

CITY OF DUNDAS

# CHAPTER 8

## TRANSPORTATION



## TRANSPORTATION

The City of Dundas intends to use the municipal transportation system to connect key features of the community while preserving the City's sense of place. The City also intends to maintain the transportation system in a manner that provides efficient services.

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

Areas with higher traffic volumes are more ideal for commercial land uses. Therefore, land uses along Highway 3 are reserved for such, since these have the highest traffic volumes. Areas along County Road 1 in the long term growth area are identified as being possible commercial expansion areas, if traffic volumes warrant in the future.

Traffic in the Dundas area is steadily rising. 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.

There are conditions on Highway 3 that make it unsafe. One of these conditions is the transition on Highway 3 from 2 lane to 4 lanes in Dundas. Passing is very difficult between Dundas and Faribault, leading to some drivers speeding through the southbound four lane portion. 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 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 Road) or continues south on Highway 8. Highway 1 extends westerly on Millersburg Road 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 larger amount of traffic onto Hester Street, a residential street. This is not good for the livability of these residential properties but may be an asset for the Hester Street Commercial corridor. On the plus side, the one river crossing also forces traffic right into downtown Dundas. This gives a lot of exposure to the existing and future businesses on Railway Street.

# CITY OF DUNDAS

The City seeks to cluster industrial and commercial uses to appropriate areas to avoid truck traffic through residential neighborhoods. Industrial and Highway Commercial areas should access major thoroughfares through their own service roads.

Future new developments will need to provide through-streets and connectivity to the remainder of the street system. These developments should be connected to the commercial areas of the City, with the Downtown area in mind as the City Center.

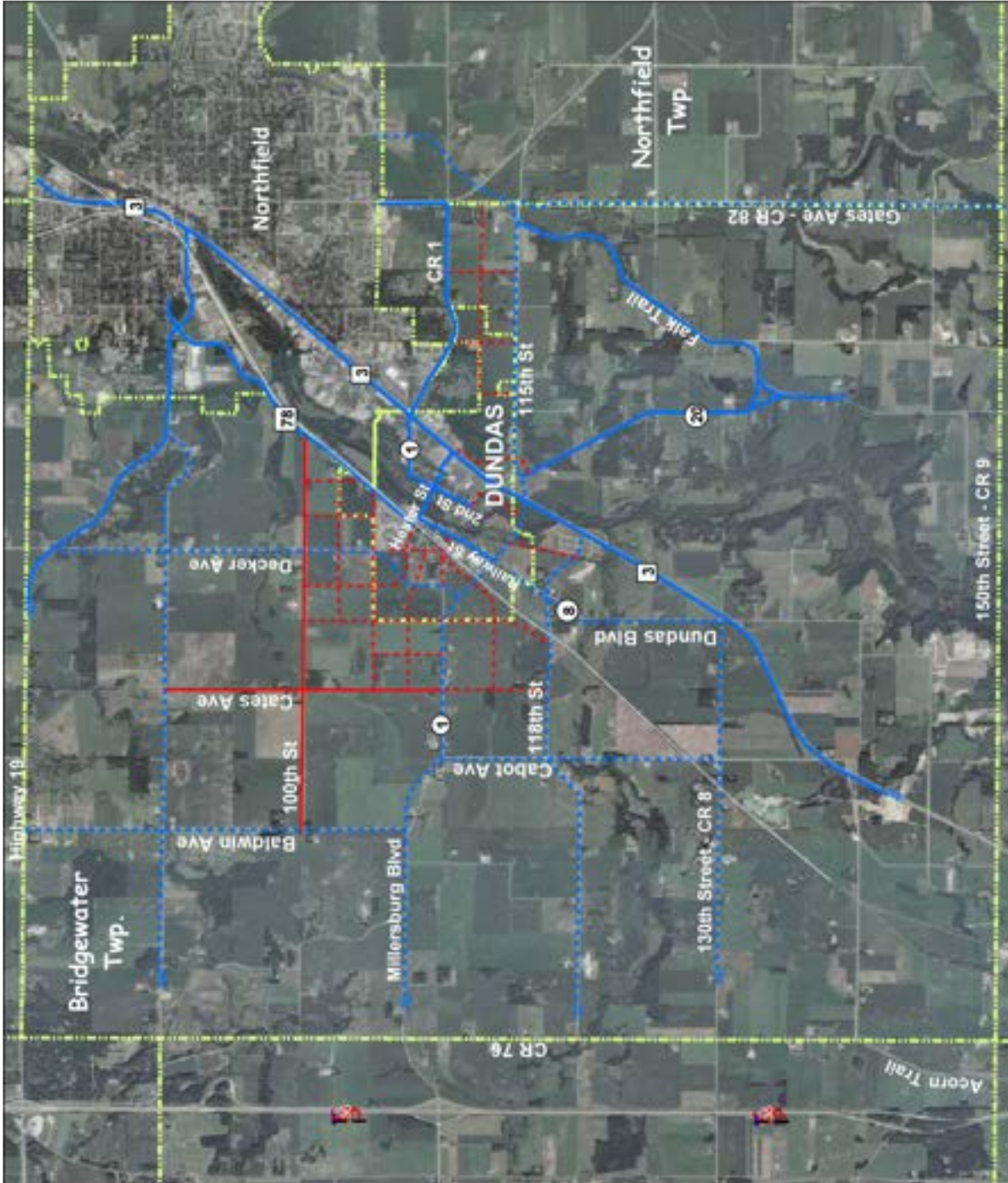
The City proposes a local collector road system to serve future development areas. The City will require through-streets and connectivity between subdivisions. Cul-de-Sacs will be not be permitted except in limited situation where no feasible alternatives exist due to topography and natural features. The City will require trails and/or sidewalks along all collector or arterial roads.

The future connection to a north-south collector road to County Road 1 should be west of the existing development within the City. This will allow for the connection to be designed and placed within the proper context.



# Functional Classification System

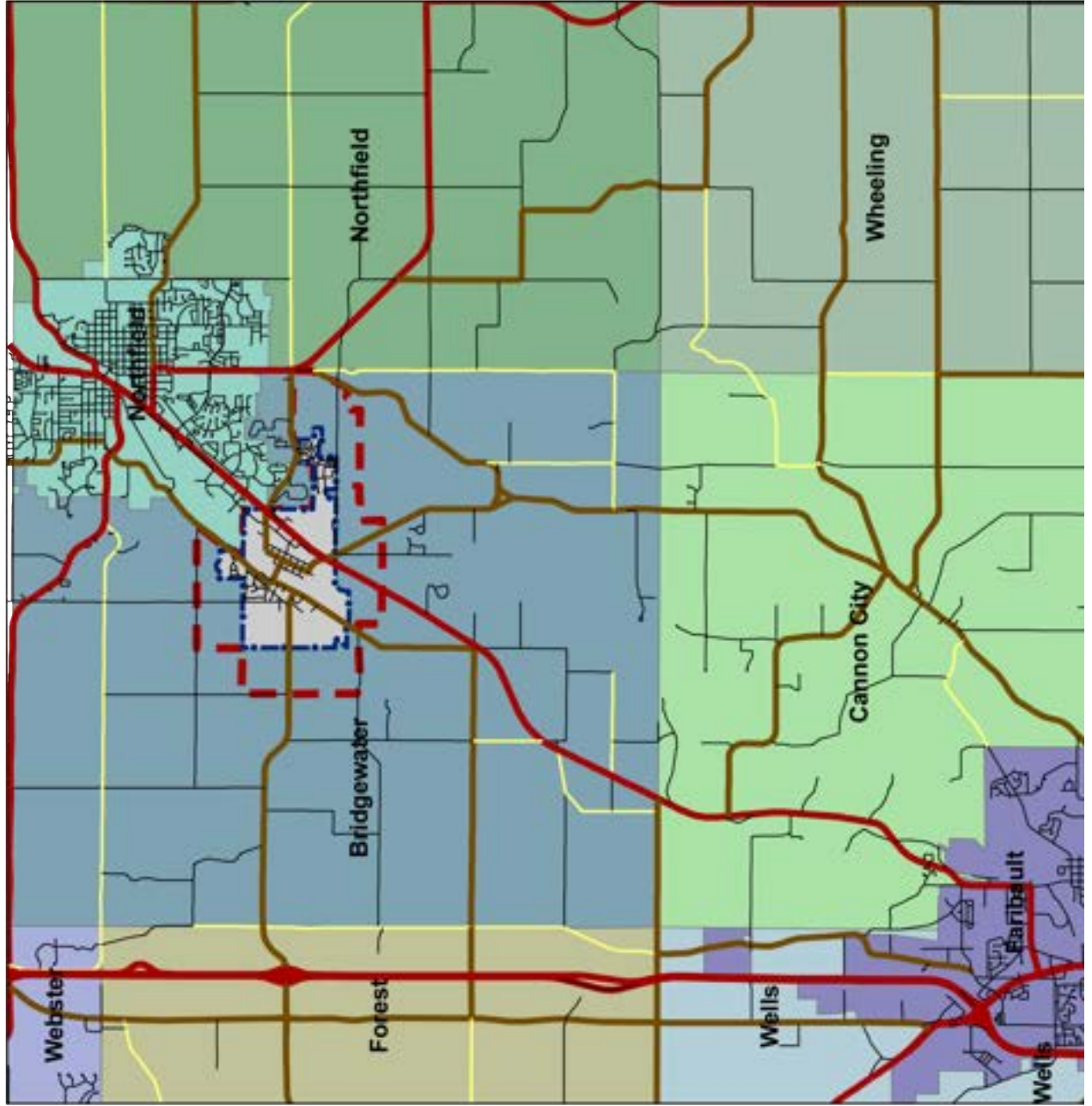
- Legend**
- City/Township Boundary
  - Water
  - Existing Arterials
  - Existing Collectors
  - Future Arterials
  - Future Collectors
  - Railroad







## Surrounding Area and Highway Systems



### Legend

#### Roadway Class

- County Road
- SAH and CSAH
- Highway
- Local and Private Roads

City Boundary

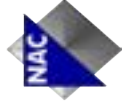
OAA Boundary

0 0.75 1.5 3 Miles



Source: Rice County, MNDOT,  
Northwest Associated Consultants

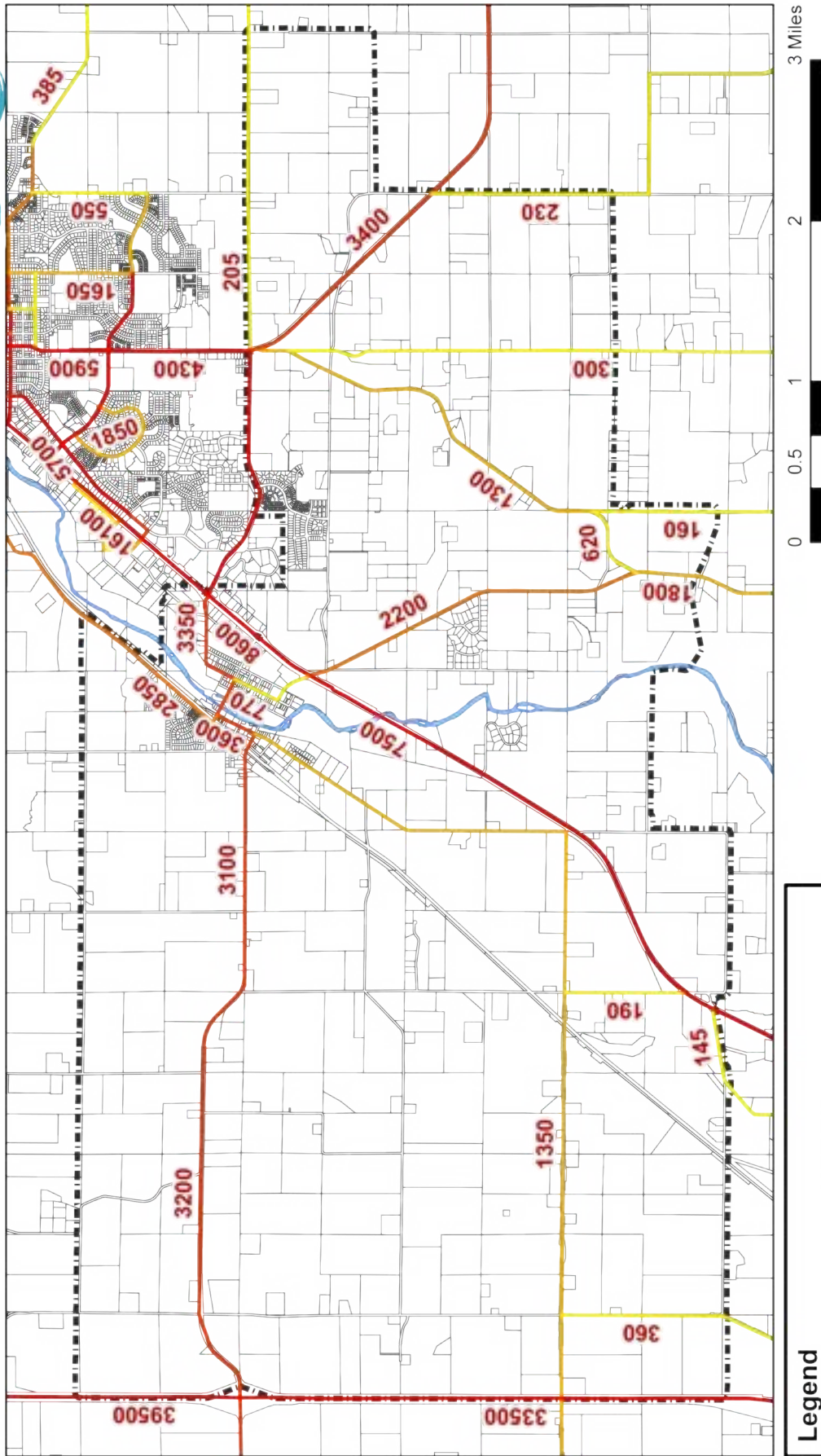
Map Updated: 11/14/19





Source: Rice County MNDOT,  
Northwest Associated Consultants  
Map Created 04/01/21

# Current Traffic Levels



**Legend**

2016 AADT Traffic Volumes

- 5 - 1000
- 1001 - 2000
- 2001 - 3000
- 3001 - 4000
- 4001 - 176000

Ultimate Land Use Boundary

## TRANSPORTATION GOALS

Goal: Use transportation system to properly connect key community assets.

- Reduce the amount of truck traffic through the Downtown and within residential areas of the City.
- Complete a comprehensive transportation plan with specifications for major and minor collectors.
- Develop access spacing guidelines for local collector roads.
- Cluster non-residential uses to appropriate areas to limit truck routes.
- Support the development of an integrated transportation network that connects the residential and commercial areas with the trunk highway system.
- Pursue the cooperation of MnDOT in improving the intersection of County Road 20 and Highway 3.
- Work with Bridgewater Township on improvements for 115th Street.
- Develop a full comprehensive transportation plan for the City.

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