

## Chapter 13: Transportation

**Goal: Safe, convenient access between all parts of the City.**

### Background

The design of a city's transportation system has a significant impact on the character and quality of life. Maintaining the rural small town character is a major theme in this plan and revising the transportation approach to support this type of character is an important step. Managing traffic flow, safety and integration of alternative modes of transportation are key issues in maintaining small town rural character.

Traffic in the Dundas area is steadily rising. New retail developments on Highway 3 have increased traffic along the highway and on the Hester Street bridge crossing in Dundas. New developments on Highway 3 will continue to draw customers and will increase traffic on Highways 1 and 3.

These traffic conditions rank third on the things that residents dislike about Dundas (behind unkempt properties and uncontrolled growth).

The problems that the Dundas comprehensive plan must address are stated below.

There are conditions on Highway 3 that make it unsafe. One of these conditions is the transition on Highway 3 from 2 lanes to 4 lanes in Dundas. This results in south bound speeding by motorists seeking to gain the advantage of being first in the "pack" heading toward Faribault. Passing is very difficult between Dundas and Faribault. So, it is an advantage to be at the front of the pack in order to avoid being delayed by slow drivers.

Other poor conditions are the absence of traffic controls and safe pedestrian and bicycle crossings. Additional traffic control measures are needed including safe pedestrian and bicycle crossings to connect residential growth on the east side of town to downtown and the west side of town

All east and west traffic through the City must cross the Hester Street bridge. As general traffic volumes rise, this river crossing will continue to carry all the crosstown traffic. Westbound traffic crossing the bridge and headed to Highway 19 proceeds up a steep rise to the railroad track and then past the new Millstone Subdivision to Decker Avenue and then proceeds north to Highway 19.

The rest of the westbound traffic crossing the bridge, turns southerly before it turns westerly on West Avenue (Millersburg Rd.) or continues south on Highway 8. Highway 1 extends westerly on Millersburg Rd. until it intersects with I-35 and then proceeds to the area south of Lonsdale and east of Montgomery.

The one river crossing is a problem and opportunity. It funnels a lot of traffic onto Hester Street, a residential street. This is not good for the livability of these residential properties. On the plus side, the one river crossing also forces traffic right into downtown Dundas. This gives a lot of exposure to the existing businesses on Railway Street.

The City's small residential neighborhood east of the river also has Highway 20 cutting through it.

Finally, there is no transit service in Dundas.

## Objectives

The objectives and policies for the Transportation chapter of the plan are stated below.

### Truck Traffic and Traffic Flow

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**Objective:** Reduce the amount of truck traffic on Highway 1 and 20 through downtown and residential areas of the City.

**Policies:**

T 1 The City will work with MnDOT to convert the “temporary” traffic light at the Hester Street and Highway 3 intersection to a permanent light.

T 2 Create a Highway 1 truck bypass on the south side of the city through the industrial area so that truck traffic is removed from downtown Dundas and the Hester Street bridge crossing.

T 3 Incorporate impacted roads systems when approving new development within the city, and coordinate with the township regarding the design and upgrade of impacted roads, as set forth in the road policies, to be adopted as a part of the annexation agreement.

T 4 Support the development of an integrated transportation network that connects the residential and commercial areas with the trunk highway system.

T 5 The City will develop access management standards for new development along the state trunk highway system, the county state aid highway system and the municipal state aid minor arterials.

T 6 The City will consider “official mapping” procedures as a means through which future minor arterial and collector road corridors are protected.

T 7 The City will request that MNDOT employ “Context Sensitive Design” standards in the reconstruction plans for MN 3.

### Traffic Safety

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**Objective:** Safe crossing and turning movements on Highway 3.

**Policies:**

T 8 The City will pursue the cooperation of MnDOT in the installation of traffic signals and/or roundabouts at the intersection of Highway 3 and Highway 20 and other intersections along Highway 3.

**Objective:** Controlled speeds and safety on all City streets.

**Policies:**

**T 9** The City supports the extension of a four-lane roadway to a point past the south Dundas City limits, to discourage the speeding of traffic to get in position for the trip to Faribault.

**T 10** The City supports a lowering of the speed limits on Highway 3.

**T 11** The City will enforce the speed limit on Highway 1 through the City.

**T 12** The city encourages attractive landscaping to slow traffic and installation of safe crossings for pedestrian and bicycle traffic across Highway 3.

## Commercial Access

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**Objective:** Safe, convenient access to all the commercial properties on Highway 3.

**Policies:**

**T 13** The City will take steps to ensure that all commercial traffic coming from Northfield and Faribault has convenient access off of Highway 3 so that motorists are not tempted to use Third St. as an alternative way to access Hester and the shopping areas.

**T 14** The City will pursue the cooperation of MnDOT in the installation of traffic signals and/or roundabouts at the intersection of Highway 3 and Highway 20.

**T 15** The City will require traffic studies for all new large commercial or industrial developments.

## Future Road System

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**Objective:** A future road system that distributes traffic across a functional road system and encourages connections between developing areas of the city..

**Policies:**

**T 16** The City supports the upgrading of Decker Avenue from the City limits to Highway 19.

**T 17** The City will require through-streets and connectivity between subdivisions. Cul-de-Sacs will be not be permitted except in limited situation where no feasible alternatives exist due to topography and natural features.

T 18 Rice county should consider raising the grade on Hester from the Cannon River bridge to the railroad track in order to make this street segment more safe and useable under icy road conditions.

T 19 Incorporate in Development Agreements for new development the upgrade of impacted road, in cooperation with the Bridgewater Township, in compliance with the Road Polices as set forth in the annexation agreement. Amend the annexation agreement to address the road policies.

T 20 The City will require trails and/or sidewalks along all collector or arterial roads.

T 21 The City will protect future minor arterial and collector road corridors from incompatible development.

## Rural Small Town Transportation Network

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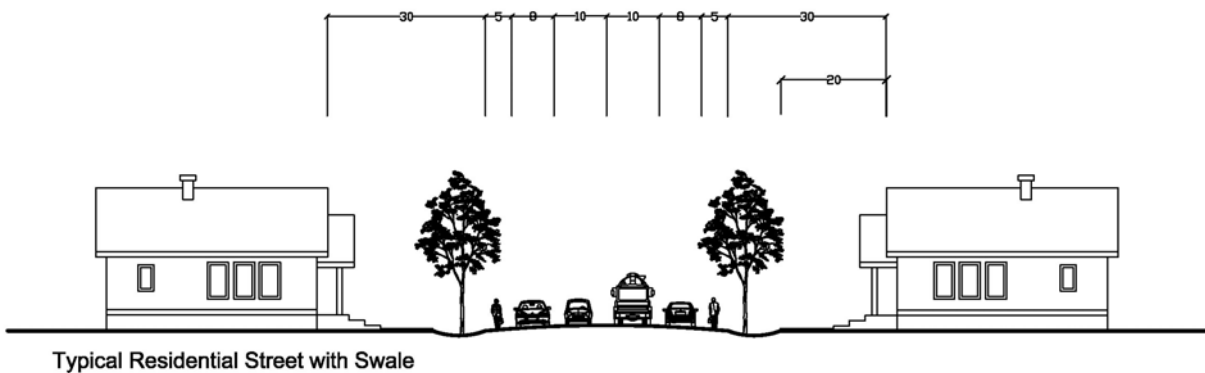
**Objective:** Create an integrated road network that supports alternatives to the automobile and integrates road and other transportation networks in support of rural small town character and environmental protection.

**Policies:**

T 22 Update zoning code standards for street construction to include road design and construction standards that support small town character and low impact development.

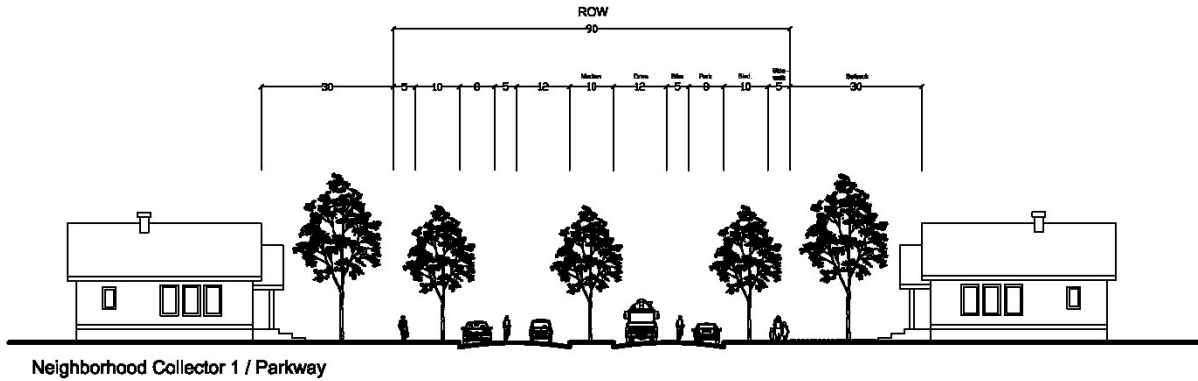
T 23 Guide and evaluate all new road development proposals using the following examples as guidance for road types that support small town character and low impact design.

Local Streets

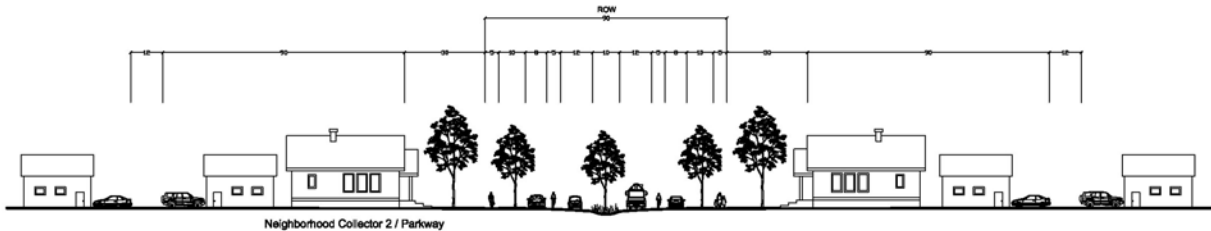


This low impact design shows swales for stormwater treatment in a single family residential neighborhood. It assumes soil with good drainage characteristics. Changes in pavement type are needed to distinguish between sidewalk and street edge.

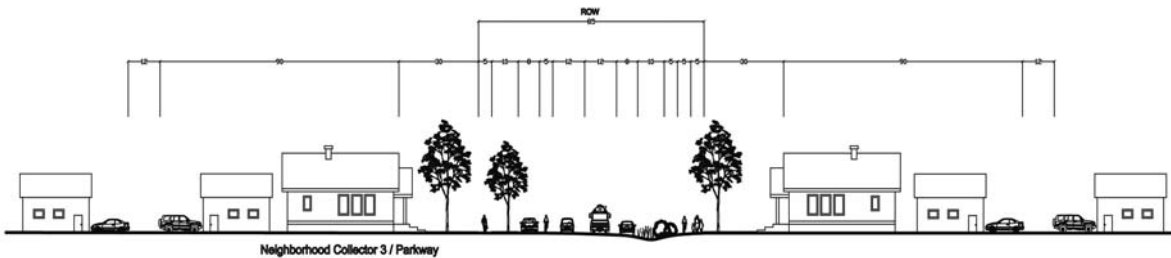
Minor Collectors



Often there is no direct driveway access to these neighborhood collectors the “main streets” of subdivisions due to concerns over safety and traffic flow. The result is that typical homes with front loaded garages face away from the street with the backsides of homes being the dominant feature. Use of a median helps to limit the number of driveway access points and improve flow. Wider drive lanes and bike lanes provide additional visibility and improve safety.

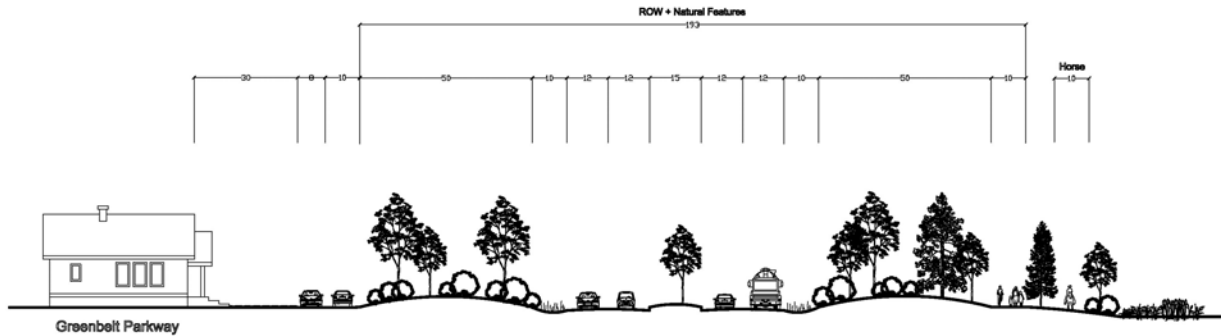


This example has the same function as Neighborhood Collector 1/Parkway, but has garage access off of an alley. A more rural approach with a swale in the center median and no curb and gutter.

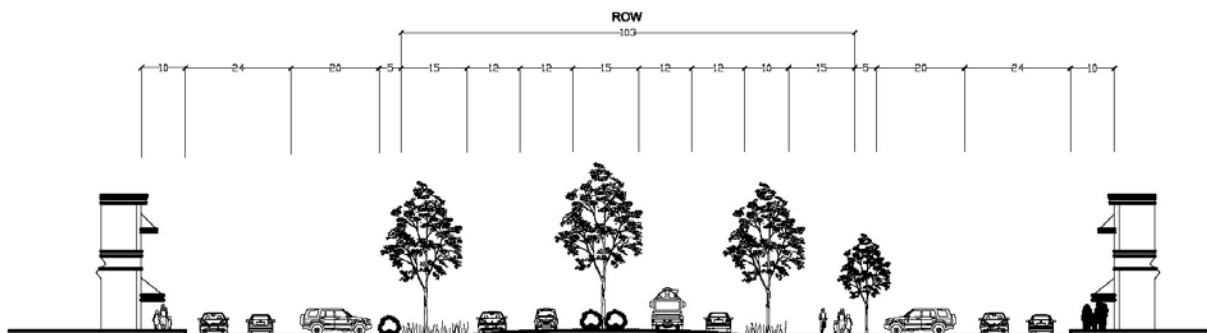


This example is similar to the above two but with no median and swale shown to one side. Again, a more rural approach with no curb and gutter

Major Collectors

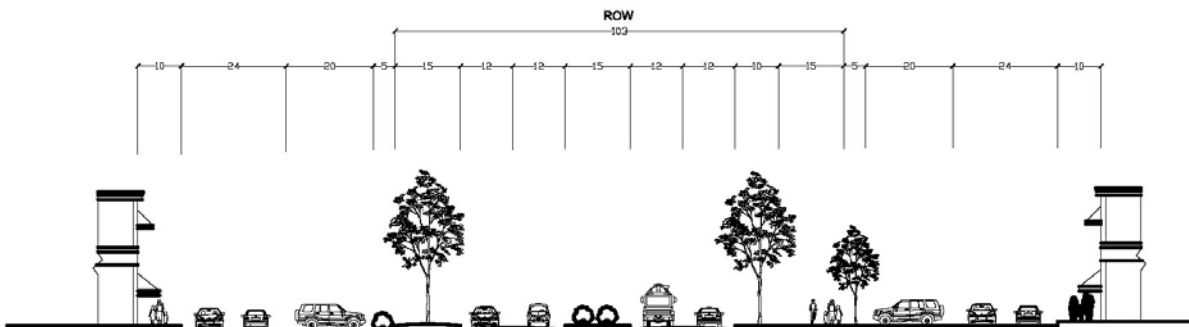


This type is appropriate as a major collector or minor arterial in areas with some natural resources and visual amenities. It includes a large buffer on both sides to include trails and protect subdivisions from traffic impacts and to separate them from incompatible uses. This approach provides room for attractive landscaping on which to front or face homes.



General Collector 1 (County Road)

This example could also function as a major collector or minor arterial. Here, vegetated swales are located in the right of way on each side of the road with a raised center planted median. Turn lanes would be incorporated into the median and ROW on each side, thus shortening swales and medians in places. This example provides more rural character than the standard curb and gutter approach and could also be used to calm traffic. It includes trails and sidewalk on one side.



General Collector 2 (County Road)

This option has the same function as above, but with a standard curb and gutter approach. A raised planted center median provides a visual amenity. Pedestrian movement and multi-purpose trails are located to one side.

## Implementation Directions/Actions

Dundas will have to **work with MnDOT** on several key improvements. The improvements include traffic lights on Highway 3, and a four lane roadway extension past the southerly City limits. The City will work with law enforcement officials to enforce speed limits on Highway 3.

The cooperation of **Rice County** will be needed to upgrade Hester Street and Decker Avenue between the City limits and Highway 19 and for the rerouting of Highway 1.

Additions to the **subdivision regulations** will need to be made to include reference to the Future Street System map so that new subdivisions allow for or include the collector streets proposed in the plan.

Insert Bridgewater Twp/Dundas Proposed Arterial System map

Insert Transportation Improvements Map