

**CITY OF DUNDAS PLANNING COMMISSION
PUBLIC HEARING AND SPECIAL MEETING AGENDA
MONDAY, JANUARY 22, 2024
6:00 P.M. - DUNDAS CITY HALL**

1. CALL TO ORDER
 - a. Roll Call
2. PUBLIC FORUM/PRESENTATIONS (non-agenda items)
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - a. Public Hearing and Regular Minutes of August 28, 2023
5. PUBLIC HEARING
 - A. Consider Comprehensive Plan Amendments Related to the City's Updated Transportation Plan
 - i. Open Public Hearing at _____p.m.
 - ii. Staff Presentation*
 - iv. Public Comment
 - v. Closed Public Hearing ____ p.m.
6. Consider Comprehensive Plan Amendments Related to the City's Updated Transportation Plan Recommendation to City Council
7. ADJOURN

DUNDAS PLANNING COMMISSION
Public Hearing and Regular Meeting Minutes
Monday, August 28, 2023
6:00 PM City Hall

Present: Chair Grand Modory, Commissioners, Bruce Morlan, Luke LaCroix, Luke Swartwood,
Glenn Switzer, Larry Alderks, Francis Boehning
Staff: City Administrator Jenelle Teppen

CALL TO ORDER

Chair Modory called the Dundas Planning Commission Public Hearing and regular meeting to order at 6:00 p.m. A quorum was present

PUBLIC FORUM/PRESENTATIONS (non-agenda items)

APPROVAL OF AGENDA

Motion by Morlan, second by LaCroix, to approve agenda. MCU

APPROVAL OF MINUTES

Motion by Morlan, second by Boehning to approve the public hearing and regular meeting minutes of April 20, 2023. MCU

PUBLIC HEARING

Consider Approving Preliminary Plat and Planned Unit Development Amendment for a Retail Store in the Dundas Commercial Park at 540 and 600 Schilling

Open Public Hearing: Chair Modory opened the public hearing regarding approving preliminary Plat and Planned Unit Development Amendment for a Retail Store in the Dundas Commercial Park at 540 and 600 Schilling Drive at 6:03 p.m.

- ii. Staff Presentation
- iv. Public Comment
- v. Closed Public Hearing 6:10 p.m.

Consider Comprehensive and Zoning Amendments Related to the Addition of a General Commercial Land Use Designation to the Comprehensive Plan and a B-3, General Business Zoning District to the Zoning Ordinance and Map Along with Modifications to Non-Retail Commercial Uses in the B-2, Highway Commercial Zoning District

- i. Open Public Hearing at 6:22 p.m.
- ii. Staff Presentation
- iv. Public Comment
- v. Closed Public Hearing 6:31 p.m.

A. Land Use/Action Items

- A. Consider Preliminary Plat and Planned Unit Development Amendment for a Retail Store in the Dundas Commercial Park at 540 and 600 Schilling recommendation to City Council
- B. Consider comprehensive and zoning amendments related to the addition of a General Commercial land use designation to the Comprehensive Plan and a B-3, General

Business Zoning District to the zoning ordinance and map along with modifications to non-retail commercial uses in the B-2, Highway Commercial Zoning District recommendation to the City Council

C. Other Business

ADJOURN

Motion by Morlan, second by Boehning to adjourn the meeting at 6:37 p.m.

NOTICE OF PUBLIC HEARING
City of Dundas – Rice County

NOTICE IS HEREBY GIVEN that the Dundas Planning Commission will conduct a Public Hearing on Monday, January 22, 2023 at 6:00 p.m. or soon thereafter as possible at Dundas City Hall, 100 Railway St N, Dundas, MN to consider comprehensive plan amendments related to the City's updated transportation plan.

The Planning Commission will consider both oral and written comments. If you desire to be heard in reference to this matter you may attend the Public Hearing, submit a letter to the City Administrator/Clerk at City of Dundas, PO Box 70, Dundas, MN 55019-0070, or email jteppen@dundas.us. Letters and emails must be received by 4:30 PM, Monday, January 22nd. A copy of the materials are available for inspection at Dundas City Hall during normal business hours.

Jenelle Teppen, Administrator/Clerk

PLANNING REPORT

TO: Dundas City Council
Dundas Planning Commission
Jenelle Teppen, City Administrator

FROM: Nate Sparks, City Planner

DATE: January 22, 2024

RE: Comprehensive Plan Update – Transportation Plan

BACKGROUND

The City recently updated the Comprehensive Plan. The transportation plan element (Chapter 8) of this document was essentially carried forward from the previous version of the plan. Recently, a transportation study was completed that used the City's updated Land Use Plan as its basis. This study is presented to be included in Chapter 8 of the Comprehensive Plan. A public hearing is required for this action. Upon approval, City Staff will place this document into the larger plan document.

PROPOSED TRANSPORTATION PLAN ELEMENTS

The plan generally addresses three major areas: access management guidelines, a functional classification system, and trail connectivity. Also, the plan obviously depicts future generalized road corridors.

NEXT STEPS

Any comments from the Planning Commission and City Council can be addressed in the document. Upon adoption, Staff will ensure that this portion of the plan is properly reflected in the Subdivision Ordinance, where road standards are typically presented.

RECOMMENDATION

After a public hearing, Staff recommends adoption of this element and authorization of its inclusion into the Comprehensive Plan document.



CITY OF DUNDAS TRANSPORTATION STUDY

Date: June 2023

Prepared for:

City of Dundas

100 Railway St N

Dundas, MN 55019

Prepared by:



Contents

I.	Study Introduction & Goals	1
	Existing Transportation Network Overview	1
II.	Access Management Guidelines	3
	2025 Rice County Transportation Plan - Access Management Policy and Spacing Guidelines .	4
	MnDOT Access Management Manual	6
III.	Functional Classification Plan	7
	Functional Classification Overview.....	7
	Existing Functional Classification Network.....	7
	Future Functional Classification Network	12
IV.	Trail, Sidewalk, and Bikeway Plan	14
	Existing Walking and Biking Network	14
	Proposed Walking and Biking Network	16
	Intersection Crossing Enhancements.....	16
V.	Implementation and Next Steps	20

I. Study Introduction & Goals

The City of Dundas initiated the Transportation Study (Study) in early 2023. The goal of the Study is to ensure the City's transportation network - including the roadway system and the trail system - is prepared to accommodate the transportation needs presented by future growth and new development.

The Study included three primary tasks, to establish the following guidelines and plans:

- Access Management Guidelines,
- Functional Classification Plan, and
- Trail, Sidewalk, and Bikeway Connectivity Plan.

This report summarizes the existing conditions of the transportation network in Dundas and includes recommendations related to the three tasks. The Transportation Study will serve as a tool that will be used to guide the city's transportation network and to focus and prioritize on multimodal transportation system investments over the next several years.

Existing Transportation Network Overview

Roadways in Dundas are under the jurisdiction of MnDOT (Trunk Highway [TH] 3), Rice County (County State-Aid Highway [CSAH] 20, CSAH 1/Railway Street (**Figure 1**), CSAH 8, CSAH 78/Dundas Ave, and the City of Dundas (municipal streets). **Figure 2** depicts the existing roadways by jurisdiction. There is a Canadian Pacific Railway line that runs through the western portion of the city, just south of Dundas Ave / CSAH 78, that sees a total of six trains per day. The existing Functional Classification of each roadway is shown in [Section III](#). The Mill Towns State Trail and the East Cannon River Trail are both located in Dundas, and several roadways have sidewalks or trails adjacent to them. More information on the city's sidewalk and trail network is in [Section IV](#).



Figure 1: The intersection of Railway Street and Hester Street, looking south. Image credit: Google

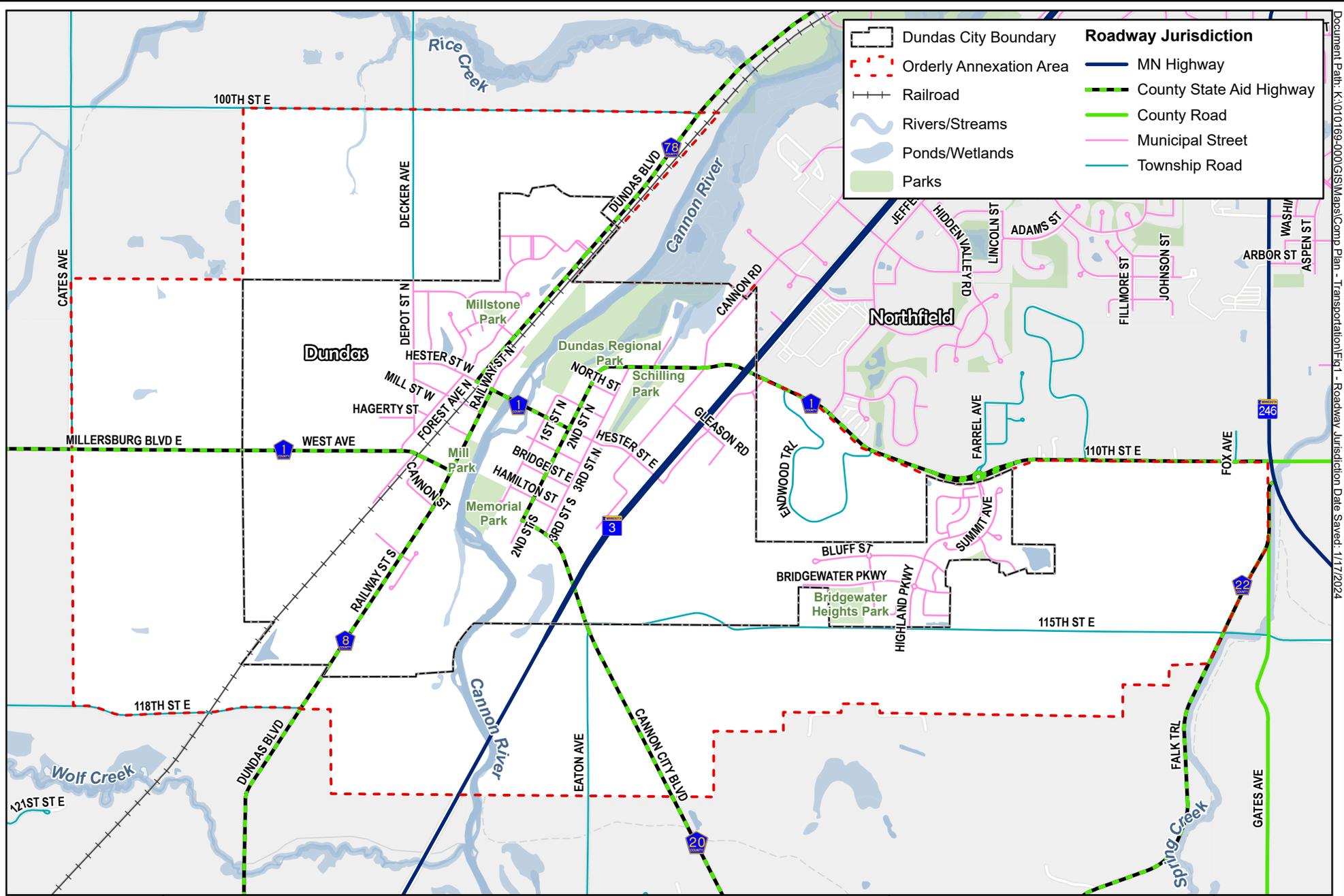


Figure 2 - Existing Roadway Jurisdiction

Transportation Study
Dundas, Minnesota



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Miles
1 inch = 2,000 feet

II. Access Management Guidelines

Balancing roadway access locations (intersections and driveways) and mobility is key to a well-balanced transportation system. The degree of mobility depends on a number of factors, including the ability of the roadway system to perform its functional duty, roadway capacity, and the roadway system’s operational level of service. **Figure 3** shows the relationship between access and mobility based on the roadways designated functional classification.

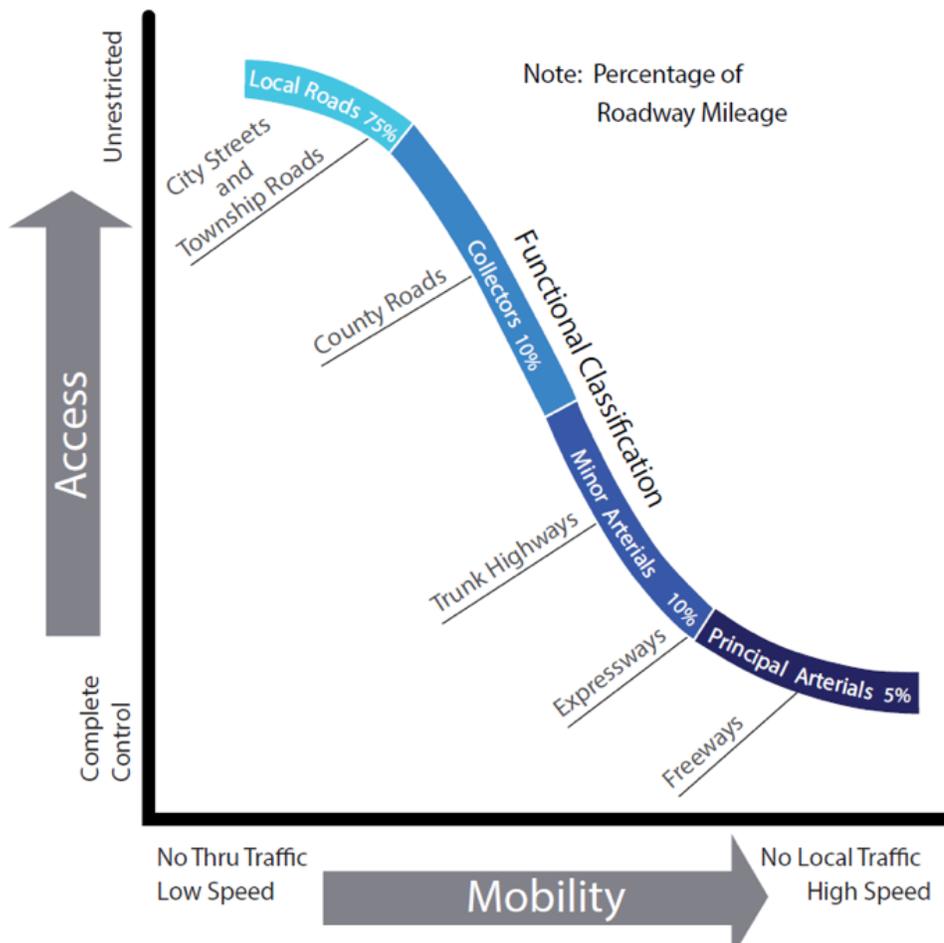


Figure 3: Functional Classification Relationship Source: FHWA

Table 1 shows the recommended spacing guidelines of functionally classified roadways for developed areas, developing areas, and rural areas.

Table 1: Spacing Guidelines for Functionally Classified Roadways

Land Use Characteristics	Principal Arterials	Minor Arterials	Collectors (Major and Minor)	Local Streets
Developed Areas	2 to 3 miles	¼ to ½ mile	1/8 to 1/2 mile	As needed to access land uses
Developing Areas	3 to 6 miles	1 to 2 miles	1/2 to 1 mile	As needed to access land uses
Rural Areas	6 to 12 miles	4 or more miles	As needed to access land uses	As needed to access land uses

Source: Metropolitan Council, Metropolitan Development Guide (Appendix F) and Federal Highway Administration, Highway Functional Classification (FHWA)

The sections below summarize the guidance from Spacing Guidelines included in the 2025 Rice County Transportation Plan, MnDOT’s Access Management Manual and the Access Management Policy, and FHWA’s Highway Functional Classification. The information from these documents should be used to inform access management and spacing guidance for the City of Dundas. These guidelines could be applied to new development and redevelopment that occurs within the city.

2025 Rice County Transportation Plan - Access Management Policy and Spacing Guidelines

Access management balances the need for getting to local, adjacent land uses with the need for mobility on the transportation network. Access locations create potential points of contact between vehicles entering and exiting a roadway and vehicles traveling along the roadway. For roadways with high levels of through traffic and/or high traffic speeds, the number of access points should be minimized. Accordingly, for roadways with a high number of access points, the speed and level of mobility should be minimized to reduce the potential for crashes.

Rice County’s access spacing guidelines, shown in **Table 2** on the following page, are consistent with MnDOT’s. These guidelines apply to County roadways only. MnDOT has access authority on all Principal Arterials and Minor Arterials under their jurisdiction.

Table 2: Access Spacing Guidelines

Type of Access	Minor Arterials			Collectors		
	Urban Core	Urbanizing	Rural	Urban Core	Urbanizing	Rural
Primary, Full Movement, Public Street	1/8-mile	1/4-mile	1/2-mile	1/8-mile	1/8-mile	1/2-mile
Conditional Secondary, Public Street	1/8-mile	1/8-mile	1/4-mile	1/16-mile	1/8-mile	1/4-mile
Traffic Signal Spacing	1/4-mile	1/4-mile	1/2-mile	1/8-mile	1/4-mile	1/2-mile
Site/Property Access	Permitted, Subject to Conditions	Not Permitted	Permitted, Subject to Conditions			

Primary, Full Movement Public Street Access – These access types include other collector or arterial roadways that provide continuity in the roadway network and access to large geographic areas.

Conditional Secondary Public Street – These access types include other collector and other public (local) roadways. These accesses are subject to restricted movements, if needed, including right-in/right-out, left-in.

Traffic Signal Spacing – Traffic signal installation requires a Signal Justification Report (SJR) and is subject to the warrants provided in the Minnesota Manual of Uniform Traffic Control Devices. Signal placement typically coincides with a Primary, Full Movement Public Street Access.

Site/Property Access – These access types include any public or private access to a specific adjacent property. Examples of these type of accesses include private residences, townhome association roadways, retail malls, industrial sites, public and private schools, government offices. Site/Property access that is permitted but subject to restrictions shall be at the discretion of the County engineer.

MnDOT Access Management Manual

Access Types

Access Type is based on the traffic volume served. MnDOT has established four Access Types that reflect the volume of traffic served and whether the access is a public street intersection or a driveway. These types are described below in **Table 3**. Chapter 3, Section 2 of the MnDOT Access Management Manual provides additional guidance for the spacing of public street connections; Chapter 3 Section 3 of the document provides additional guidance regarding driveways and property access.

Table 3: Summary of Access Types

Access Type	Access Destination
Access Type 1 Single Family or Field Access	Includes driveways that serve up to three single-family homes or provide field access. (Does NOT include agri-business driveways.)
Access Type 2 Low-Volume Driveway <100 Trips/Day	Includes driveways that serve small commercial, industrial, public, and institutional developments; small residential complexes and subdivisions; or small agri-business operations. <ul style="list-style-type: none"> • May be designated as a private street serving ten or fewer lots; • Generates fewer than 100 trips per day.
Access Type 3 High-Volume Driveway >100 Trips/Day	Includes driveways that serve large commercial, industrial, public, and institutional developments; shopping centers; industrial and office parks; colleges; large residential complexes and subdivisions, or large agricultural operations. <ul style="list-style-type: none"> • May be designated as a private street serving more than ten lots; • Generates 100 trips per day or more.
Access Type 4 Public Street	All public street or roadway intersections. <ul style="list-style-type: none"> • Should be part of an integrated network that serves multiple properties.

Trip – A trip is a one-way movement.

Typically, 100 trips per day would mean 50 vehicles entering an access and 50 vehicles exiting an access.

The city should work to apply the guidelines discussed above as opportunities arise such as when city roadways are reconstructed, and new roadways are constructed in anticipation of new development. The City of Dundas should coordinate with the County and MnDOT on applying these guidelines to state and county roadways.

III. Functional Classification Plan

Functional Classification Overview

Functional classification refers to the role roads play in the transportation system – including the intended level of mobility and land access provided. Roads are classified based on the number and type of motor vehicle trips carried, surrounding land uses, and the level of development (i.e. urban or rural).

A functional class network is intended to distribute traffic on the transportation network based on trip lengths and trip types. Ideally, roadways are located, spaced, and designed to perform a designated function. Roadway networks are composed of these classifications:

- Principal arterial
- Minor arterial
- Major collector
- Minor collector
- Local street

Planning for and operating a roadway system consistent with the defined functional classification system provides a variety of benefits, including:

- Supporting a safe and efficient transportation system that meets user needs;
- Providing mobility benefits to the regional transportation systems by maintaining network balance;
- Restricting new driveways and access points on high-speed and/or congested corridors;
- Reducing through traffic within neighborhoods;
- Preserving mobility from changes in land use and development; and
- Supporting economic growth and development in appropriate locations.

Existing Functional Classification Network

The current roadway functional classification map for the City of Dundas is shown on **Figure 4**. **Table 1** shows the recommended spacing guidelines of functionally classified roadways for developed areas, developing areas, and rural areas. Typical roadway characteristics for each roadway functional classification are documented in **Table 4**. A list of arterial and collector roadways in the City of Dundas is shown in **Table 5**.

Table 4: General Roadway Characteristics for Each Roadway Functional Class

	Local	Collector (Major and Minor)	Minor Arterials	Principal Arterial
State Aid Designation	MSAS or none	MSAS, CSAH or none	CSAH	None
System Mileage	65-75%	20-25%	6-12%	2-4%
Percentage of Vehicle Miles Travelled (VMT)	5-20%	20-35%	45-75%	30-55%
System Spacing	As needed to provide access to property	1/2 mile – 1 mile	1 – 2 miles	6 – 12 miles
Traffic Volumes - Annual Average Daily Traffic (AADT)	Less than 1,000	250 – 2,500+	1,000 – 10,000+	5,000 – 50,000+
Posted Speed	Max. 30mph	35 – 45 mph	45 – 65 mph	55 – 70 mph
Roadway Type	2-Lane Undivided	2-Lane or 4-Lane Divided or Undivided	2-Lane or 4-Lane Divided or Undivided	4-Lane or more Divided
System and Place Connections	-Serves neighborhoods or local destinations -Connects to other local roads or collectors	-Serves neighborhoods, commercial and employment centers -Connects to arterials or other collectors	-Serves major employment centers, economic generators, and communities -Connects to other arterials	-Connects regional job concentrations and freight terminals within the urban service area -Connects to arterials
Land Use/Access	-High amount of direct property access -High amount of roadway intersections	-Low to medium amount of direct property access -Low to medium amount of roadway intersections	-Low amount of direct property access -High amount of roadway intersections	-No direct property access -Low amount of grade separated roadway intersections. No at-grade intersections
Lane/Inside Shoulder/Outside Shoulder Widths	10-11 ft / 0 ft/ 0-2 ft	10–12 ft / 0 ft/ 1-6 ft	10-12 ft / 0 ft/ 4-8 ft	11-12 ft / 0-6 ft/ 10-12 ft
Intersection Spacing Density	>10 intersections per mile	5-10 intersections per mile	fewer than 5 intersections per mile	fewer than 5 intersections per mile
Parking	Unrestricted; permitted as necessary	Restricted	Not Allowed	Not Allowed

Source: MnDOT and Highway FHWA (2013)

Table 5: Arterial and Collector Roadways in Dundas

Functional Class	Roadway	From	To	Number Travel Lanes (total)
Principal Arterial	MN 3	Northern City Limits	Southern City Limits	4
Major Collector	CSAH 1	Western City Limits	Eastern City Limits	2
Major Collector	CSAH 20	Southern City Limits	MN 3	2
Major Collector	CSAH 78	Northern City Limits	CSAH 1	2
Minor Collector	CSAH 8	Southern City Limits	CSAH 1	2
Minor Collector	CSAH 20	Eastern City Border	-	2

Principal Arterials

As the highest roadway classification, the main purpose of principal arterials is to provide mobility for regional trips. Principal arterials are intended to interconnect regional population centers and large urban areas with major cities and destinations. They accommodate the longest trips in the roadway network, typically greater than 8 miles. The emphasis is focused on mobility rather than access. Principal arterials typically have travel speeds of 55 mph or greater. The only Principal Arterial in Dundas is MN 3, which connects north to Dakota County, St Paul, and the rest of Ramsey County, and south to Faribault and Interstate 35.

Minor Arterials

Minor arterial roadways connect important locations with access points and to other roadways. They are intended to serve trips of four to eight miles in length, connect cities and towns within a region, and link to regional business and commercial concentrations. Minor arterials link large urban areas and rural principal arterials to larger towns and regional business concentrations. They facilitate inter-county travel and connectivity. Minor arterials typically have travel speeds of 30-55 mph in urban and urbanizing areas, and 55 mph in rural areas. While no minor arterials run through Dundas, MN 248 passes through the intersection of 110th St E and Gates Ave on the east side of the city.

Major and Minor Collectors

Collectors provide a balance of mobility and land-use access functions and link to minor arterials, other collectors, and local streets. Major and minor collectors link to larger developments and community amenities, generally favoring access to the transportation system over mobility. Collectors are generally lower speed than arterial routes and are intended to serve trips of one to four miles in length. They establish local connectivity within Cities by connecting neighborhoods, commercial areas, and arterial roadways. Collectors also provide secondary connectivity between smaller towns. Collectors typically have travel speeds of 30-45 mph in urban and urbanizing areas, and 30-55 mph in rural areas. Major collectors are typically spaced at wider intervals and carry more traffic than minor collectors. As shown in **Table 5**, major collectors in Dundas include CSAH 1, CSAH 20, and CSAH 78. Minor collectors in Dundas include CSAH 8 and CSAH 20.

Local Streets

Local streets serve adjacent properties and are designed as low-speed, low-capacity roadways. They primarily serve residential areas and are most commonly owned and operated by cities and townships. Medium distance travel is purposefully directed away from these streets and onto the collector and arterial system. Local streets facilitate the collection of local traffic and convey it to

Collectors and Minor Arterials. They accommodate short trips within neighborhoods, emphasize access over mobility, and typically have travel speeds of 30 mph or less. As shown in **Table 1** and on **Figure 4**, local streets do not have designated spacing guidelines and are instead spaced on an as needed basis.

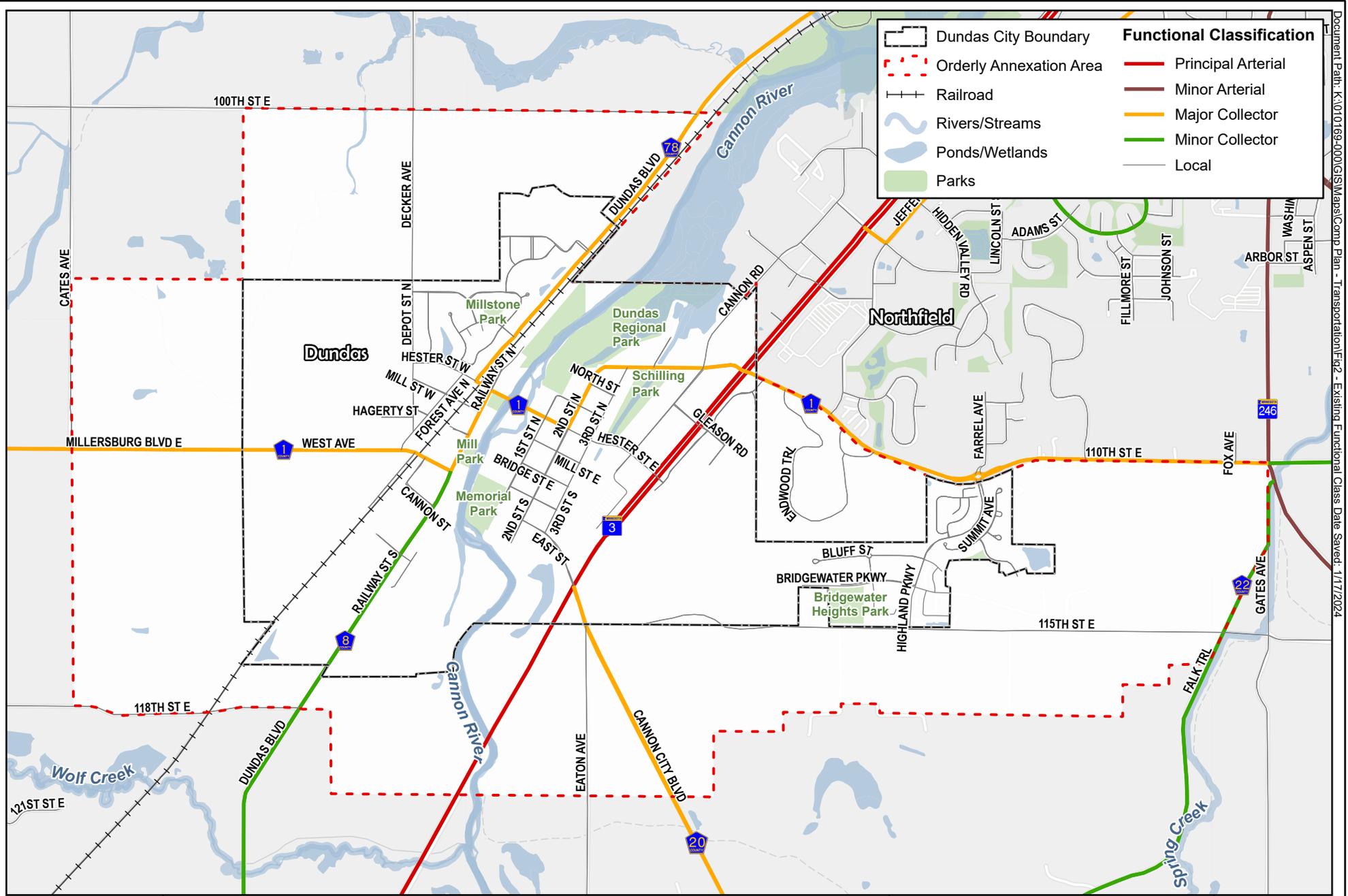


Figure 4 - Existing Roadway Functional Classification

Transportation Study
Dundas, Minnesota



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Miles
1 inch = 2,000 feet

Future Functional Classification Network

The City of Dundas is anticipating growth in the next 10-20 years, particularly in the northwest and southeast portions of the city that includes an orderly annexation area. To accommodate the anticipated growth, a new, future functional classification network was developed that identified future major collectors and minor collectors in Dundas. The future functional classification network was developed based on the existing roadway network and functional classification (**Figure 4**), roadway spacing guidance (see **Table 1** in *Section II: Access Management Guidelines*), connectivity to community destinations, and anticipated growth areas within the orderly annexation area. **Figure 5** shows the orderly annexation area and the future functional classification network.

The majority of the planned roadways identified in the future functional classification plan are located in the northwest and southeast portions of the city where significant growth is anticipated. Major and minor collectors are proposed in grid pattern in most areas, while still connecting to existing roadways and following county and state roadway spacing guidance. Future local roadways are not shown in **Figure 5**, but are anticipated to be developed within the roadway grid over time as new residential and commercial development takes place, and following the development of new collector roadways.

The future functional classification network also includes proposed roadway closures at select locations. The proposed roadway closures are all near the intersection of TH 3 and CSAH 20 / Cannon City Blvd. The closures are proposed for reasons related to roadway network spacing, roadway realignment, and enhanced safety at intersections.

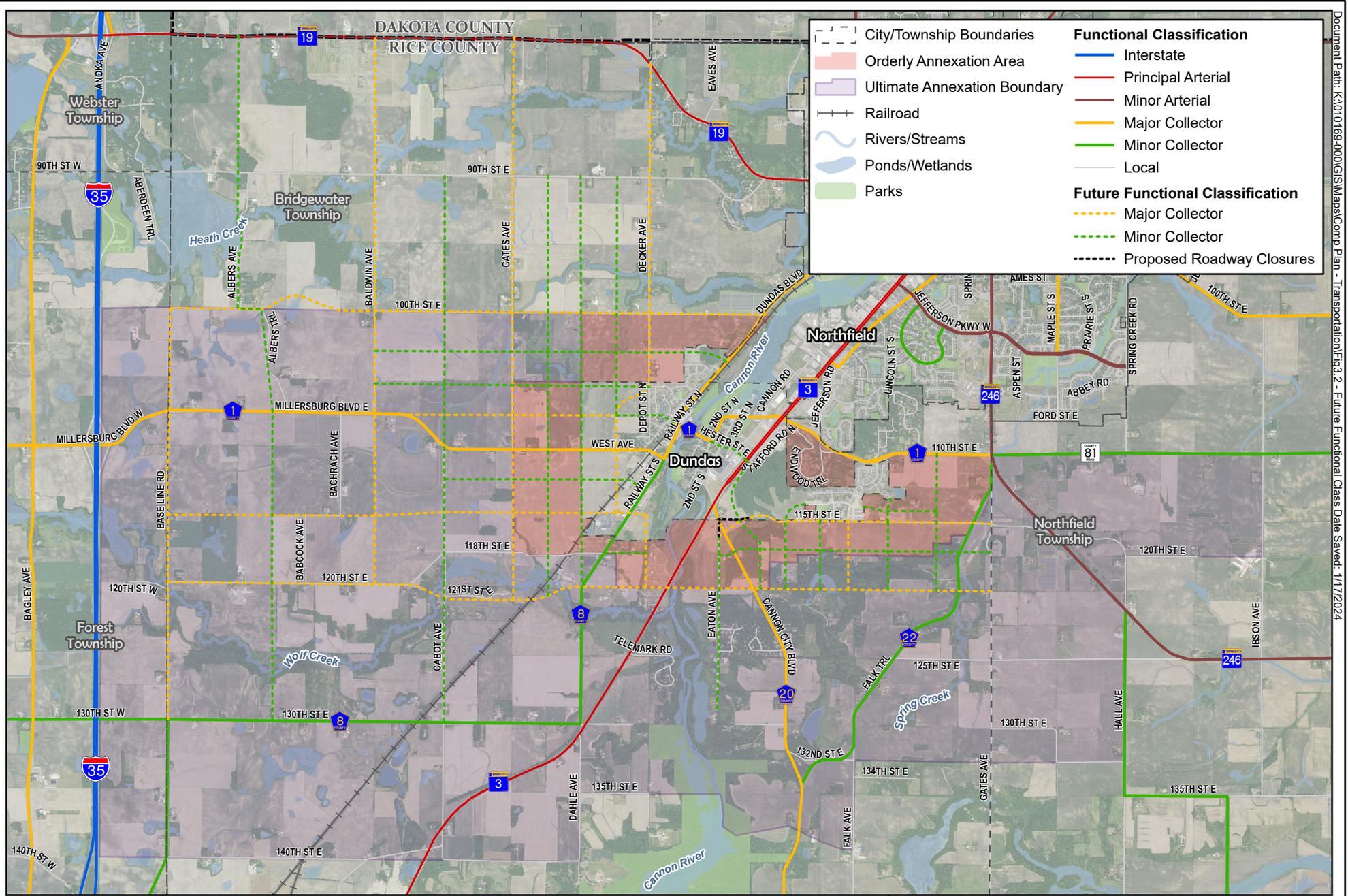


Figure 5 - Future Roadway Functional Classification

Transportation Study
Dundas, Minnesota



0 1
Mile
1 inch = 5,000 feet

IV. Trail, Sidewalk, and Bikeway Plan

This section describes the trail, sidewalk, and bikeway plan, which will help guide development of a connected network of trails, on-street bikeways, and sidewalks throughout the city. This task included reviewing existing and planned trails, bikeways, sidewalks, and other pedestrian infrastructure and developing recommendations to enhance local connections to the Mill Towns State Trail, the East River Trail, and other community destinations such as parks, schools, and commercial/employment centers.

Existing Walking and Biking Network

The Mill Towns State Trail (**Figure 6**) and the East River Trail both provide walking and biking connections through the northern part of the city and across the city border into Northfield. There are also some sidewalks in the community, although sidewalk coverage is sporadic and there are many gaps in the walking network (**Figure 7**). The community would benefit from better access and connections to the existing Mill Towns State Trail and the East Cannon River Trail, as well as improved connections to other community destinations. Improved intersection crossing treatments would also make it easier for residents to access these destinations.



Figure 6: The Mill Towns State Trail runs along the east side of Railway Street near Mill Park. Image credit: Google

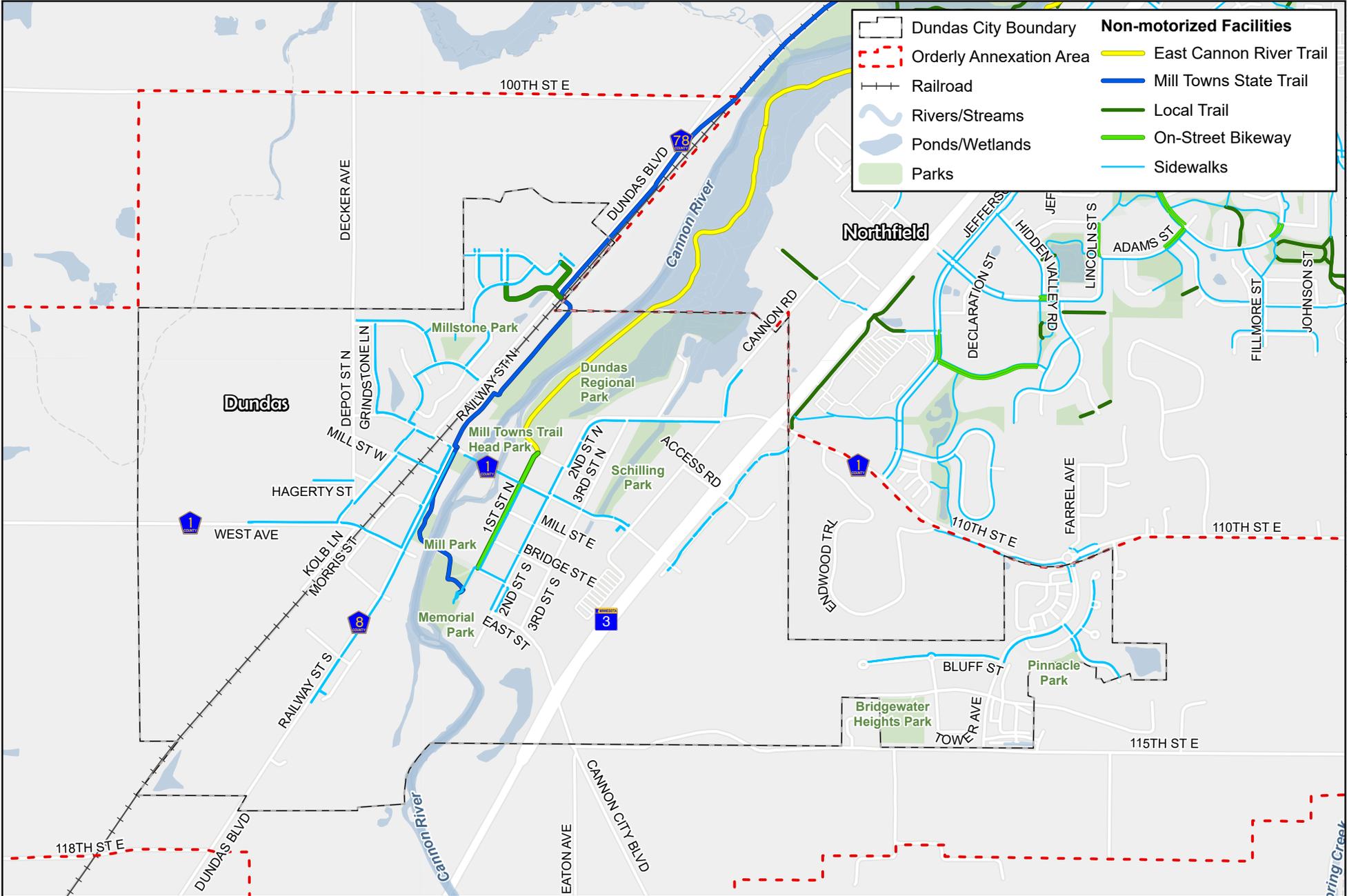


Figure 7 - Existing Trail System

Transportation Study
Dundas, Minnesota



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Miles
1 inch = 1,600 feet

Proposed Walking and Biking Network

The Dundas planned walking and biking network is shown in **Figure 8** and includes existing and planned off-street trails, sidewalks, on-street bikeways¹. The development of the planned trail and bikeway network in Dundas is a result of existing conditions analysis, past planning efforts, and recommendations from project team members based on local knowledge of the community. **Figure 9** shows the MnDOT Bicycle Investment Routes that were identified during the planning process for the [MnDOT District 6 Bicycle Plan](#), which are intended to guide future investments in bicycle facilities across the District.

In addition to the planned facilities shown in **Figure 8**, new trails, sidewalks, and/or on-street bikeways should be considered on all new major and minor collector streets that are developed in the future (**Figure 5**). **Figure 8** only depicts planned facilities that are recommended on existing roadway, but additional facilities should be built in the future as new roadways are built and new development occurs.

Intersection Crossing Enhancements

There are several intersections in Dundas that are dangerous and uncomfortable to cross for people walking or biking and would benefit from crossing enhancements. **Figure 8** also identifies intersections where crossing improvements are proposed. These locations should be considered for design treatments that enhance the crossings and make them safer and more inviting for bicyclists and pedestrians. Potential crossing enhancements may include adding high visibility crosswalks, curb extensions, rectangular rapid flashing beacons, pedestrian crossing islands, and more. **Table 6** identifies key intersections with pedestrian and bicycle safety challenges and potential design treatments for consideration. Further analysis is needed to determine the specific design of each intersection, which should be determined through the project development process.

Table 6: Crossing Enhancement Considerations

Crossing Location	Potential Crossing Enhancements
Dundas Blvd / County Rd 78 where it connects with the Mill Towns State Trail	Pedestrian crossing island; RRFB
Hamilton St and 2 nd St	High visibility crosswalk on NW leg of intersection

¹ On-street bikeways are typically recommended on streets that have lower traffic volumes or speeds, and/or on streets that have a limited right-of-way which makes adding a shared use path more difficult. The type of on-street bikeway for each planned route is not specifically identified in **Figure 8**, but may include bike lanes, buffered bike lanes, separated bike lanes, or bicycle boulevards. The specific on-street facility type for each planned on-street bikeway should be determined through the project development process. Several factors should be considered such as motor vehicle traffic volumes, motor vehicle speeds, implementation cost, anticipated users, and community member preferences. The [MnDOT Bicycle Facility Design Manual](#) and the [FHWA Bikeway Selection Guide](#) should be referenced when making those decisions.

Crossing Location	Potential Crossing Enhancements
TH 3 and Hester St	High visibility crosswalk on western leg of intersection
TH 3 and 110 th St E / CSAH 1	Crosswalks on all four legs
Railway St S and West Ave	Crosswalk on NE leg of intersection
Railway St and Bridge St	Curb Extensions on Railway St at existing crosswalk
Railway St and Hester St	Curb Extensions on Railway St at existing crosswalk
Hester St and Forest Ave N	Crosswalk and curb extensions on western leg of intersection; crosswalk on northern leg of intersection to cross Hester St
Forest Ave and Decker Ave	Crosswalk on western leg of intersection

V. Implementation and Next Steps

The purpose of the Dundas Transportation Study is to ensure the City's transportation network - including the roadway system and the trail system - is prepared to accommodate the transportation needs presented by future growth and new development. Implementation of the recommendations in the report will be an incremental process that should be executed over the course of many years. The City of Dundas and its partners (MnDOT, Rice County, City of Northfield) should reference this report to guide future transportation network and growth decisions. As new development is proposed within the city, the future functional classification network (**Figure 5**) should guide future roadway development. This will ensure that growth is managed properly and the City's transportation network can serve the needs of future residents and businesses in the City of Dundas. The City and its partners should use the report as a guide as new roadways are considered, and as existing roadways are programmed for rehabilitation or reconstruction.

The implementation of trails and bikeways will be based on available funding and willing partners and will be prioritized and developed as opportunities present themselves. The most prudent and cost-effective strategy is to seek out implementation opportunities based on projects that are already programmed in the City's Capital Improvement Program, Rice County's highway improvement plan, or MnDOT's capital highway investment plan (CHIP) for MnDOT District 6. These projects may include pavement mill and overlays, chip sealing, full road reconstruction, or traffic signal replacement projects. This strategy eliminates some of the costs for trail and bikeway project implementation such as pavement removals, pavement marking eradication, and pedestrian ramp replacements because those items are typically already included in the programmed project. **Figure 8** should be referenced to guide the development of new trails, sidewalks, and on-street bikeways in Dundas.