
Frequently Asked Questions

Why is the road being reduced from four lanes to two?

Concord Street is being reduced from four lanes to two lanes between Armour Avenue and Wentworth Avenue because the projected vehicle and heavy commercial truck volumes don't warrant a four-lane roadway section. Concord Street was originally designed in the 1970's and projected traffic volumes to be approximately 22,000 vehicles per day. 40 years later, traffic data along Concord Street north of Armour Avenue is only 11,000 vehicles per day.

Why are access changes being considered?

Access along Concord Street was reviewed to determine if Concord Street traffic could operate more efficiently based on the minimum spacing requirements set forth in Dakota County's Comprehensive Plan. The existing spacing between many of the signalized and full access intersections south of Grand Avenue currently do not meet Dakota County's standards. Other aspects were taken into consideration, such as volume of traffic, safety, delay, posted speed limit, complete streets guidelines, public input, and future development, to analyze each location. Below is a summary of outcome of the access evaluations. Further detail is also shown on the project layout and interactive map.

- The 6th Street intersection will be changed to prohibited left turns in the southbound direction and vehicles from crossing Concord Street.
- The Veteran's Memorial Drive intersection will be changed to prohibit left turns in the northbound direction.
- The Bridgepoint Drive intersection will remain full-access. Dakota County will continue to monitor the intersection, as it does all its intersections, for any safety concerns.

Why is the traffic signal at Wentworth Avenue going to be removed?

Traffic volumes at the Wentworth Avenue intersection don't warrant the need for a traffic signal. Separate turn lanes will be provided on all legs of the intersection to improve safety and accommodate traffic queues for turning vehicles.

Why are roundabouts not proposed along Concord Street?

Concord Street is a significant arterial freight corridor within the metro area that accommodates a higher frequency of through traffic than turning traffic and heavy commercial vehicles. Roundabouts are more effective in scenarios where there is a more equal distribution of traffic on all legs of the intersection. Replacing signalized or full access intersections with roundabouts would also require larger intersection foot prints, which increase impacts and the need for significant right-of-way acquisition.

Where will the sidewalks and trails be located along Concord Street?

5 to 6-foot sidewalk facilities are proposed to be included along both sides of Concord Street, from I-494 to just south of the Simon's Ravine Trailhead parking lot. One exception is along the west side of Concord Street, from 6th Street to Grand Avenue, where there is already a sidewalk along the adjacent Concord Exchange. A 10' shared-use path is north of Simon's Ravine Trailhead parking lot to Annapolis Street. No pedestrian or off-road bicycle facilities are





Concord Street (TH 156) Improvements



proposed along the east side of Concord Street in this portion of the project for safety reasons due to the vicinity of the Union Pacific Railroad. 6-foot bikeable shoulders are proposed to be included along both sides of Concord Street, from Armour Avenue to Annapolis Street. The location of proposed pedestrian facilities are shown on the layout and interactive map.

How will the sidewalks and trails be marked to keep pedestrians and cyclists safe?

6 to 8-foot boulevards will be provided between sidewalk facilities and the proposed curb line along Concord Street, from I-494 to Wentworth Avenue where higher traffic volumes are observed. Boulevards north of Wentworth Avenue will be widened to the maximum extent possible based on available right-of-way but will typically be 3 to 4-feet wide. In addition, 6-foot bikeable shoulders are being provided through the corridor which provide adequate clearance between pedestrians and vehicles.

Sidewalks are being added in many portions of the corridor, providing access to businesses and transit facilities. These connections fill in gaps where otherwise pedestrians would be required to walk on the roadway or areas without a buffer from the traveling public. Major pedestrian crossings will include reflective signing and pavement markings to alert the travel public. Concord Street is also being narrowed in several locations, reducing crossing lengths for pedestrians, and improving safety. All sidewalk facilities will be upgraded to meet ADA and accessibility requirements.

Why is on-street parking being reduced?

Primary goals for the project include improving safety and mobility for all modes of transportation (i.e. vehicles, bicycles, pedestrians, and transit) within the roadway corridor while accommodating the needs of the surrounding community. In some instances, there isn't enough right-of-way to accommodate all needs at a given location. On-street parking was reduced near the intersection of Bryant Avenue due to the addition of a two-way left turn lane that mitigates existing safety and crash issues between Central Avenue and the Minikahda Storage Facility. On-street parking was reduced north of Butler Avenue to allow for the addition of a shared-use trail that connects to the Simon's Ravine Trailhead.

Parking counts were collected on multiple days and times based on input from City staff, Law Enforcement, peak business hours, and input from business owners to understand the existing parking demand for the corridor. The proposed improvements accommodate the maximum observed parking demand along the corridor. The proposed improvements provide approximately 120 – 125 on-street parking stalls where public right-of-way allows for on-street parking.

