42 study area, in addition to on-street bicycle lanes on several minor streets. Even within the robust network, gaps and barriers remain. The figure above shows segments of existing bike lanes, multi-use trails, network gaps, and recently completed or planned trail crossing projects.

Some higher priority bicycle network gaps include the segment between TH 5 and Nicollet Ave and between S. Robert Trail and DCTC West Access.

Similar to the pedestrian network, there are opportunities to make improvements to the existing bicycle network by incorporating accessible design to accommodate bicycles, bikes with trailers, wheelchairs, and strollers and by improving the aging infrastructure.

The public engagement process highlighted safety and connectivity concerns at Judicial Road, Redwood Drive, Gardenview Drive, Cedar Avenue,

and S. Robert Trail. Many commenters shared a desire for separated, off-street facilities – especially on the east end of the study corridor.

Three Highway 42 Trail Crossing Projects have either recently been constructed or are planned for future construction:

- The Lake Marion Greenway Crossing (Summer 2020)
- North Creek Greenway Crossing (Design Stage)
- 13-Mile Vermillion Highlands Greenway, including a Highway 42 Crossing (Planning Stage)

Transit Facilities

There are a variety of transit services offered through the study area, connecting riders to destinations locally and regionally. Regional routes primarily serve north-south routes through the study area with local routes providing a greater level of east-west service. Services include the METRO Red Line BRT along Cedar Avenue and MVTA transit services with seven established express routes. The MVTA “Connect” service offers an on-demand public transit option that operates in parts of Burnsville, Apple Valley, Rosemount, and Savage.

The figure on the next page shows the transit services within the Highway 42 study area.

The public engagement efforts identified the challenges with navigating the I-35W/I-35E interchange areas, the gap in east-west transit service between Portland Avenue and Pennock Avenue, and general speeding concerns through Apple Valley. Judicial Road was also mentioned as a high needs location for service and amenities due to its high usage.

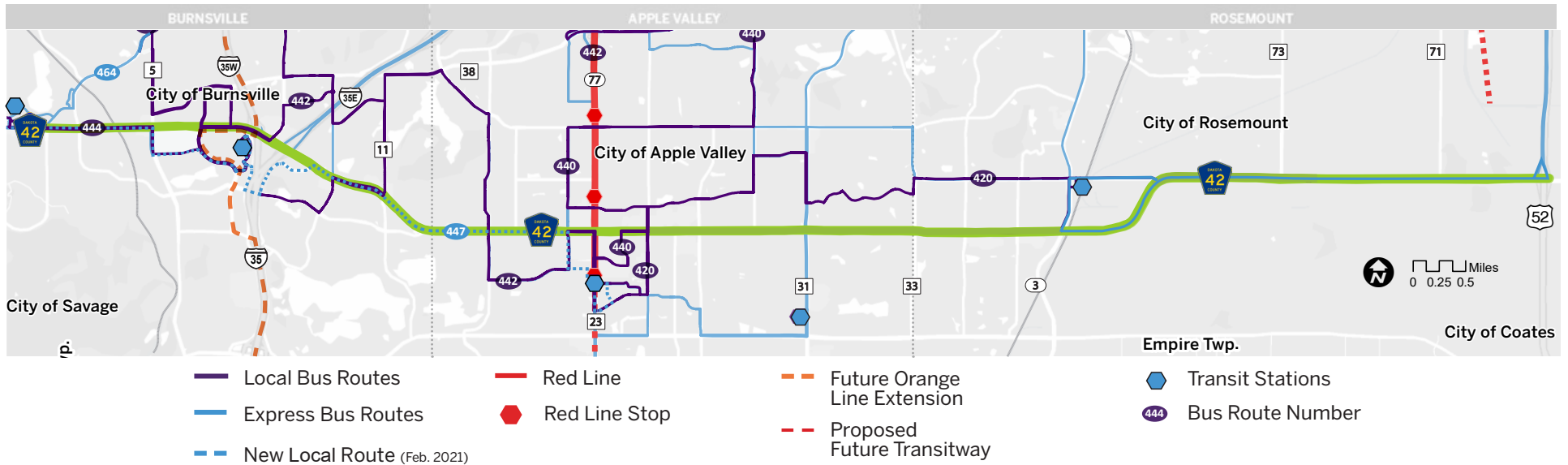
Future transit routes include:

- METRO Orange Line Phase 1 BRT (Burnsville Parkway to downtown Minneapolis)
- METRO Orange Line Extension BRT (into southern Burnsville and Lakeville)
- Additional east-west transit routes and improved facilities (planning stage)



Example of a transit stop on the Hwy 42 corridor

Figure 11. Existing and Future Transit Service



OTHER FACTORS AND CONSIDERATIONS

Aging Infrastructure

The age of the existing infrastructure provides another layer of needs to the corridor. Locations with older signals or pavement likely need to be replaced within the 20-year time frame of this study. The age of the existing signals on Highway 42 vary. The oldest signals in Burnsville were installed 30 years ago at intersections between Irving and Plymouth. The oldest signals in Apple Valley were installed over 30 years ago between Southcross and Pennock and between Garrett and Galaxie.

Pavement conditions are rated every two years. Currently, the segment from the Dakota/Scott County line to Hwy 5 and between County Road 11/Lac Lavon and Pennock Avenue have the lowest ratings.

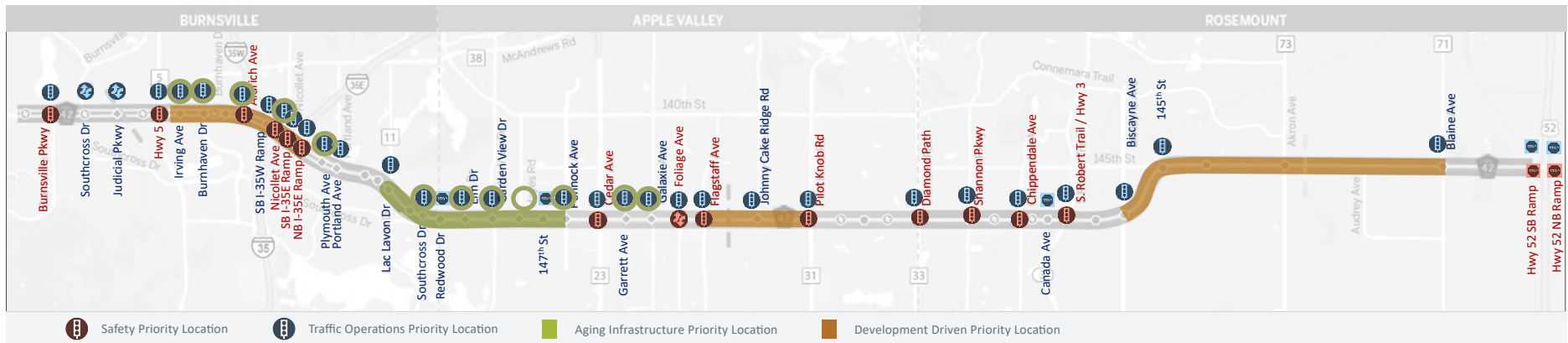
The need for replacement of aging infrastructure on the corridor is an opportunity to make improvements for all users, especially for pedestrians and bicyclists.



SUMMARY OF NEEDS ASSESSMENT

Using the information gathered about the existing and future operations and condition of the corridor, locations were prioritized based on the overlapping of needs shown in the figure below.

Figure 12. Identified Priority Locations



Safety Priority Locations

Crashes along the corridor were reviewed to identify locations that have a history of safety concerns. These locations were considered for potential improvements and opportunities to reduce future crashes. In addition to the crash history, intersection access type and traffic control type can play an important role in the safety of each intersection and the corridor. Potential improvements could include a change in the types of access.

Aging Infrastructure Priority Locations

There are numerous locations that have aging infrastructure including old signals with peeling paint, deteriorated sidewalks or broken fencing. These locations will likely need repairs in the near future.

Traffic Operations Priority Locations

Locations that experience daily congestion or will by the year 2040 were identified as part of the traffic analysis work. These locations were prioritized for the need for improvements in order to improve mobility for those on Highway 42.

Development Driven Priority Location

Future development adjacent or near the Highway 42 corridor will not only drive the need for improvements but may also help in implementing changes to the corridor as part of the development process.

CORRIDOR MANAGEMENT STRATEGIES

Based on the corridor needs and opportunities, a variety of strategies were considered to manage future vehicle mobility, pedestrian and bicycle accessibility and transit use throughout the corridor.

RIGHT-OF-WAY PRESERVATION

Dakota County requires dedication of county right-of-way for future needs through its Plat Commission. The County uses a Plat Needs Map that designates the general amount of right-of-way to be preserved, to guide development reviews.

On Highway 42 in 2021 right-of-way width varied with most segments having 150 feet to 180 feet of right-of-way to accommodate the Highway 42

roadway and adjacent sidewalks and trails. There are four segments that have 200 feet of right-of-way or more:

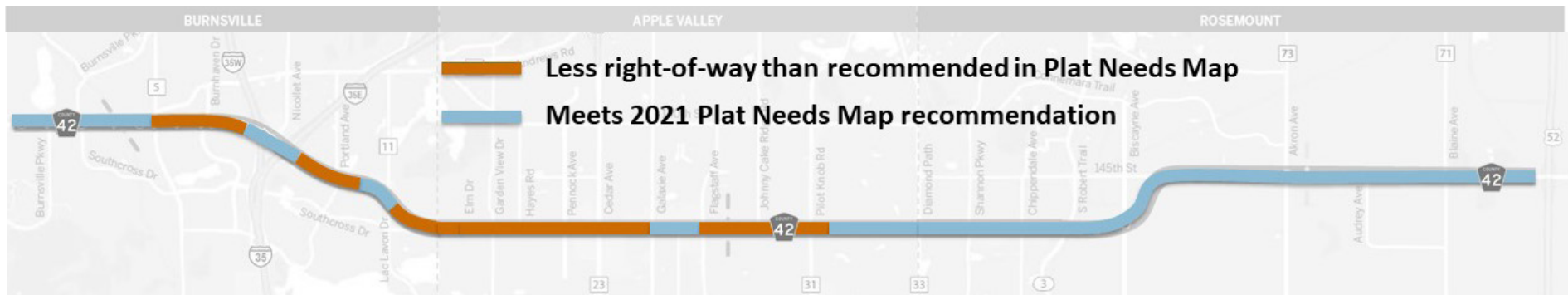
- Western end of the corridor west of Hwy 5
- Across the I-35E and I-35W corridors
- Between Portland Avenue and County Road 11/Lac Lavon Drive
- Between Galaxie Avenue and Flagstaff

The segment with the narrowest right-of-way is between Redwood Drive and Elm Drive at 110 feet. In addition, the segment between Elm Drive and Hayes Road, while having 160 feet of right-of-way, contains the four lanes of Highway 42 and parallel frontage roads on both the north and south sides of the roadway, creating a tight, constrained context.

While the corridor through the I-35W and I-35E area has a 200-foot right-of-way, this regional transportation node is constrained due to heavy motor vehicle traffic and large freeway infrastructure, along with a built environment that is heavily developed and requires multiple motor vehicle access points.

The 2021 Plat Needs Map identified a need for a total of 200-feet (100-feet on each side of Highway 42) for most of the segment from the Scott/Dakota County border to just east of Hwy 3/S. Robert Trail. The eastern segment from Hwy 3 to Hwy 52 has 150-feet (75-feet on each side) recommended. The Plat Needs Map guidance is general (Figure 13) with periodic updates needed and additional right-of-way often required at intersections or for other site conditions.

Figure 13. General Plat Needs Assessment



ACCESS MANAGEMENT STRATEGIES

One of the goals of this management plan is to recommend future improvements that have the ability to maintain efficient traffic operations while also reducing or deferring the need for expansion of Highway 42. Mobility of a corridor can be impacted by intersection spacing and capacity.

The County's Access Spacing Guidelines for Highway 42 follow principal arterial standards as documented in the DC2040 Plan, including the following:


- 1/2-mile spacing between full access points, including traffic signals
- 1/4-mile spacing for partial access such as 3/4 access
- 1/8-mile spacing between RI/RO access.


Traffic control options also have an impact on the

safety of intersections. Traffic signals typically have higher crash rates with more rear-end collisions than other traffic control.

The removal of signals and replacing with a 3/4 access, when the traffic volumes at the intersections are not high enough to warrant a signal, is one strategy to provide safety improvements for the corridor.

Based on the existing spacing and review of the need for signals with future traffic volumes, the following access changes are recommended:

 **Removing traffic signals.** Removing signals can improve safety and corridor mobility by eliminating delays at locations that can operate efficiently as 3/4 access intersection.

 **Implementing 3/4 intersections.** These types of intersections reduce the

potential for crashes by restricting vehicles crossing or turning left onto Highway 42. Intersections with 3/4 access experience fewer crashes than signalized intersections

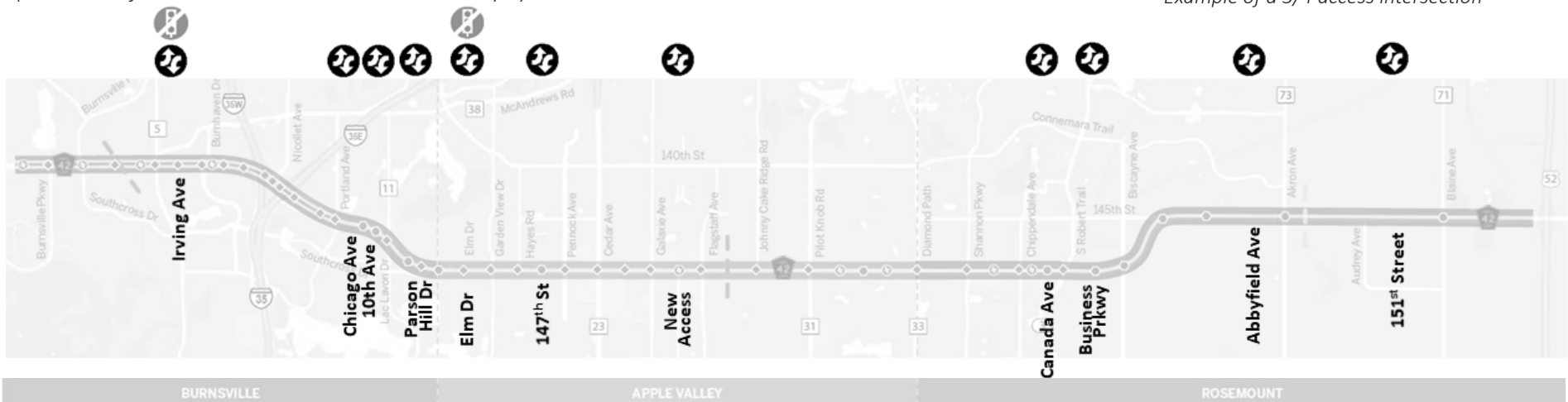
- **Assessing local traffic patterns and supporting local roads.** Additional consideration will be given to potential changes in local travel patterns when access is changed to a 3/4 access. Such locations may warrant local street improvements with the intersection recommendation. Dakota County will work in cooperation with the Cities to improve the supporting roadway system to defer Highway 42 capacity needs.



Example of a 3/4 access intersection

Figure 14. Access Change and Signal Removal Recommendations

(See more information on the Recommendation Maps.)



Private Access Management

For a principal arterial corridor, the closure of all private access points is generally recommended to manage safety and mobility. However, complete closure of all private accesses may not be practical or feasible. Therefore, the County will continue to monitor all Highway 42 private access locations based on safety, mobility, or development-driven issues.

Existing private access locations that have direct access from Highway 42 to a single land use and have alternative access on an adjacent roadway would be reviewed for potential closure. On the eastern portion of the corridor near Highway 52, most of the private accesses serve a single land use; these may remain until development drives a change in access. This area would benefit from coordinated development of supporting roads, include a possible frontage road system to reduce direct access to Highway 42 and still provide connections for all properties.

CAPACITY IMPROVEMENT STRATEGIES

Based on the existing and future 2040 traffic analyses, a number of intersections have deficiencies and operational issues that should be addressed. Depending on the level of existing or future congestion and delay at intersections, a range of capacity improvement strategies can be applied.

Separating Roadways with Bridges

A small number of intersections need more capacity and may require innovative designs or grade-separation. These include:

- Aldrich Avenue
- Cedar Avenue
- Pilot Knob Road
- Hwy 3/S. Robert Trail

The intersection of Hwy 3/S. Robert Trail also has the railroad crossing to the east that would benefit from raising Highway 42 over both the intersection and railroad.

There are a number of new and innovative solutions that can separate Highway 42 traffic from the high volumes on these local streets. Ideas include:

- **Center Turn Overpass** at Cedar Avenue would move left turning vehicles above the intersection to provide more capacity for other movements to happen at existing grade.
- **A quadrant interchange** could provide both a capacity improvement at the intersections of Aldrich Avenue and Hwy 3/S Robert Trail but would also create an opportunity for pedestrians and bicyclists to go under Highway 42 as well.

Examples of these types of roadway configurations are shown to the right.



Example of a Center Turn Overpass (Source: Virginia Department of Transportation)



Example of a Quadrant Interchange (Source: Virginia Department of Transportation)

The Hwy 3/S. Robert Trail intersection has a railroad crossing to the east that would benefit from separating Hwy 42 over Hwy 3 and the railroad.

Turn Lane Improvements

Intersections that need new turn lanes or lengthening of existing turn lanes to help reduce delay include:

- Burnhaven Drive
- Portland Avenue
- Garden View Drive
- Garrett Avenue
- Galaxie Avenue
- Shannon Parkway
- Chippendale Avenue

Plan for New Signals

As recently shown with the addition of the new signal at Akron Avenue, planning for appropriate spacing of future signals allows for local street systems and development to be planned to accommodate traffic while balancing for mobility and safety along Highway 42. The segment of the corridor east of Hwy 3 in Rosemount is a particular location where the need for more signals will need to be coordinated with development plans and local roadway network planning.

When considering signal locations, it is noted that the existing curves on Highway 42 in this segment create skewed intersections with potential sight issues. Consideration of potential improvements, such as improvements to the geometry and alignment of Highway 42 through the intersections or to change the characteristics of the roadway to reduce travel speeds should be considered.

When locations are considered for new signals the following will be criteria that will be used to

determine the appropriateness of the location:

1. Spacing with adjacent signals. It is recommended to keep signals at least 1/2 mile apart to help with corridor mobility.
2. Traffic volume warrants. Traffic volumes must be high enough throughout the day to warrant the need for signalization.
3. Local roadway connections. The local roadway network should be developed to help facilitate movement of traffic and optimize utilization of proposed signal locations.

Rethinking Freeway Connections

The I-35W/I-35E interchange segment in Burnsville has the highest traffic volumes on the corridor due to the freeway access to the interstate system. The existing configuration of ramps and lanes on Highway 42 create a large amount of weaving and conflict. Consideration of a loop ramp for southbound I-35W to eastbound Highway 42 would help remove some of this traffic conflict.

In addition, as recommended in the 1999 study, a single-point configuration for the ramps at I-35E would increase the distance between the Nicollet Avenue signal and improve corridor mobility.

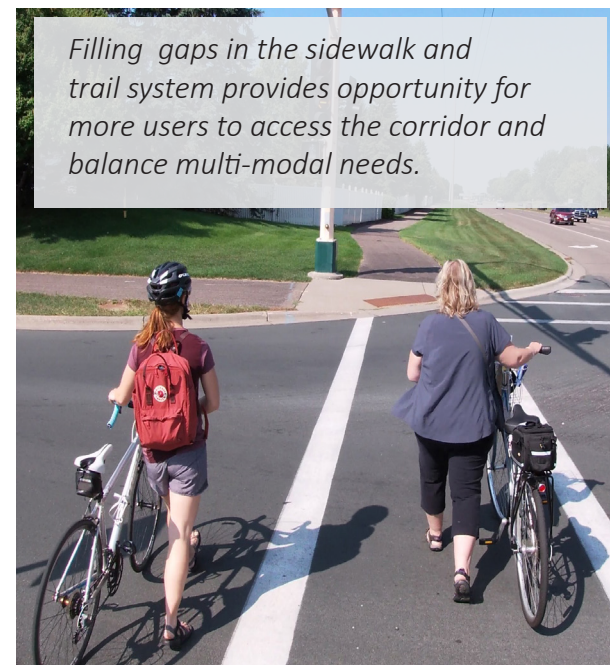
PEDESTRIAN AND BICYCLE STRATEGIES

Pedestrian and bicycle strategies are focused on providing consistent trail and sidewalks for users to move adjacent to Highway 42 and to improve their ability to cross Highway 42.

Fill sidewalk and trail gaps

A key strategy for overall improvements for multimodal users is to provide adjacent sidewalk or trail connections for existing gaps in the system. There are needs throughout the corridor to either provide sidewalk/trails where they don't exist today or improve by widening existing sidewalks to accommodate bicycles. Priority locations include:

- Between Hwy 5 and Portland Avenue in Burnsville
- The segment between Elm Drive and Pennock Avenue in Apple Valley
- Between Hwy 3/S. Robert Trail and Akron Avenue in Rosemount.



To address the existing trail gap between Elm Drive and Pennock Avenue consideration was given to converting the existing two-way frontage roads on both sides of Highway 42 into a one-way frontage road system. This option would reallocate space by narrowing the drive lane to accommodate a trail on both sides and create a boulevard green space or retain parking, as shown in the following figures.

There are multiple variations that can be considered for the direction of the one-way system with the most promising option using the Garden View intersection only to enter the frontage roads, providing benefit to the intersection operations.

Improve the ability to cross Highway 42

Strategies to improve the ability for pedestrians and bicyclists to cross Highway 42 include upgrades at existing intersections and new grade-separated crossings.

Unsignalized Intersection Strategies

Various updates at unsignalized intersections that would better accommodate multi-modal users would focus on crossings of the minor intersection street. These would include:

- Updates to medians to provide cut-throughs that are flush with the roadway pavement to improve ADA accessibility and experience for people walking, rolling, and biking parallel to Highway 42
- Improved signage and pavement markings to bring higher visibility to pedestrians and bicyclists crossing intersecting streets
- Geometric changes such as curb radii reductions and mountable truck aprons to slow turning movements and reduce crossing distances
- ADA ramp and sidewalk/trail realignment to improve accessibility
- Eliminate unnecessary access points on Highway 42 to remove conflicts

Signalized Intersection Strategies

Crossing improvements at signalized intersections include:

- Updates to medians and crossing islands to provide cut-throughs that are flush with the roadway pavement to reduce exposure and provide ADA access across intersections
- Signal upgrades with countdown timers and leading pedestrian intervals
- Improved signage and pavement markings to bring higher visibility to pedestrians and bicyclists
- ADA ramp and signal infrastructure upgrades to improve accessibility
- Geometric changes such as radii reductions and/or truck aprons to reduce crossing distances

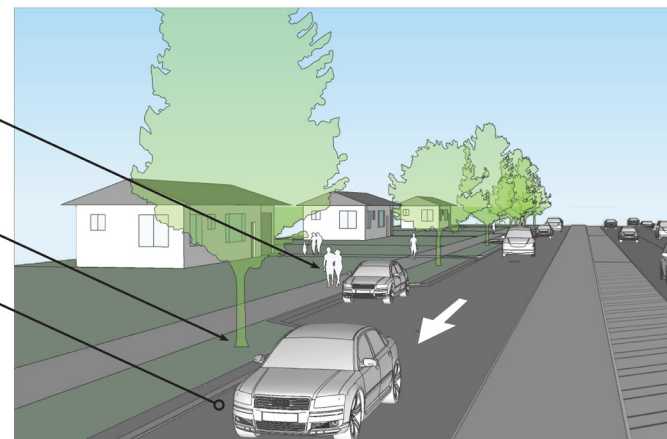
Existing conditions



One-way frontage road concept

Potential Benefits

- Sidewalk/trail for pedestrians and bicyclists
- More green space
- Increased safety for all



Pedestrian and Bicyclist Tunnels or Bridges

Some recent or planned regional trail improvements have included grade-separated crossings to provide safe and comfortable facilities for non-motorized travel. These improvements included the 2020 construction of regional trail under Highway 42 near Newon Avenue for the Lake Marion Greenway Crossing, design of an underpass east of Flagstaff Rd for the North Creek Greenway Crossing, and the planned crossing for the vermilion Highlands Greenway near the Dakota County Technical College campus.

Additional recommended locations for grade-separated improvements include:

- Aldrich Avenue as part of a roadway bridge improvement project
- Near Elm Drive to connect Redwood Park as part of a signal removal project

- Cedar Avenue as part of a roadway bridge improvement project
- Hwy 3/S. Robert Trail as part of a roadway bridge improvement project
- Structure near 145th Street to support non-signalized intersection options.

TRANSIT STRATEGIES

There are a variety of transit services offered through the study area, connecting riders to destinations locally and regionally. Metro Transit operates the Red Line (Bus Rapid Transit) along Cedar Ave., connecting Apple Valley to the Mall of America. Minnesota Valley Transit Agency (MVTA) provides transit service through the area with seven established express routes, providing

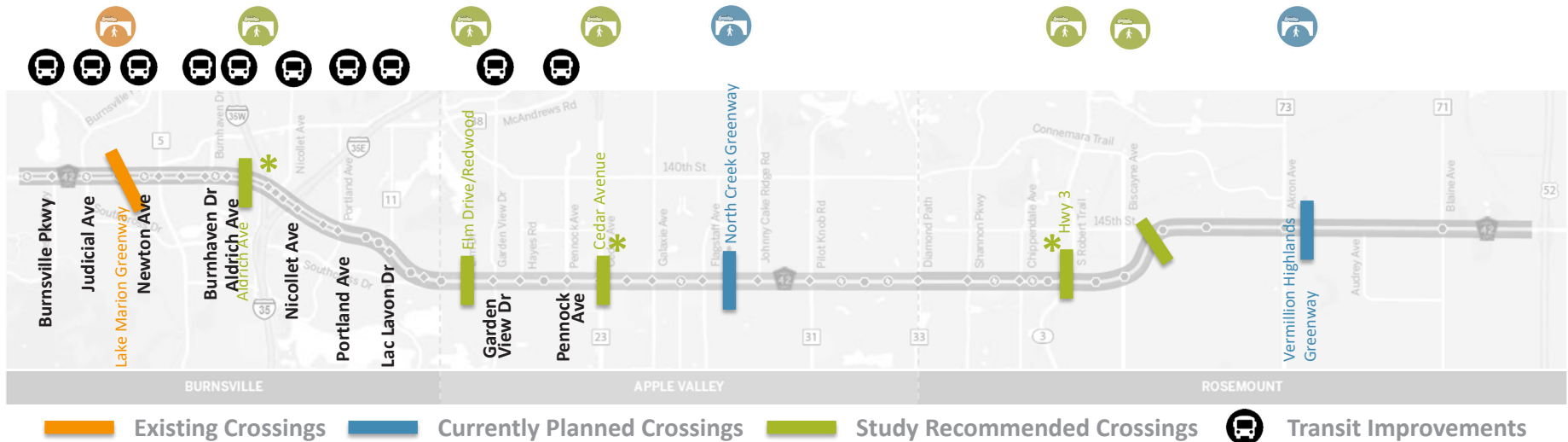
connections to regional transit hubs, and six local routes with stops on or near Highway 42. MVTA also provides “Connect” service, a on-demand public transit service operating in parts of Burnsville, Apple Valley, Rosemount and Savage.

Most of the regional routes that provide service to the corridor follow a north-south alignment through the study area, with the local routes providing a greater level of east-west service. There are currently no east-west routes that provide service along the full extent of the study corridor from Burnsville to Rosemount. However, MVTA began operating Route 447 in 2021, which provides fixed-stop service along much of Highway 42 west of Cedar Avenue.

There are few locations with frequent fixed stops directly on Highway 42 due to congestion on the roadway and ridership or facility limitations. Many other bus stops pick up and drop riders on intersecting roadways.

Figure 15. Transit and Grade-Separated Pedestrian Crossing Recommendations

(See more information on the Recommendation Maps.)



Planning for Future Transit Needs

There are several planned services that are in various stages of the development process. At the regional level, METRO Orange Line Phase I BRT will provide service between downtown Minneapolis and Burnsville Parkway in Burnsville, using the I-35W corridor. There are future plans for a METRO Orange Line to extend the transit services into southern Burnsville and Lakeville.

At the local level, MVTA, Dakota County and Scott County have identified Highway 42 as a viable corridor to provide more direct east-west transit routings and improved facilities. This is consistent with the recommendations expressed in the 2017 Dakota County East-West Transit Study as well as goals expressed in the Scott County Transit Plan and the MVTA's transit service plan, which is currently under development.

MVTA, Dakota County and Scott County have identified Highway 42 as a viable corridor to provide more direct east-west transit routings and improved facilities.

The funding and ridership feasibility of such transit routings and facility improvements are currently unknown and will require further evaluation and coordination between agencies.

For management of the Highway 42 corridor it is recommended to consider improving fixed stops when reasonable within intersection or segment projects. In particular, the segment from the county border, through Burnsville connecting to Cedar Avenue is considered the highest priority for these types of improvements.

Potential roadway improvements that would positively impact pedestrian connections and transit stop accessibility would set the corridor up to accommodate a more robust transit service in the future.

Improvements to travel time reliability using Transit Signal Priority (TSP), bus bays, far-side stops and improvements to walking and biking facilities would further support future transit service on and across Highway 42. Transit stop improvements can include sidewalk connections, landing areas, seating areas and shelters, subject to needs and partnering for funds with MVTA or other agencies.



FUTURE TECHNOLOGY STRATEGIES

Preparing for and utilizing new technologies can help manage traffic and improve safety along Hwy 42 and supporting roadways. Four areas that are recommended for the corridor include:



Stay Connected. Continue implementing the corridor-wide fiber system with enough capacity for future needs. This will allow new technologies to be implemented and build a connected system for future automated vehicle technologies.



Camera Management. Camera systems for both incident management and real-time traffic management are in place. Enhancements can allow for faster emergency response time and for signal systems to quickly respond to needs.



Messaging Systems. Real-time messaging systems, such as dynamic messaging signs or future connected vehicle displays, can be especially useful to encourage a change in travel patterns and the use of the supporting roadway network.



Adaptable Technology. Signal systems of today have the ability to adapt to future technology and needs. As new signals are installed on the corridor, they should be installed to allow future technologies to be added as they become available.

SUPPORTING ROADWAY NETWORK STRATEGIES

There are numerous roadways that provide alternative routes for traffic on Highway 42. Improvements to these roadways can help encourage the use of less congested corridors to reach destinations. Locations that should continue to be considered for mobility improvements include:

Burnsville

The Southcross Dr connection allows travelers to bypass the most congested segment of the corridor in the I-35E and I-35W interchange area. Potential improvements to Southcross Drive and McAndrews Road could use signal technology to reduce the travel time.

Apple Valley

The Cedar Ave and Highway 42 intersection is the most congested intersection on the corridor. Improvements to the local streets and signals could reduce traffic demand. Coordinating signals on the local streets to improve travel times is an example of improvements to be considered. Improvements to reduce delay on Highway 42 may be applied to 147th Street, 153rd Street and 157th Street.

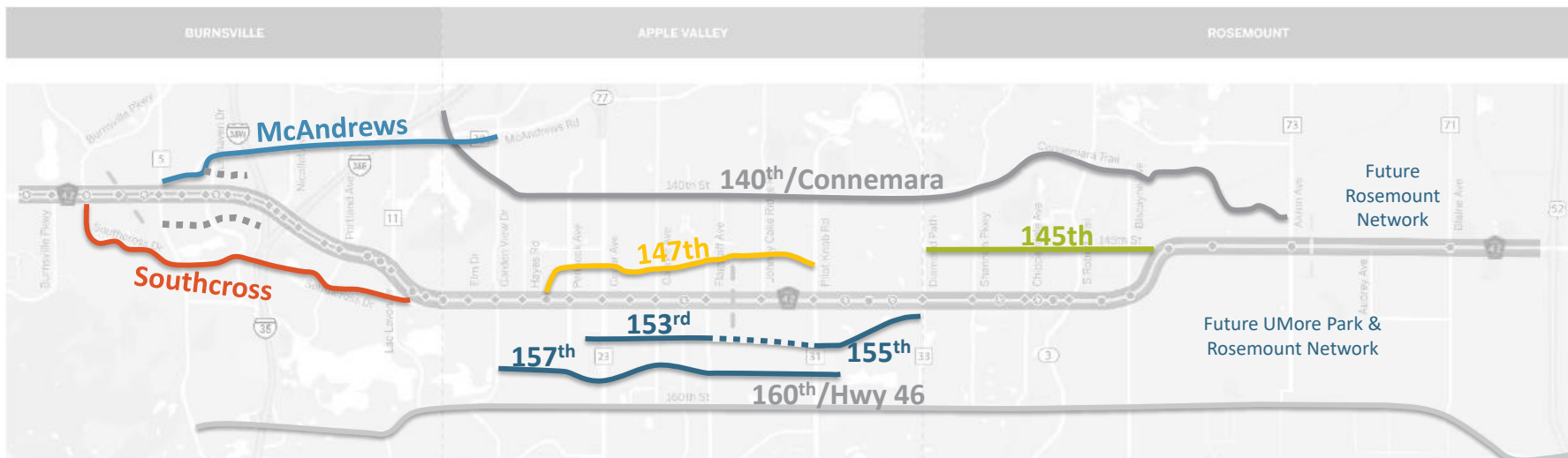
Rosemount

The City of Rosemount and Dakota County will plan for a supporting local roadway system that will accommodate future development. Future access improvements with Hwy 42, including

locations of future signals and 3/4 accesses, will be consistent with previous recommendations adopted in 2007.



Figure 16. Supporting Roadways & System Perspective



CORRIDOR MANAGEMENT RECOMMENDATION MAPS

PLAN IMPLEMENTATION

The 2040 Management Plan for Hwy 42 includes recommendations and guidance for all intersections and segments. Please see the Recommendation Maps for all details.

The recommendations from this Management Plan will be used by Dakota County and the partnering Cities to guide planning and changes along Hwy 42. Projects will be identified as the partners complete annual updates to Capital Improvement (CIP) budgets that establish funding packages, and determine project programs in order to achieve the long-term management goals on the corridor.

As with any management plan, these recommendations will be referenced and evaluated if and when locations present needs like the following:

1. **Safety concerns.** Dakota County will continually monitor crash statistics along the corridor and safety concerns may trigger the need for improvements.
2. **Traffic operations.** In addition to safety, the County will continue to monitor operations and delay on the corridor. If traffic volumes reach a level that meet signal warrants or justify other measures, the County will work with partners to determine next steps, including possible project development.

3. **Roadway projects.** Planned pavement upgrades or larger corridor improvement projects will utilize the recommendations from this plan to finalize the scope of the project.

4. **Adjacent parcel development.** This plan will be referenced whenever a parcel is developed or redeveloped through the Dakota County Plat Commission reviews. These reviews will consider access locations, local roadway connections and potential right-of-way needs.

Additional consideration will be given to potential changes in local travel patterns when access is restricted. Dakota County will work in cooperation



with the Cities to address supporting roadway system changes to defer additional Hwy 42 capacity needs and manage operations.

This plan provides an overall blueprint to guide future management, including appropriate roadway improvements on Highway 42. It is anticipated that agency partners will also reference and utilize the plan in the following ways:

- Metropolitan Council and MnDOT can use the plan as a reference when completing updates to state and regional plans.
- Dakota County's official adoption of this plan (3/22/22 County Board) achieves the goal of a Highway 42 Corridor Management Plan as supported in the County's 2040 Transportation Plan. The County resolution includes the commitment to work with partners towards the goals and objectives reflected in the Hwy 42 Corridor Management Plan.
- The Cities, as study partners, have provided resolutions of support that are included in the Appendix. These resolutions confirm local commitments to work towards the goals and objectives of the Hwy 42 Corridor Management Plan, including through local land use and transportation planning.

This plan provides an overall blueprint to guide future management, including appropriate roadway improvements on Highway 42.

CORRIDOR MANAGEMENT RECOMMENDATION MAPS

2040 Corridor Management Plan for Dakota County Highway 42

This Corridor Management plan provides 20-year guidance for managing Highway 42 from the County's west border in Burnsville to Highway 52 in Rosemount. The Corridor Management Plan is based on the recommendations from the Visioning Study that provided a data driven approach that considered both existing and future traffic operations, reviewed existing safety issues, and documented pedestrian, bicyclist and transit users needs on the corridor. The Visioning Study identified multiple strategies to improve capacity, infrastructure, pedestrian/bicycle facilities and connectivity, and access management that can be prioritized for implementation. More details on the Visioning Study can be found in the Technical Memorandum documentation.

RECOMMENDATION MAPS

The following recommendations maps summarize the various tools and management strategies for roadway, pedestrian, bicyclist and transit improvements. These recommendations can address the existing or future needs of the corridor and help reach the goals of improving safety, reducing congestion and delays, providing access to adjacent properties and planning for future transportation needs.

CORRIDOR MANAGEMENT RECOMMENDATION MAPS LEGEND



Recommends a right-in/right-out intersection that removes the ability for local street and Highway 42 traffic to make left turns. In some locations the right-in/right-out is only in one direction and is depicted with white arrows in the icon.



Recommends a 3/4 intersection that allows left-turns from Highway 42 to the local street but does not allow left turns from the local street onto Highway 42. In some locations the left-in is only in one direction and is depicted with only one white arrow in the icon.



Denotes a full-access location where the local street stops but has the ability to make a left, right or go through at the Highway 42 intersection. These locations will continue to be monitored for safety or capacity issues. Justification for future signals or for alternative traffic controls will be based on assessment of traffic needs.



Recommendation for a future grade-separation of the local street and Highway 42 at the highest volume intersections. Further study needed to determine final configuration.



These locations represent a recommendation for enhancements to an existing signal such as re-timing, adding yellow-flashing arrows or light enhancements to improve visibility of signal head or can show locations of planned new signals.



Recommends either adding additional turn lanes or lengthening existing turn lanes to accommodate future traffic volumes.



Removal of an existing signal, typically recommended to be replaced with a 3/4 access intersection configuration instead.



Icon represents new freeway loop ramps at locations with freeway connections with Highway 42.



Priority locations for intersection improvements for pedestrian and bicyclists.



Recommended locations for tunnels or bridges for pedestrians and bicyclists.



Locations for future transit stop improvements including sidewalk connections, platforms for loading, benches, lighting or shelters.



Identifies locations where either new frontage/backage roadways or improvements to existing frontage roads are recommended.



Locations that require further study to determine the final roadway and intersection configurations.



Coordinated improvements will be grouped together inside boxes to note items that should be implemented together.

(April 2022)

NOTE: These pages are formatted for 11 x 17 printing

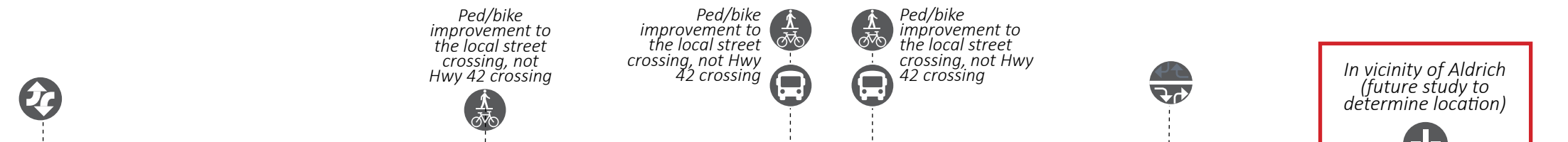


Corridor Management Recommendations

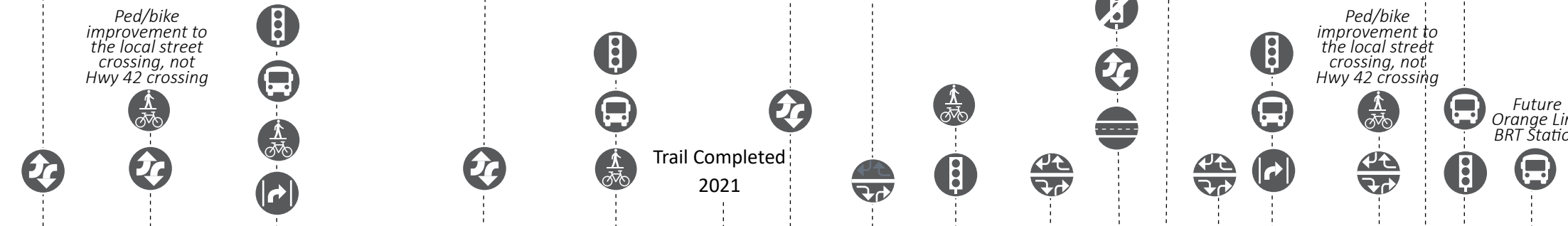
2040 Vision Plan Co Hwy 42 and Segments

Figure A
City of Burnsville
Section 1 of 2

LONG TERM RECOMMENDATION

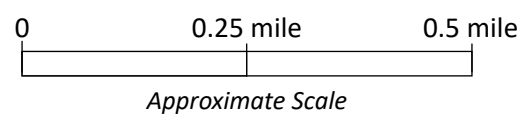


SHORT/MEDIUM TERM RECOMMENDATION



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND — Hwy 42 City Boundary Lake Marion Greenway Trail Crossing Potential Grade Separation Study Area

- | | | | |
|--|--|--|--|
| Right-in/Right-out Intersection | Intersection Turn Lane or Capacity Improvement | Intersection Pedestrian and Bicycle Enhancements | Future Study Recommended
<i>Locations where follow-up studies are recommended to review improvement options are outlined in red</i> |
| 3/4 Intersection | Freeway Loop Grade Separation | Pedestrian and Bicycle Underpass/Overpass | |
| Roadway Grade Separation | Existing Signal Enhancements | Transit Stop Improvements | |
| Full-access Intersection
<i>Locations will be evaluated for future traffic control needs*</i> | Signal Removal | Frontage/Backage Road Improvements | |



County Line to County Road 5
SEGMENT NEEDS: Most 1999 study recommendations have been implemented. Corridor needs to 2040 focus on transit and pedestrian/bicycle improvements.
RECOMMENDATIONS: A new grade-separated regional trail crossing between Judicial Road and Newton Avenue would provide needed pedestrian/bike connection. Transit stop improvements are suggested at key intersections.

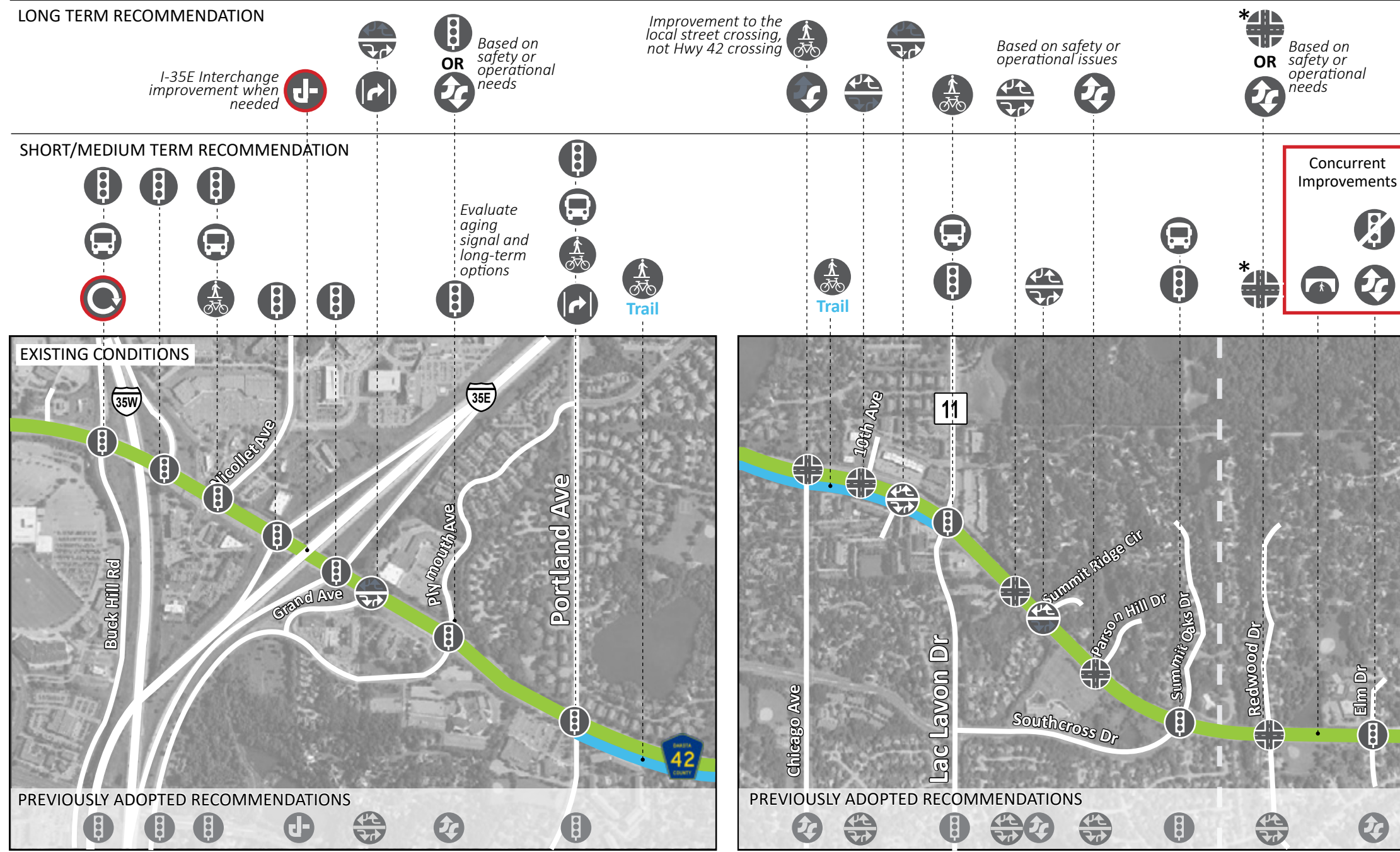
County Road 5 to Aldrich Avenue
SEGMENT NEEDS: Segment includes coordinated signals influenced by the I-35W/I-35E interchange area, causing long delays.
RECOMMENDATIONS: Remove the signal at Irving Avenue to improve corridor mobility and remove the Aldrich signal as part of a recommended grade separation project to serve local traffic, pedestrians and bicyclists (a future study will determine details).
The timing of improvements will depend on redevelopment and future traffic conditions. Planning for new connections and supporting roadways is also essential, especially in implementing the Center Village Redevelopment Vision Area network improvements or other local projects. Improvements at the freeway ramps will provide opportunities to re-time remaining signals and improve operations for this segment.

**Justification for future signals at full-access intersections will be based on assessment of traffic needs.*

Corridor Management Recommendations

2040 Vision Plan Co Hwy 42 and Segments

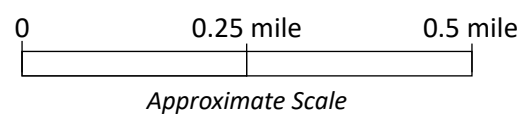
Figure B
City of Burnsville
Section 2 of 2



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND

— Hwy 42
 City Boundary
 — New Trail

- | | | | | | | |
|--|--|--|--|--|--|--|
| | Right-in/Right-out Intersection | | Intersection Turn Lane or Capacity Improvement | | Intersection Pedestrian and Bicycle Enhancements | Future Study Recommended
Locations where follow-up studies are recommended to review improvement options are outlined in red. |
| | 3/4 Intersection | | Freeway Loop Grade Separation | | Pedestrian and Bicycle Underpass/Overpass | |
| | Roadway Grade Separation | | Existing Signal Enhancements | | Transit Stop Improvements | |
| | Full-access Intersection
<i>Locations will be evaluated for future traffic control needs*</i> | | Signal Removal | | Frontage/Backage Road Improvements | |
| | | | | | | |



I-35W/I-35E Interchange (to Plymouth Avenue)
 SEGMENT NEEDS: The segment experiences weaving and safety issues and high demand for westbound left-turning vehicles to travel north on I-35W and I-35E.

RECOMMENDATIONS: One option includes adding a loop ramp for southbound I-35W to eastbound Hwy 42, which will balance traffic across all lanes and reduce weaving and safety issues. As part of this improvement, Buck Hill would be realigned to utilize a new Aldrich connection to access Hwy 42. Other alternatives should also be considered, including replacing aging signals and coordinating improvements through the segment. Pedestrian and bike accommodations are needed to provide more comfort in this high-traffic volume segment.

Portland Avenue to Lac Lavon Drive
 SEGMENT NEEDS: Current sidewalk/trail gap and multiple full-access locations for local street and private parcels should be considered for a reduction in access.

RECOMMENDATIONS: Extend three lanes eastbound through the Portland Avenue intersection. Coordinate transit improvement opportunities. Fill trail gap from Portland Avenue to Lac Lavon Drive.

Lac Lavon Drive to Southcross Drive
 SEGMENT NEEDS: Multiple full-access locations for local street and private parcels need to be managed.

RECOMMENDATIONS: Consider the option to convert Parson Hill Drive to a 3/4 access in the long term. This would retain U-turn opportunities for traffic movements in this segment while managing safety where needed.

Southcross Drive to Elm Drive
 SEGMENT NEEDS: Close spacing of existing signals at Southcross Drive, Elm Drive and Garden View Drive impacts mobility on Hwy 42. Elm Drive's current and future local street volumes do not justify the need for the signal (also reference Figure C).

RECOMMENDATIONS: Maintain/enhance the signal at Southcross Drive. Keep Redwood Drive as full-access (unless safety issues arise). Remove the Elm Drive signal concurrent with a new pedestrian underpass.

**Justification for future signals at full-access intersections will be based on assessment of traffic needs.*

Figure C
City of Apple Valley
Section 1 of 2

LONG TERM RECOMMENDATION

- * Based on safety or operational needs
- OR

SHORT/MEDIUM TERM RECOMMENDATION

Concurrent Improvements

Coordinated Improvements

+

Consideration of Frontage Road Options

EXISTING CONDITIONS

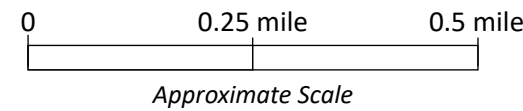


PREVIOUSLY ADOPTED RECOMMENDATIONS



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND

- Right-in/Right-out Intersection
- 3/4 Intersection
- Roadway Grade Separation
- Full-access Intersection
*Locations will be evaluated for future traffic control needs**
- Intersection Turn Lane or Capacity Improvement
- Freeway Loop Grade Separation
- Existing Signal Enhancements
- Signal Removal
- Intersection Pedestrian and Bicycle Enhancements
- Pedestrian and Bicycle Underpass/Overpass
- Transit Stop Improvements
- Frontage/Backage Road Improvements
- Future Study Recommended
Locations where follow-up studies are recommended to review improvement options are outlined in red.



**Justification for future signals at full-access intersections will be based on assessment of traffic needs.*

Garden View Drive Intersection

INTERSECTION NEED: There are delays and issues with limited storage for left-turning vehicles on Hwy 42 and blocking vehicles on Garden View Drive using the frontage roads as they wait to turn on to Hwy 42. The signal is aging and modernization is needed.

RECOMMENDATION: Extending the westbound left-turn lane on Hwy 42 would better accommodate future traffic volumes. Upgrades to signals, including pedestrian and bicycle crossing features, and transit stop improvements are recommended.

Elm Drive to 147th Street – Frontage Road Options

SEGMENT NEEDS: Current gap in sidewalk/trail system with pedestrian crossing needs near Elm Drive limit safety and mobility.

RECOMMENDATION: Trails could be added within the existing right-of-way by converting to one-way frontage roads on both sides of Hwy 42. This conversion would also simplify traffic operations. Such options may allow more space for pedestrian and bicycle amenities and boulevard space for vegetation, as well as provide a better buffer between the residential neighborhood and Hwy 42.

INTERSECTION RECOMMENDATION: Remove the Elm Drive intersection signal and replace with a 3/4 access, concurrent with construction of a new pedestrian underpass (reference Figure B).

Pennock Avenue to Galaxie Avenue

INTERSECTION NEED: The Cedar Avenue intersection has the highest entering volumes of traffic within the study area. The cycle lengths of adjacent signalized intersections are based on accommodating this one intersection.

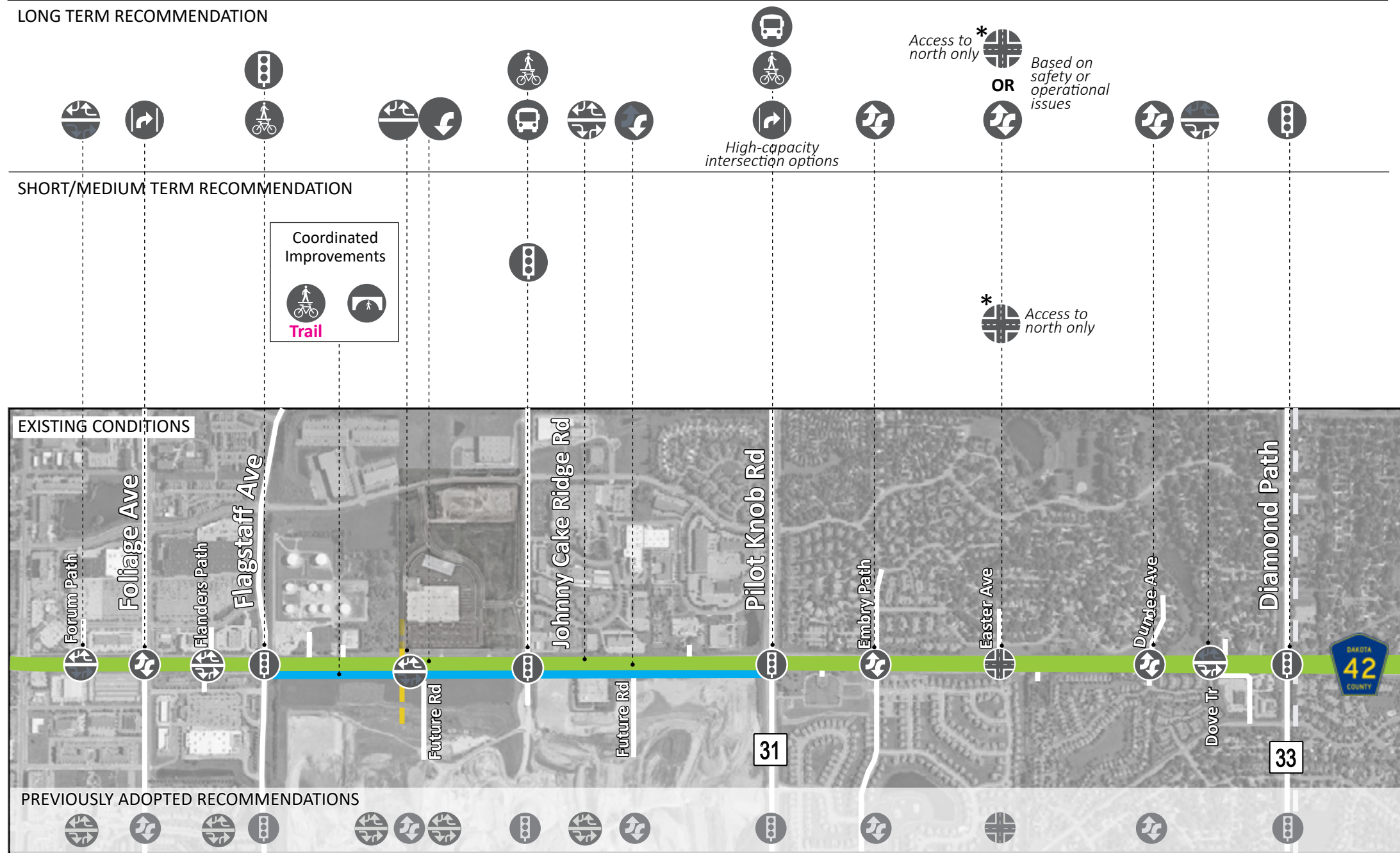
SEGMENT NEEDS: The Hwy 42 segment east of Cedar Avenue (to Diamond Path) is at risk of being over capacity by 2040 and beyond. The overall vision and recommendations are intended to manage intersections and limit or defer expansion to six lanes.

RECOMMENDATION: By the year 2040, a grade-separated crossing at Cedar Avenue may be required to manage traffic and safety. Multiple design options exist that would minimize property impacts as well as accommodate future traffic and improve safety for all modes, including pedestrians and bicyclists.

Corridor Management Recommendations

2040 Vision Plan Co Hwy 42 and Segments

Figure D
City of Apple Valley
Section 2 of 2



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND

- Hwy 42
- City Boundary
- North Creek Greenway Trail
- New Trail

Right-in/Right-out Intersection	Intersection Turn Lane or Capacity Improvement	Intersection Pedestrian and Bicycle Enhancements	Future Study Recommended <i>Locations where follow-up studies are recommended to review improvement options are outlined in red.</i>
3/4 Intersection	Freeway Loop Grade Separation	Pedestrian and Bicycle Underpass/Overpass	
Roadway Grade Separation	Existing Signal Enhancements	Transit Stop Improvements	
Full-access Intersection <i>Locations will be evaluated for future traffic control needs*</i>	Signal Removal	Frontage/Backage Road Improvements	

0 0.25 mile 0.5 mile
Approximate Scale

Flagstaff Avenue to Pilot Knob Road

SEGMENT NEEDS: The future roadway network should be designed as part of the development of the land south of Hwy 42.

The Hwy 42 segment east of Cedar Avenue (to Diamond Path) is at risk of being over capacity by 2040 and beyond. The overall vision and recommendations are intended to manage intersections and limit or defer expansion.

RECOMMENDATION: Complete the planned grade-separated greenway trail between Flagstaff Avenue and Johnny Cake Ridge Road with a combination of 3/4 and right-in/right-out intersections as development fills in.

Pilot Knob Road will be reaching the capacity of the current configuration near 2040. Various high-capacity intersection designs exist and should be considered in coordination with future development. One option would be a median U-turn design that restricts left turns at the Hwy 42 and Pilot Knob Road intersection by directing traffic to take a right turn, navigate through the roundabout to make a U-turn on Pilot Knob Road and continue back through the Hwy 42 and Pilot Knob Road intersection. Other options should also be considered.

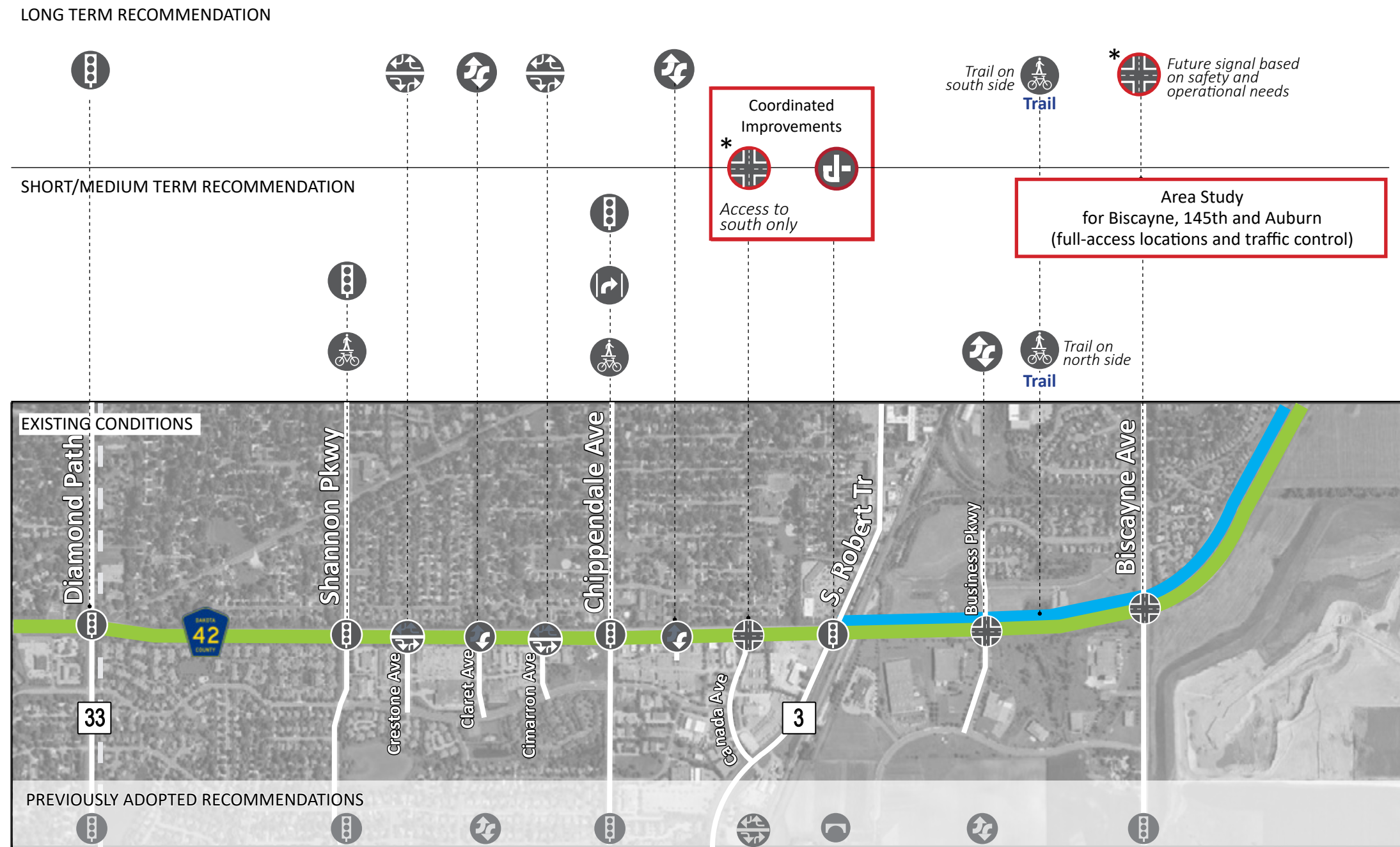
Pilot Knob Road to Diamond Path

SEGMENT NEEDS: This segment has good signal spacing and access control. Easter Avenue, a T-intersection with full access, should be monitored for traffic operations or safety concerns.

RECOMMENDATION: Evaluate options including limiting access at Easter Avenue if safety or capacity issues arise in the future.

***Justification for future signals at full-access intersections will be based on assessment of traffic needs.**

Figure E
City of Rosemount
Section 1 of 3



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND
— Hwy 42 City Boundary — New Trail

- | | | | |
|--|--|--|---|
| Right-in/Right-out Intersection | Intersection Turn Lane or Capacity Improvement | Intersection Pedestrian and Bicycle Enhancements | Future Study Recommended
<i>Locations where follow-up studies are recommended to review improvement options are outlined in red.</i> |
| 3/4 Intersection | Freeway Loop Grade Separation | Pedestrian and Bicycle Underpass/Overpass | <p>Approximate Scale</p> |
| Roadway Grade Separation | Existing Signal Enhancements | Transit Stop Improvements | |
| Full-access Intersection
<i>Locations will be evaluated for future traffic control needs*</i> | Signal Removal | Frontage/Backage Road Improvements | |

Diamond Path to Chippendale Avenue

SEGMENT NEEDS: This segment has good access control and signal spacing. There are demands for pedestrian and bicycle mobility and some history of related safety problems.

RECOMMENDATIONS: Improvement options include signal enhancements, turn lane improvements and enhanced pedestrian/ bicycle accommodations.

Chippendale Avenue to Biscayne Avenue

SEGMENT NEEDS: High-volume intersections and the at-grade railroad crossing near Hwy 3 and S. Robert Trail require continued planning.

RECOMMENDATIONS: The S. Robert Trail intersection will operate for a time with acceptable mobility and levels of delay. However, future traffic volumes will cause additional delay and increase safety concerns.

A grade separation would address these future mobility and safety concerns while also addressing the at-grade railroad crossing east of the intersection. A quadrant roadway configuration would include a Hwy 42 bridge over Hwy 3 and S. Robert Trail and the railroad. Canada Avenue or a similar route would connect to move traffic between Hwy 42 and S. Robert Trail. Other options should also be considered.

Future traffic growth will determine if or when the Biscayne Avenue intersection meets signal justification.

Hwy 3/Robert Trail to Biscayne Avenue

SEGMENT NEEDS: The trail gap between Hwy 3 and Biscayne Avenue limits pedestrian/bicyclist mobility.

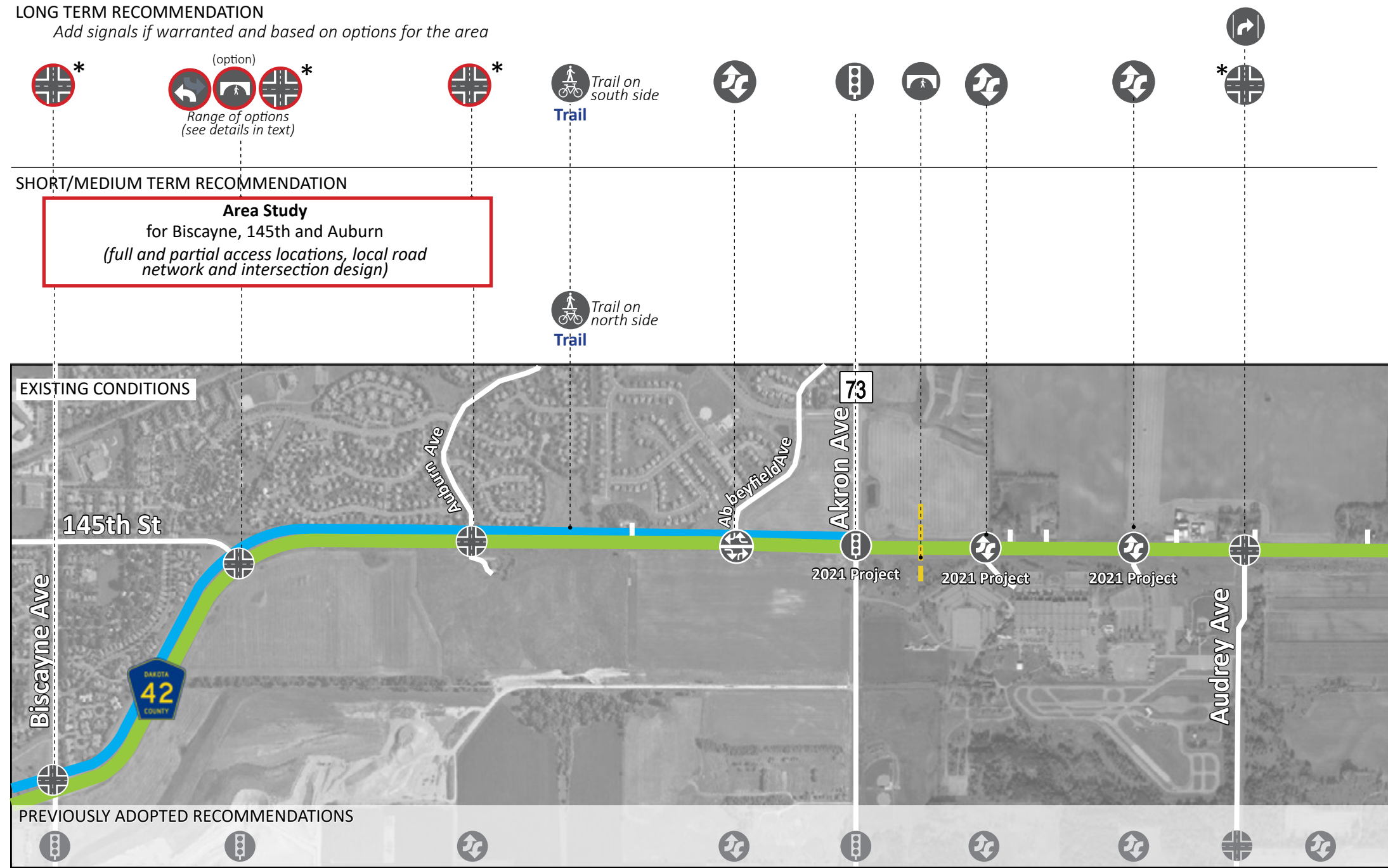
RECOMMENDATIONS: Provide trail along Hwy 42 for pedestrians and bicyclists. The north side of Hwy 42 is the immediate priority, with a trail along the south side with development.

***Justification for future signals at full-access intersections will be based on assessment of traffic needs.**

Corridor Management Recommendations

2040 Vision Plan Co Hwy 42 and Segments

Figure F
City of Rosemount
Section 2 of 3



Biscayne Avenue to Auburn Avenue

SEGMENT NEEDS: The intersection of 145th Street is on a tight curve with sight distance issues, and therefore not recommended as a future full-access intersection in the current location and configuration. Biscayne Avenue and Auburn Avenue are more suited for full access, with intermediate partial accesses unless the 145th Street intersection is reconfigured in coordination with development.

RECOMMENDATIONS: Potential changes should be studied further to address safety concerns of full-access locations and the need to accommodate the future roadway network as the area develops.

The intersection at 145th Street, in particular, will require a review of system access, location and a range of design options. Issues and long-term options include:

- Change intersection to partial access or offset-T intersections that may use U-turns or T-intersection designs to accommodate left-turn movements from the side streets. If justified based on traffic growth and redevelopment, such options would allow for future signals at Auburn Avenue and Biscayne Avenue.
- Consider relocation and design of the intersection to improve sight distance and geometry for a possible fourth leg to the east. It should be noted that the County would not permit long-term full-access intersections at both 145th Street and Auburn Avenue.
- Other options to be determined, including structure for pedestrians and bicycles nearby if needed with no signal.

Auburn Avenue to Audrey Avenue

SEGMENT NEEDS: The Akron Avenue signal, added in 2021, provides full signalized access to Hwy 42 for this developing portion of the corridor. Additional trail connections are needed on Hwy 42.

RECOMMENDATION: Potential signals at Auburn Avenue and Audrey Avenue should be considered based on future traffic and new, local roadway connections to Hwy 42. Signal justification will be dependent on actual development and traffic growth.

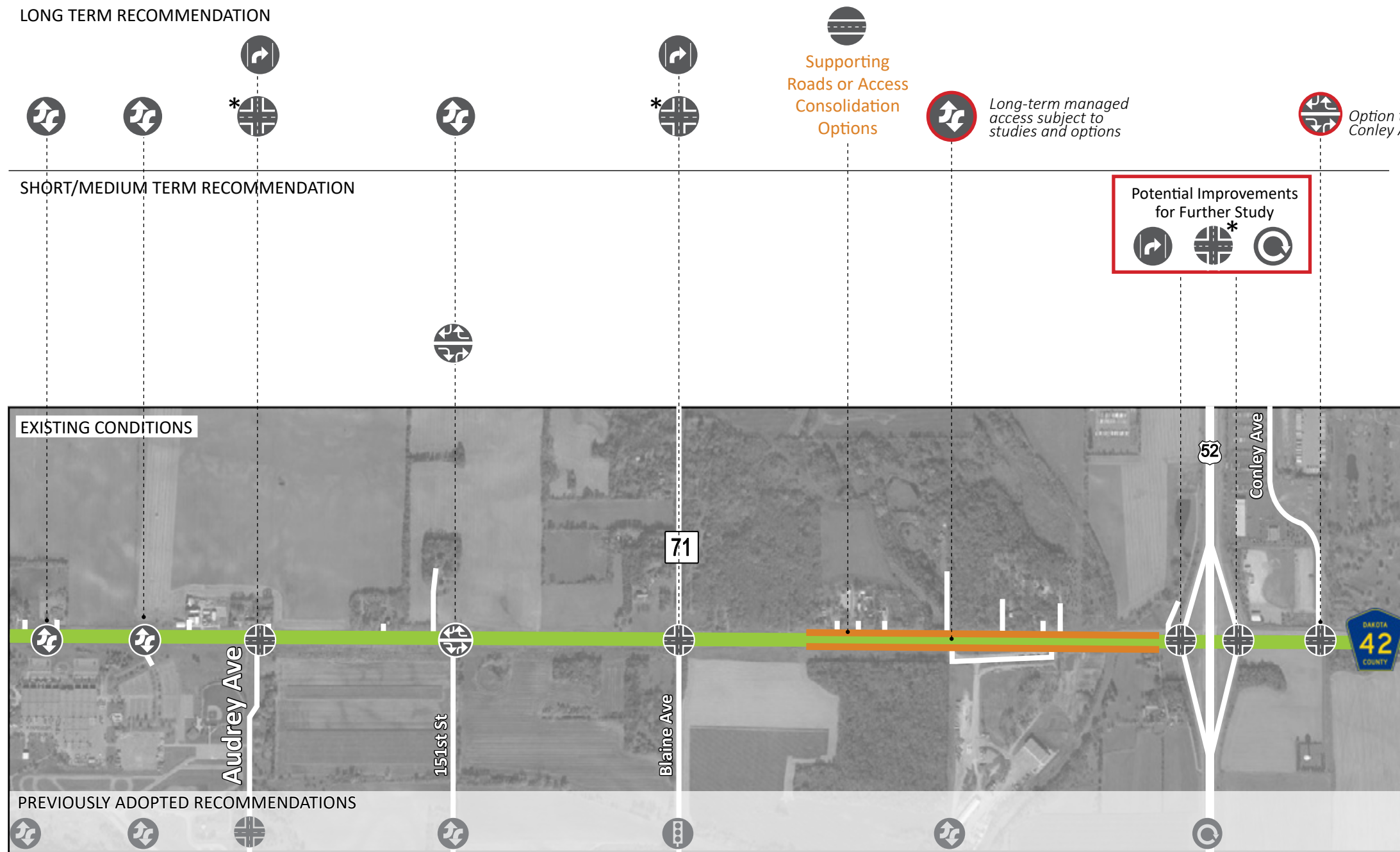
A higher priority trail gap is on the north side of Hwy 42 between Biscayne Avenue and Akron Avenue. The trail on the south side of Hwy 42 will likely be completed with future development.

***Justification for future signals at full-access intersections will be based on assessment of traffic needs.**

CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND — Hwy 42 City Boundary Vermillion Highlands Greenway Concept Plan — New Trail

			Locations where follow-up studies are recommended to review improvement options are outlined in red.
Locations will be evaluated for future traffic control needs*			

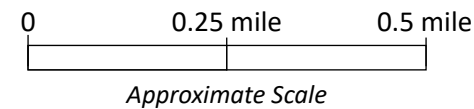
0 0.25 mile 0.5 mile
Approximate Scale



CORRIDOR MANAGEMENT RECOMMENDATIONS LEGEND — Hwy 42 City Boundary Possible Frontage Road Options (consider backage roads as well)

- | | | |
|--|--|--|
| Right-in/Right-out Intersection | Intersection Turn Lane or Capacity Improvement | Intersection Pedestrian and Bicycle Enhancements |
| 3/4 Intersection | Freeway Loop Grade Separation | Pedestrian and Bicycle Underpass/Overpass |
| Roadway Grade Separation | Existing Signal Enhancements | Transit Stop Improvements |
| Full-access Intersection Locations will be evaluated for future traffic control needs* | Signal Removal | Frontage/Backage Road Improvements |

Future Study Recommended
Locations where follow-up studies are recommended to review improvement options are outlined in red.



**Justification for future signals at full-access intersections will be based on assessment of traffic needs.*

Audrey Avenue to Blaine Avenue

SEGMENT NEEDS: Access to Hwy 42 needs to be planned as part of development reviews and the supporting local roadway network.

RECOMMENDATIONS: Future signals at Audrey Avenue and Blaine Avenue and reconfiguration of the intersection of 151st St to a 3/4 intersection should be considered. Similar to the segment to the west, adding signals is considered a long-term need and should be evaluated through coordinated plans. Options for non-signalized and signalized intersections on Hwy 42 should be considered as part of the development of supporting roadways.

Blaine Avenue to Hwy 52

SEGMENT NEEDS: Access to Hwy 42 needs to be planned for future development and improvements to the local roadway network. The many full-access openings and private accesses onto 42 need to be addressed.

RECOMMENDATIONS: In coordination with interchange improvements at Hwy 52 and the recommendation of half-mile spacing of full-access on Hwy 42, long-term access management options should be considered, including frontage and backage roads connecting to Blaine Avenue.

Hwy 52

INTERCHANGE NEEDS: Existing and future congestion and delay is caused by high volumes of vehicles going eastbound and turning left to go northbound on Hwy 52 in the morning and traffic exiting from southbound Hwy 52 in the evening.

RECOMMENDATIONS: Interchange improvements are dependent on traffic growth on Hwy 42 as it relates to the potential realignment of Hwy 55 onto Hwy 42 that MnDOT intends to analyze in a future study. Recommendations from the study will be used to determine future interchange needs.

The previous Hwy 52/42/55 study conducted in 2002 outlined steps and tools to ensure the viability of a future interchange. These include:

- Implementing the Official Map adopted by the City of Rosemount
- Local roadway connection of 138th Street and 140th street (under existing Hwy 52 bridge)
- Relocating Conley Avenue east to meet 0.5-mile access spacing to accommodate future interchange ramps; managing existing location to a right-in/right-out

Interim improvement options to address traffic growth include:

- Dual left-turn lanes from eastbound to northbound Hwy 52
- Traffic signals at the ramps to manage traffic operations as they become justified
- Creating a lane on Hwy 42 solely for southbound right-turning traffic, coming from the exit ramp, to merge onto Hwy 42

APPENDIX

DAKOTA COUNTY BOARD ADOPTION AND CITY RESOLUTIONS OF SUPPORT

- Dakota County Board Plan Adoption, March 22, 2022
- Apple Valley Resolution of Support, March 24, 2022
- Burnsville Resolution of Support, February 22, 2022
- Rosemount Resolution of Support, April, 19, 2022



6.11 Resolution No: 22-120

Adoption Of Dakota County 2040 Corridor Management Plan And Visioning Study For County State Aid Highway 42 In Apple Valley, Burnsville, And Rosemount

Motion: Liz Workman

Second: Mary Hamann-Roland

WHEREAS, the Dakota County Board of Commissioners directed staff to prepare an update to a 2020 corridor plan for Dakota County State Aid Highway 42 (CSAH 42) to serve as a framework for additional planning through 2040, including guidance for more detailed intersection, roadway, and trail project elements when needed; and

WHEREAS, Dakota County undertook a Visioning Study of County State Aid Highway 42 (CSAH 42) to update the 20-year management plan from the County's west border in Burnsville to US Trunk Highway 52 in Rosemount, a distance of 15 miles; and

WHEREAS, the Visioning Study led to development of a 2040 Corridor Management Plan (Plan) for CSAH 42, supported by technical studies and concluding with recommendations to provide long-term guidance and feasible options for CSAH 42 intersections and segments as traffic and other conditions change; and

WHEREAS, the Cities of Apple Valley, Burnsville, and Rosemount were joint-powers participants in development of the Plan, with County and City staff regularly engaged in discussions of existing and forecast mobility and safety concerns; intersection access and roadway improvement options; recommendations to serve pedestrians, bicyclists, and transit riders; and the documentation and presentation of findings and recommendations; and

WHEREAS, the 2040 Plan for CSAH 42 reflects input received from many other stakeholders, including representatives of the Minnesota Department of Transportation, other transportation-agency and transit-agency partners, business representatives, residents, and the general public; and

WHEREAS, the 2040 Plan for CSAH 42 reflects planning efforts and provides specific recommendations, guidance, and options for additional planning that are known to and are generally supported by the Cities of Apple Valley, Burnsville, and Rosemount; and

WHEREAS, staff evaluated all comments received on the draft Plan's recommendations, addressed and revised the Plan accordingly, and will incorporate additional revisions if necessary.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the 2040 Corridor Management Plan and

Visioning Study for County State Aid Highway 42 in Apple Valley, Burnsville, and Rosemount.

Ayes: 7

Nays: 0

CITY OF APPLE VALLEY
RESOLUTION NO. 2022-42

RESOLUTION SUPPORTING THE 2040 CORRIDOR MANAGEMENT PLAN FOR
COUNTY STATE AID HIGHWAY 42 DATED MARCH 2022

WHEREAS, Dakota County undertook a Visioning Study of County State Aid Highway 42 (CSAH 42) to update the 20-year management plan from the County's west border in Burnsville to US Trunk Highway 52 in Rosemount, a distance of 15 miles including approximately 4.5 miles in Apple Valley; and

WHEREAS, the Visioning Study led to development of a 2040 Corridor Management Plan for CSAH 42, supported by technical studies and concluding with recommendations to provide long-term guidance and feasible options for CSAH 42 intersections and segments as traffic and other conditions change; and

WHEREAS, the City of Apple Valley was a joint-powers participant in development of the CSAH 42 Corridor Management Plan (with Dakota County and the Cities of Burnsville and Rosemount) and Apple Valley staff regularly engaged in discussions of: existing and forecast mobility and safety concerns; intersection access and roadway improvement options; recommendations to serve pedestrians, bicyclists, and transit riders; and the documentation and presentation of findings and recommendations; and

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 reflects input received from many other stakeholders, including representatives of the Minnesota Department of Transportation, other transportation and transit-agency partners, business representatives, residents, and the general public; and

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 provides recommendations, guidance, and options that are acceptable to the City of Apple Valley, as a framework for additional planning and for development of more detailed intersection, roadway, and trail project elements when needed.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that:

1. The City Council supports the 2040 Corridor Management Plan for CSAH 42, dated March 2022, and supports its use as a tool for additional planning and implementation of CSAH 42 improvements when needed.
2. The City Council encourages the County to delay the construction of a grade-separated interchange at Cedar/42 for as long as possible.

3. The City Council encourages the County to control the signal timing along the 42 corridor to allow traffic to both flow and continue to efficiently access area businesses and neighborhood areas.

ADOPTED this 24th day of March, 2022.



Clint Hooppaw, Mayor

ATTEST:



Pamela J. Gackstetter, City Clerk

RESOLUTION NO. 22-6897

CITY OF BURNSVILLE, MINNESOTA

RESOLUTION SUPPORTING THE 2040 CORRIDOR MANAGEMENT PLAN FOR COUNTY STATE AID HIGHWAY (CSAH) 42 DATED MARCH 2022

WHEREAS, Dakota County undertook a Visioning Study of County State Aid Highway 42 (CSAH 42) to update the 20-year management plan from the County's west border in Burnsville to US Trunk Highway 52 in Rosemount, a distance of 15 miles including approximately 4.2 miles in the City of Burnsville; and

WHEREAS, the Visioning Study led to development of a 2040 Corridor Management Plan for CSAH 42, supported by technical studies and concluding with recommendations to provide long-term guidance and feasible options for CSAH 42 intersections and segments as traffic and other conditions change; and

WHEREAS, the City of Burnsville was a joint-powers participant in development of the CSAH 42 Corridor Management Plan (with Dakota County and the Cities of Apple Valley and Rosemount) and Burnsville staff regularly engaged in discussions of: existing and forecasted mobility and safety concerns; intersection access and roadway improvement options; recommendations to serve pedestrians, bicyclists, and transit riders; and the documentation and presentation of findings and recommendations; and

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 reflects input received from many other stakeholders, including representatives of the Minnesota Department of Transportation, other transportation- and transit-agency partners, business representatives, residents, and the general public; and

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 provides recommendations, guidance, and options that are acceptable to the City of Burnsville, as a framework for additional planning and for development of more detailed intersection, roadway, and trail project elements when needed; and

WHEREAS, the City of Burnsville has many development and redevelopment opportunities along the CSAH 42 corridor and anticipates that any implementation of corridor recommendations will take into account potential and planned redevelopment.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Burnsville approves of the 2040 Corridor Management Plan for CSAH 42, dated March 2022, and supports its use as a tool for additional planning and implementation of CSAH 42 improvements when needed.

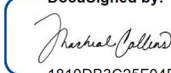
Passed and duly adopted by the Council of the City of Burnsville this 22nd day of February 2022.

DocuSigned by:

87F692077A7D426...

Elizabeth B. Kautz, Mayor

ATTEST:

DocuSigned by:

1840DB3C25F04EF...
Macheal Collins, City Clerk

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2022-42

**A RESOLUTION SUPPORTING THE 2040 CORRIDOR MANAGEMENT PLAN FOR
COUNTY STATE AID HIGHWAY 42 DATED MARCH 22, 2022**

WHEREAS, Dakota County undertook a Visioning Study of County State Aid Highway 42 (CSAH 42) to update the 20-year management plan from the County's west border in Burnsville to US Trunk Highway 52 in Rosemount, a distance of 15 miles including approximately 6.3 miles in Rosemount; and,

WHEREAS, the Visioning Study led to development of a 2040 Corridor Management Plan for CSAH 42, supported by technical studies and concluding with recommendations to provide long-term guidance and feasible options for CSAH 42 intersections and segments as traffic and other conditions change; and,

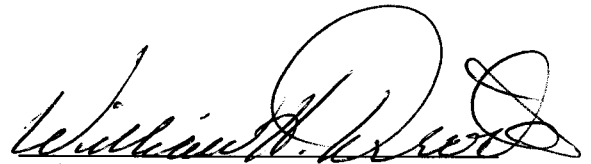
WHEREAS, the City of Rosemount was a joint-powers participant in development of the CSAH 42 Corridor Management Plan (with Dakota County and the Cities of Apple Valley and Burnsville) and Rosemount staff regularly engaged in discussions of: existing and forecast mobility and safety concerns; intersection access and roadway improvement options; recommendations to serve pedestrians, bicyclists, and transit riders; and the documentation and presentation of findings and recommendations; and,

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 reflects input received from many other stakeholders, including representatives of the Minnesota Department of Transportation, other transportation- and transit-agency partners, business representatives, residents, and the general public; and,

WHEREAS, the 2040 Corridor Management Plan for CSAH 42 provides recommendations, guidance, and options that are acceptable to the City of Rosemount as a framework for additional planning and for development of more detailed intersection, roadway, and trail project elements when needed.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Rosemount approves of the 2040 Corridor Management Plan for CSAH 42, dated March 22, 2022, and supports its use as a tool for additional planning and implementation of CSAH 42 improvements when needed.

ADOPTED this 19th day of April 2022.


William H. Droste, Mayor

ATTEST:



Jessie Paque, Deputy City Clerk