



## ***City Council Memorandum***

**To:** Mayor Fasbender & City Council Members  
**From:** John Caven  
**Date:** April 8, 2024  
**Item:** CSAH 42 Corridor Study – Council Update

### **Council Action Requested:**

The Council is requested to provide input on alternative solutions and encourage public attendance at the upcoming open house to be announced soon.

### **Background Information:**

In 2021, Dakota County performed a pedestrian crossing assessment to evaluate pedestrian safety crossings along its corridors. The Mississippi River Greenway (MRG) trail crossing on CSAH 42 between Pleasant Dr and Madison St was evaluated. The study concluded this location would benefit from a median refuge island to reduce the pedestrian crossing length. However, it also recommended the network of crossings on CSAH 42 from Lock Blvd to Pine St be evaluated in the near future.

In 2023, Dakota County partnered with HR Green to evaluate the corridor. An open house was conducted on January 23, 2024 to gather input from area residents to identify difficult crossings and understand general usage patterns. With additional input from the City and County, HR Green subsequently developed short term (low cost) and long term (high cost) solutions. Four alternative options were developed and will be presented to the public for feedback at the open house.

Feedback from the initial open house and corridor data collection emphasized the need for vehicle speed reduction, trail connectivity, and reduced pedestrian crossing lengths along the corridor. Elimination of vehicle bypass lanes and reduction of underused left turn/right turn lanes would create a safer corridor and reduce vehicle/pedestrian conflict points. Other various options to improve the corridor include (see attached maps):

- 1) Bump Outs.
- 2) Medians.
- 3) Trail/sidewalk extensions/elimination/widening
- 4) Trail/sidewalk crossing location enhancements/reduction
- 5) On-street bike facilities
- 6) Round-a-bouts

### **Financial Impact:**

The City is responsible for 15% of the costs associated with the study. Any future project will be budgeted through the normal budgetary process.

### **Staff Recommendation:**

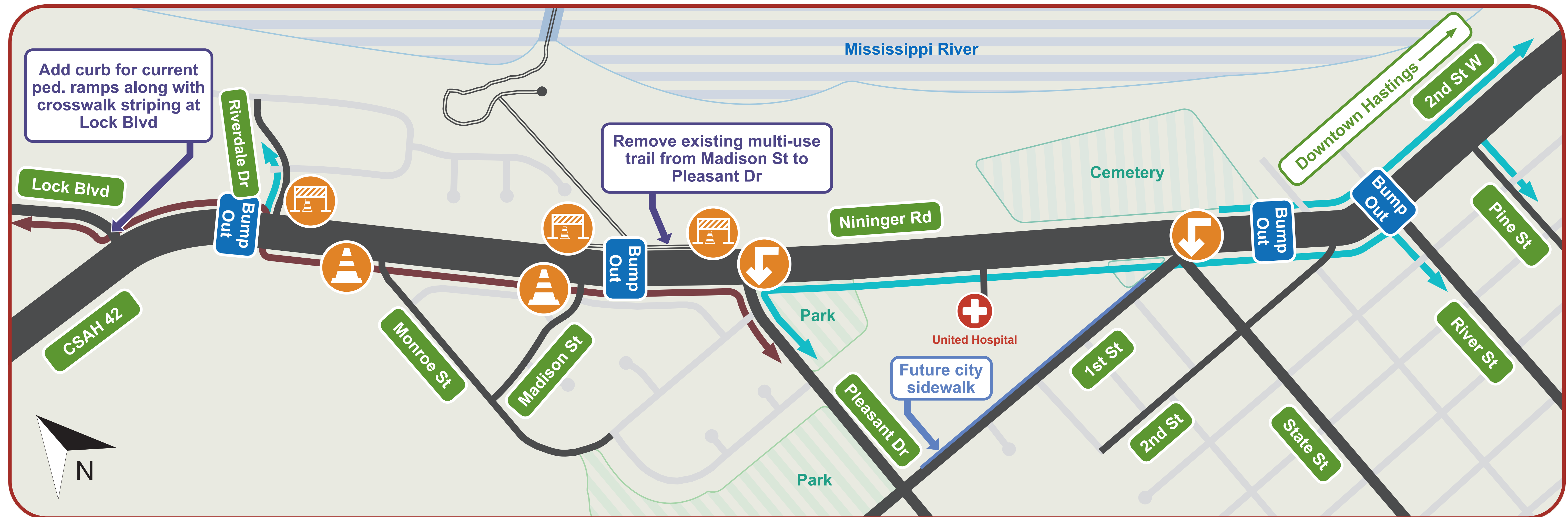
Staff is recommending the City Council continue to pursue recommendation through this study, fostering public input at the open houses.

### **Attachments:**

- Alternative Options (4)

# Alternative 1 - Pedestrian Bump Outs

## County Road 42 - Dakota County Public Meeting



### Alternative 1 Features

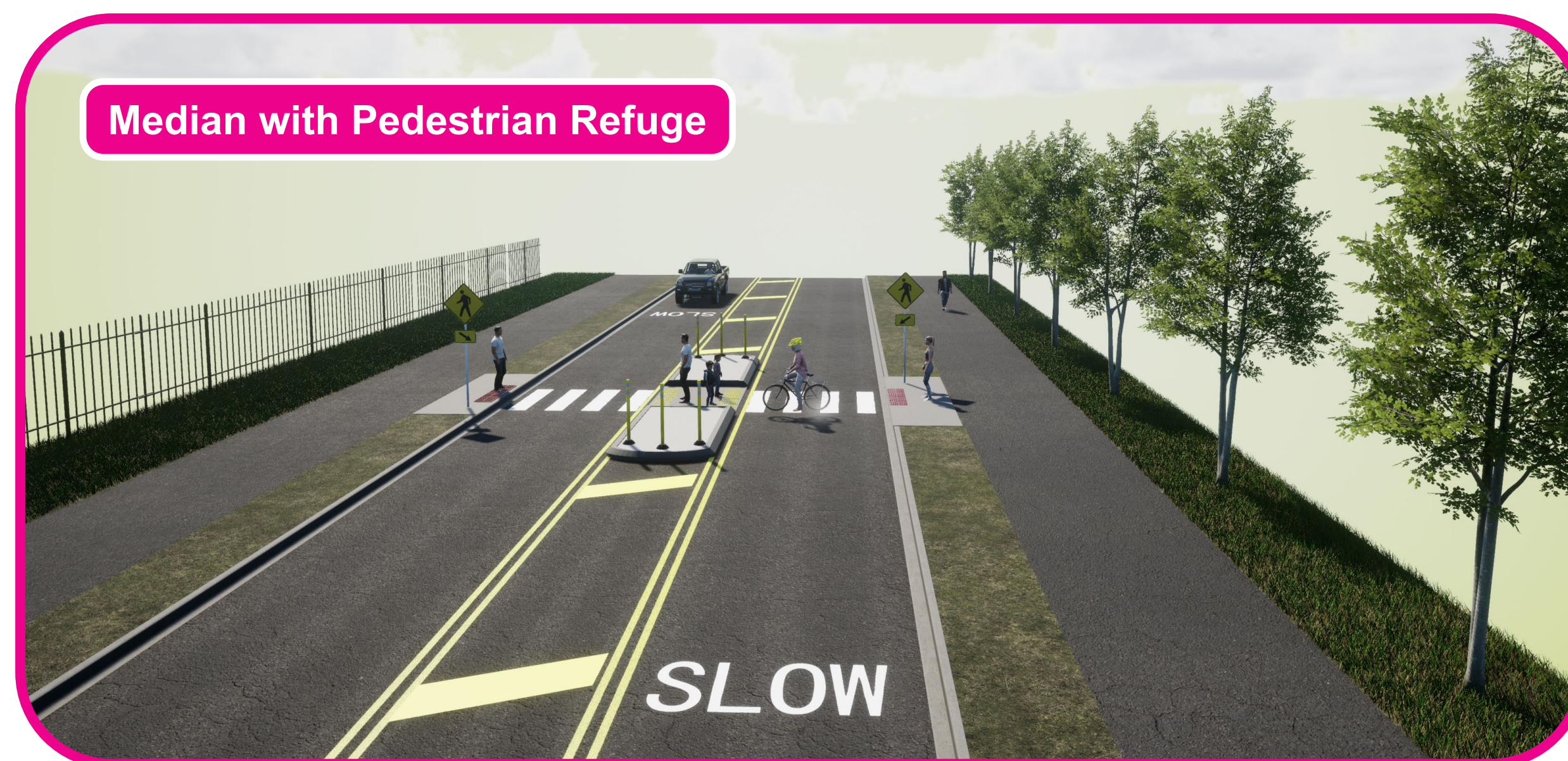
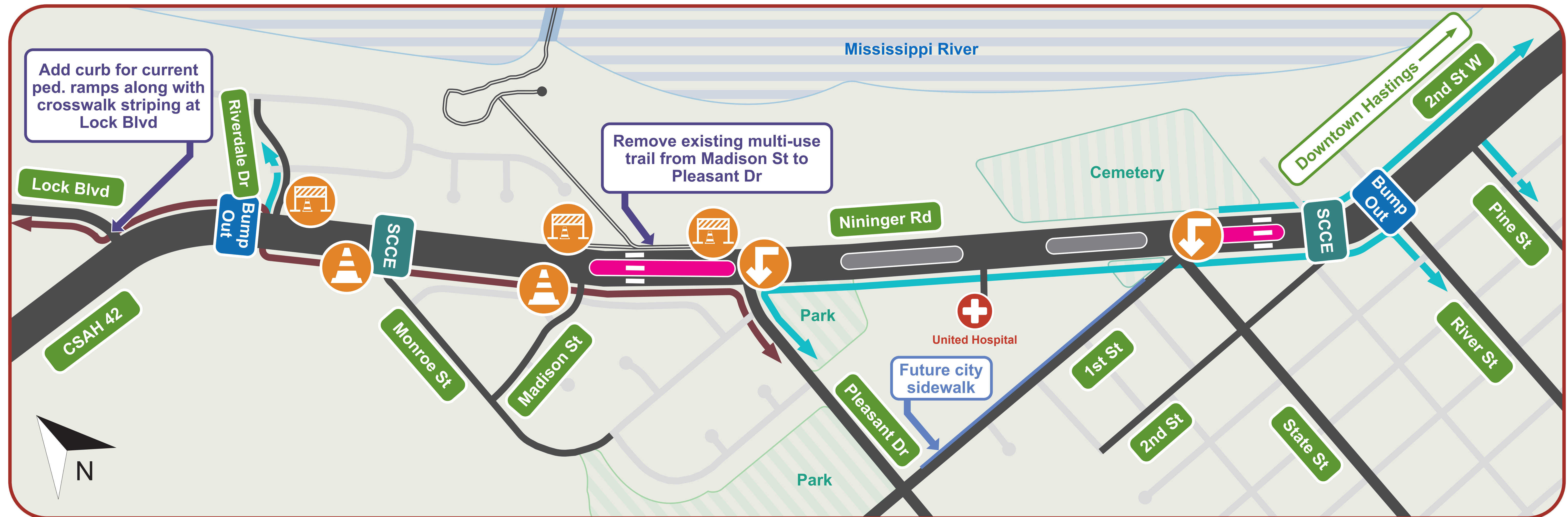
- Eliminate all bypass lanes
- Bump outs at four sites:
  - Riverdale, MRG, 1st/2nd Mid-block, River Street

### Legend

- Existing multi-use trail
- Existing sidewalk
- Mississippi River Greenway
- Add left turn lane
- Remove right turn lane
- Close pedestrian ramps
- Pedestrian bump out

# Alternative 2 - Pedestrian Medians

County Road 42 - Dakota County Public Meeting



## Alternative 2 Features

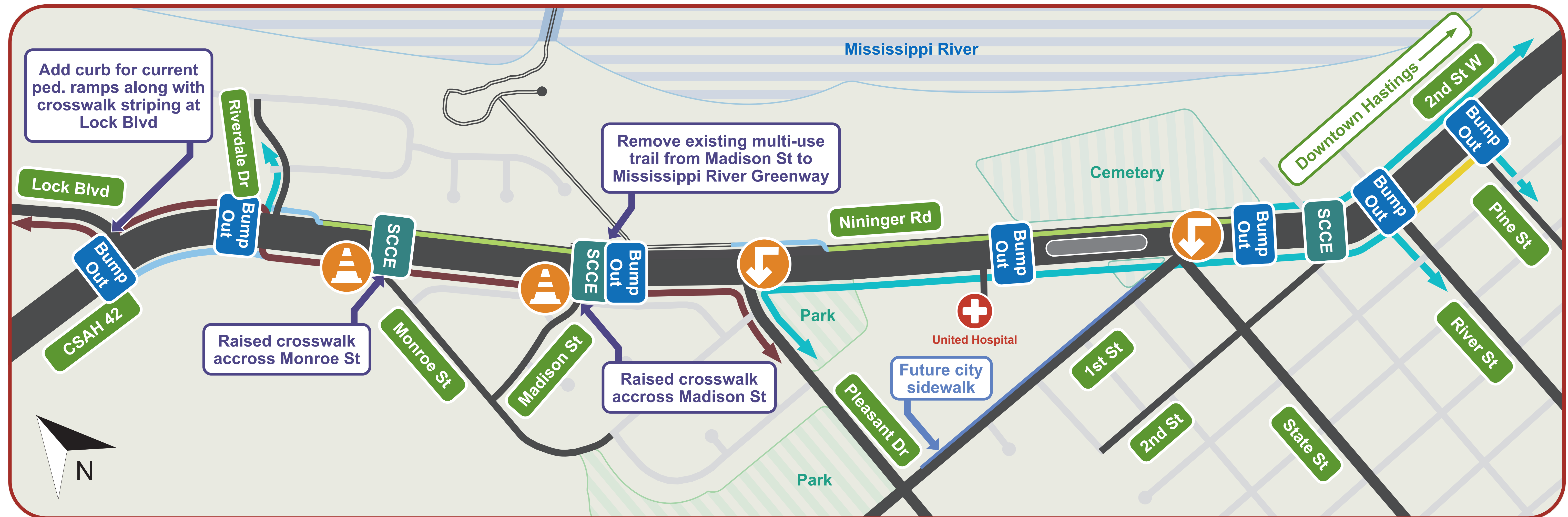
- Eliminate all bypass lanes
- Pedestrian medians:
  - Pleasant Drive through Mississippi River Greenway
  - 2nd Street intersection
- SCCE option: curb extension to remove bypass lane, right turn lane, or shoulder - does not include pedestrian crossing

## Legend

- |  |                                   |  |                        |
|--|-----------------------------------|--|------------------------|
|  | Existing multi-use trail          |  | Add left turn lane     |
|  | Existing sidewalk                 |  | Remove right turn lane |
|  | Mississippi River Greenway        |  | Close pedestrian ramps |
|  | Median with pedestrian refuge     |  | Pedestrian bump out    |
|  | Concrete median for speed control |  |                        |
|  | Speed control curb extension      |  |                        |

# Alternative 3 - Bike Lanes

County Road 42 - Dakota County Public Meeting



## Alternative 3 Features

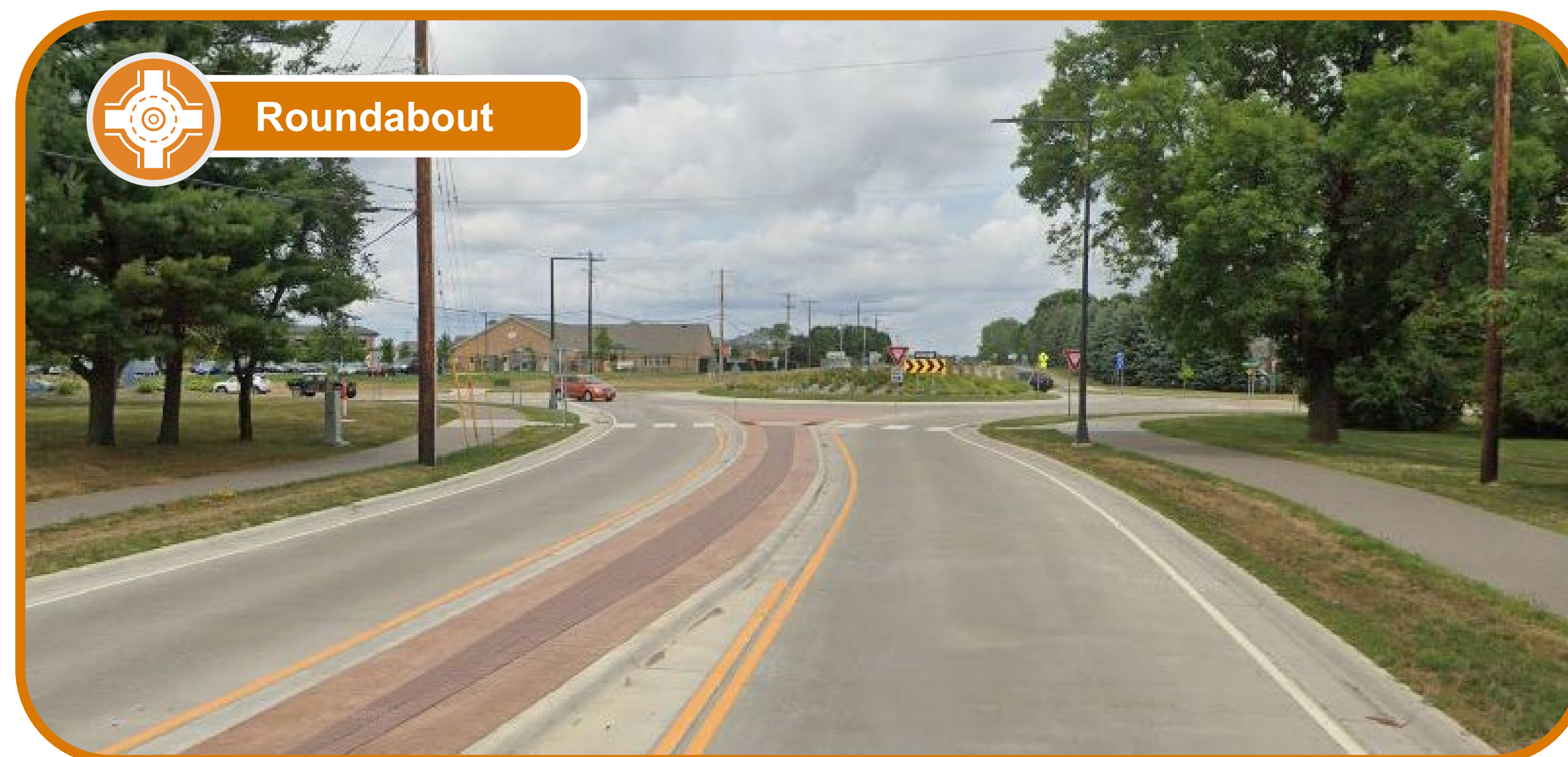
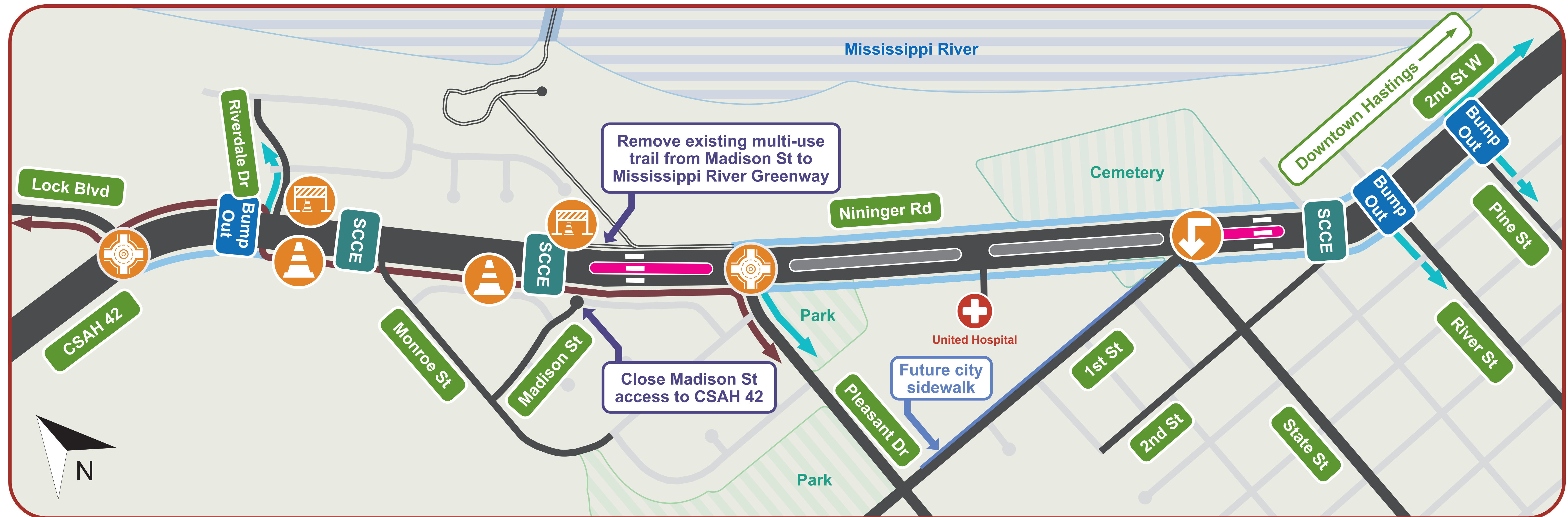
- Eliminate all bypass lanes
- On-street dedicated bike lanes
- Proposed sidewalk from River Street to Pine Street
- Proposed multi-use trail: Lock Boulevard to Riverdale Drive

## Legend

- Existing multi-use trail
- Existing sidewalk
- On-street dedicated bike lane
- Mississippi River Greenway
- Proposed multi-use trail
- Proposed sidewalk
- Concrete median for speed control
- Add left turn lane
- Remove right turn lane
- Close pedestrian ramps
- Speed control curb extension (SCCE)
- Pedestrian bump out

# Alternative 4 - Multi-use Trails

County Road 42 - Dakota County Public Meeting



## Alternative 4 Features

- Eliminate all bypass lanes
- Single lane roundabout intersection
- Pedestrian medians:
  - Pleasant Drive through Mississippi River Greenway
  - 2nd Street intersection
- New trail on north side: Pleasant Drive to Pine Street
- Widen sidewalk to multi-use trail on the south side from Pleasant Drive to Pine Street

## Legend

- |  |                                   |  |                        |
|--|-----------------------------------|--|------------------------|
|  | Existing multi-use trail          |  | Add left turn lane     |
|  | Existing sidewalk                 |  | Remove right turn lane |
|  | Mississippi River Greenway        |  | Close pedestrian ramps |
|  | Proposed multi-use trail          |  | Roundabout             |
|  | Median with pedestrian refuge     |  | Pedestrian bump out    |
|  | Concrete median for speed control |  |                        |
|  | Speed control curb extension      |  |                        |

# Speed Control Features

County Road 42 - Dakota County Public Meeting



Curb extension to remove bypass lane, right turn lane, or shoulder - does not include pedestrian crossing.

Remove bypass lanes at the following intersections:

- United Hospital entrance (between 1st Street and Pleasant Street)
- Madison Street
- Monroe Street



Raised crosswalks are ramped speed tables spanning the entire width of the roadway. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow the pedestrian to cross at grade with the sidewalk. Raised crosswalks are flush with the height of the sidewalk. The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision.