Introduction

Transportation is essential to achieving the vision for the future of Apple Valley.

- Streets connect the community. They allow people to move safely and conveniently from jobs, shopping, schools and other destinations. Streets connect Apple Valley residents and businesses within the broader region.
- Transportation in Apple Valley involves more than driving a car. An aging population, rising energy costs and desires for an active and healthy community encourage a transportation system that provides meaningful ways for people to travel by bus, foot, bicycle, and wheelchair.
- Streets are more than travel corridors; they influence community character and quality of life. Street design, physical condition and improvements in the right-of-way each affect adjacent land uses.
- The access provided by streets allows land to develop and influences options for future redevelopment.

Each of these factors adds importance to planning for the operation, maintenance and enhancement of Apple Valley's transportation system.

The City of Apple Valley has adopted a Transportation Plan as the primary policy guide for all modes of transportation, including streets and highways, trails and sidewalks, transit facilities, and airport accessibility. The Transportation Plan addresses the location, limits, function, and capacity of all transportation facilities in the City of Apple Valley. The City updated its Transportation Plan in conjunction with 2030 update of the Comprehensive Plan.

This chapter is a summary of the full Transportation Plan, incorporated into the Comprehensive Plan as Appendix 1. The full Transportation Plan is a more technical document, designed to provide information needed by city staff, policy makers and other agencies. The summary of the Transportation Plan seeks to translate this information into a form that better serves community needs.
Goals, Objectives, and Policies

As described in the Vision for Apple Valley (Chapter 2), the ability to move safely and efficiently within Apple Valley and the region is essential. Apple Valley supports a multi-faceted transportation system for automobiles, mass transit, bicycles and pedestrians that provides viable means of movement that is not solely dependent on the automobile.

Transportation goals, objectives, and policies reflect the vision for Apple Valley’s transportation system. They also help guide priorities for future investment, either as a publicly-maintained local system or in partnership with regional or state transportation agencies. These transportation goals, objectives, and policies provide the City with a means to measure the performance of the transportation system over time, and as necessary, an opportunity to reassess, revise and/or supplement the desires of the community. The goals, objectives, and policies listed below are not ranked or presented in any order of importance and/or need.

Goal 1: Balance the vitality of the downtown with the increasing congestion of a growing community.

Objectives
- Support the efficient movement of goods and services.
- Unify rather than separate the downtown quadrants.
- Balance vehicular access and circulation with people movement in the Downtown.

Goal 2: Preserve and Enhance the Transportation System

Objectives
- Maintain the existing transportation system by making scheduled improvements to replace worn or obsolete components.
- Seek opportunities to improve existing local streets by development and redevelopment opportunities and by coordinating improvements with County and State roadway partners and their funding programs.

Policies
- As the greatest investment priority, the City will preserve its existing transportation system in the highest order of operating condition.
- The City will continue to maintain pavement and permanent right-of-way fixtures associated with the local roadway, bridge, trail, and sidewalk system using routine inspections and maintenance and improvement programs coordinated by the Apple Valley Public Works Department.
- The City will coordinate regional roadway preservation improvements with other transportation system partners in the community, including Mn/DOT, Dakota County, Minnesota Valley Transit Authority (MVTA), and school transit providers.
- The City is committed to the ring route and its purpose of moving traffic quickly and efficiently in the Downtown.

Statutory Requirements

The State of Minnesota, through the enactment of the Metropolitan Land Planning Act (M.S. 473.859, Subd.3(1)) requires the Metropolitan Council’s review of each metropolitan community transportation plan to assure conformity with the regional development framework. The Metropolitan Council’s 2030 Transportation Policy Plan (TPP) is the planning document that provides guidance for policies and strategies included in the 2030 Apple Valley Transportation Plan.

The City of Apple Valley will adopt the updated Transportation Plan to submit it to the Metropolitan Council as part of the materials that accompanies the 2030 Comprehensive Plan.

- Solve primary northbound Cedar Avenue congestion by adding a lane north of 140th Street.
- Identify future design solutions that respect the uniqueness of the Cedar Avenue and County 42 corridors as special, business/downtown arterials.

Policies
- Work collaboratively with key stakeholders including Dakota County, Chamber of Commerce, and affected property owners on solutions that sustain, grow, unify, and keep the downtown vital.

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- Implement environmentally-conscious designs, where feasible, in reconstruction projects.
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Goal 3: Improve the Functionality and Safety of the Transportation System

Objectives
- Analyze the current transportation system and assess its current performance.
- Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility).

Policies
- The City will conduct vehicle speed audits to assess locations where enforcement is an issue and where infrastructure or traffic control changes may be considered.
- The City will encourage the study of reasonable traffic management techniques where documented safety issues exist.
- The City will monitor crash statistics for trends and tailor improvements for targeted areas.
- The City will capture opportunities to implement local and regional roadway improvements with proposed redevelopment projects.
- The City will implement transportation system management policies and performance requirements to measure impacts and assess mitigation needs for development and redevelopment projects.
- The City will continue to work with regional roadway partners and private property owners on access management solutions along principal and minor arterial corridors.
- The City will integrate safety features in pedestrian and bicycle facility improvements, especially at street crossings and in non-exclusive lanes.

Goal 4: Develop an Integrated System of Trails and Walkways

Objectives
- Encourage healthy lifestyles by providing appropriately sized and located facilities that connect recreational, institutional, residential, commercial, and other congregating centers.
- Recognize changing modal choices, environmental conservation, and the growth of bicycle to work and bicycle to transit commuting.

Policies
- Provide walkways along all minor arterial, major collector, and minor collector streets.
- Provide off-street trails through city parks and open space where feasible and appropriate.
- Continue to work with regional and county agencies and adjacent communities to improve linkages to regional trails that can provide both recreational and commuting benefits.
- Require sidewalks in all new developments.
- Provide connections to all parks.
- Provide striped shoulders for bicycle travel along both sides of major collectors and county roads where feasible.
- Provide trail connections to primary transit facilities.
- Use special trail signage and map locations to help identify bicycle and walking facilities and routes.

Goal 5: Improve Community Connectivity

Objectives
- Assess the current transportation system for connectivity issues and develop potential solutions.
- Provide solutions for all modes of travel demonstrating connectivity concerns.

Policies
- The City will work with residents, businesses, and partnering agencies to provide linkages for logical connections that currently represent local and regional system gaps, especially to help reduce crashes, relieve regional system demands, and maintain the local system.
- The City will assess and improve the connectivity of major community facilities, including the downtown area, parks, employment and institutional centers.
- The City will look for opportunities with neighboring jurisdictions to enhance local street connectivity between communities.

Goal 6: Enhance Transit Usage

Objectives
- Support local and regional transit provider plans and programs that benefit residents and visitors in the community.
- Continually assess and report the changing transit needs of area residents through continued coordina-
tion with the outreach efforts of local and regional providers.
- Ensure that existing high transit user areas and planned redevelopment projects are served with optimal transit facilities and services.
- Anticipate the next generation of transit usage: Express service leads to bus rapid transit (BRT) service, experience with both express and BRT leads to hybrid Express/BRT routes with destinations and service schedules that match rider needs; and then as the system matures, the east/west services are added to serve the Cedar transitway.
- Develop transit facilities that are well designed, interesting and compliment the City's design standards. The waiting areas and protected crossings will be suitable for all weather conditions, temperature controlled, well lighted and inviting.

Policies
- Continue to work with the Minnesota Valley Transit Authority (MVTA) to determine future transit services consistent with the City's transit market and its associated service standards and strategies.
- Evaluate the need for transit in the redesign and reconstruction of roadways whether or not they are currently used by transit providers.
- Evaluate the need for transit during the review of development/redevelopment proposals.
- Reduce travel demand by encouraging programs that provide alternatives to single occupant vehicles. Work with business and developers during the plan review process to plan for multi-modal responses to the threat of gridlock.
- Monitor job increases (see figure 3.18 forecasts) overtime. An actual 13,400 (2007) is projected to become 22,000 (2030). Travel demand needs to be closely monitored and transit responses considered.
- Encourage collaboration with surrounding communities on the need for and location of improved and/or expanded transit services.
- Provide trail connections to transit facilities.

Goal 7: Visually Integrate the Transportation System

Objectives
- Unify community themes in public rights-of-way and work with local and regional transportation system partners and the business community to incorporate the community's identity.
- Provide aesthetic treatments in public rights-of-way that are appropriate for the scale of the area and in conformance with selected community themes.

Policies
- Transportation facilities will be planned to function in a manner compatible with adjacent land uses while also taking into consideration social, economic, and environmental factors.
- The City will work collaboratively with all agencies including, but not limited to, federal, state, county and regional agencies, to further enhance the transportation system throughout the City.
- The transportation system should be designed and constructed to accommodate existing and future travel demand.
- Rely on signage strategies to integrate and guide multi-modal choices.
- The City will develop a transportation system that is cost-feasible, where expenditures satisfy a public transportation policy.
- The transportation system should integrate and achieve a balanced mix of all transportation modes. All transportation projects within the City affect all modes of transportation. Consequently, all projects should be evaluated as to the impact on each mode.
- Continue to establish and maintain an interconnected affordable network of roadways, transit services, bicycle trails and pedestrian facilities between neighborhoods, recreational and community facilities, employment and commercial centers.
- The City’s land use development standards will promote safe and efficient access to the transportation system. Require new development to provide an adequate system of local streets while limiting direct access to major thoroughfares in order to maintain safe and efficient operations on these roadways.
- Require the dedication or preservation of right-of-way consistent with adopted right-of-way standards when property is platted or subdivided, and work with landowners/developers during the site planning and platting process to implement safe and efficient roadway design.
Jurisdictional Classification System

Figure 8.1

Legend

Road Jurisdiction
- Interstate Highway
- State Highway
- County Road
- City Street
- Municipal Boundaries
- Apple Valley

Source: Dakota County, Metropolitan Council, MnDOT, MnDNR and SEH
Projection: UTM Zone 15, NAD83 Meters

0 1,250 2,500 5,000 Feet

Transportation 8-5
Roadway System Plan

Streets make up the largest element of Apple Valley's transportation system. In 2008, there are 226 miles of streets in Apple Valley. The City manages and maintains 171.3 miles of the overall street system. Planning for the future requires a clear understanding of the design and function of the existing roadway system.

Roadway Jurisdiction

The City of Apple Valley does not control every street in the community. Jurisdiction over Apple Valley's roadway system is divided among the state, county, and city. This factor is important because it limits the City’s ability to directly control the design, function and improvement of key roadways.

The map in Figure 8-1 shows roadway jurisdiction in 2008. No future changes in roadway jurisdiction are currently anticipated.

State Highway System

Roadways that serve regional, inter-county or state-wide transportation needs are typically owned and maintained by the State through the Minnesota Department of Transportation (Mn/DOT). Roadways within Apple Valley that are under Mn/DOT’s jurisdiction include:

- Interstate 35E
- Trunk Highway 77

County Road System

In addition to the state highway system, most of the City’s main transportation corridors are part of the county highway system. County State Aid Highways (CSAH) are part of a statewide network of highways that met a set of criteria established by the State. Dakota County also manages and maintains a system of non-state aid county roads. Typically these roadways carry lower traffic volumes and are not consistently designed to the same standards as the state aid system. All Dakota County roadways in Apple Valley are part of the state aid system.

Roadways within Apple Valley that are under Dakota County jurisdiction include:

- County State Aid Highway (CSAH) 11;
- CSAH 23 (Cedar Avenue);
- CSAH 31 (Pilot Knob Road);
- CSAH 33 (Diamond Path);
- CSAH 38 (McAndrews Road);
- CSAH 42 (150th Street); and
- CSAH 46 (160th Street).

Local Street System

Roadways that primarily serve local transportation needs are managed and maintained by the City of Apple Valley. The City's public streets and roadways constitute the local city street system.

Two facets of the local street system should be noted. Some local streets are designated for inclusion in the Municipal State Aid Street System (MSA). The City receives financial assistance from the State to build and maintain these streets. The State sets rules for the designation and minimum design standards of MSA streets.

Some multiple family developments contain private streets rather than public ones. These streets are built and maintained by homeowner’s associations.

Functional Classification System

The functional classification system is an essential element of a viable roadway network. The functional classification system describes the intended role and character of all streets in Apple Valley.

Functional classification highlights the systemic nature of roads. The roadway system is a hierarchy of roads that collects and distributes traffic from neighborhoods to the county and state highway systems in as efficient a manner as possible. Roads are placed into functional categories based on the degree to which they provide access to adjacent land or provide mobility to through traffic. Ideally, roads are designed to perform a designated function and are located to best serve the type of travel needed. Transportation issues arise when roadway design is inconsistent with the functional demands imposed on the roadway.

The functional classification system provides a tool for coordinating transportation systems and plans across jurisdictions. These designations allow adjacent cities and other parties to understand current and planned operations of the roadway system.

Functional classification underscores the multi-jurisdictional nature of Apple Valley's roadway system. The City only determines the functional classification of streets under its control. Mn/DOT, the Metropolitan Council and Dakota County set the functional classification for state highways and county roads.
The illustrations in Figures 8-2 and 8-3 provide graphic representations of roadway functional classifications. Figure 8-2 depicts the relationship between land access and mobility and how the different classifications of roads provide varying degrees of mobility versus land access. Figure 8-3 shows the basic framework and layout of the functional classification system of roads.

The current and planned future functional classification system of Apple Valley’s roadway system appears in Figure 8-4. The system is based on the following categories:

- Principal Arterials;
- Minor Arterials (A Minor and B Minor);
- Collectors (Major and Minor); and
- Local Streets.

The A Minor/B Minor Arterial and Major/Minor Collector designations were adopted by the Metropolitan Council as a means for identifying roadways which are oriented toward mobility or through-trips (A-Minor and Major Collectors) versus those that are oriented more toward accessibility or land access (B-Minor or Minor Collectors).

**Principal Arterials**

Principal arterials are the highest roadway classification and are considered part of the metropolitan highway system. These roads are intended to connect metropolitan centers with one another and connect major business concentrations in the metropolitan area. They also serve primary bus transit routes, are high-speed facilities (up to 70 mph posted speeds) and typically have controlled or restricted access via expressway (at-grade intersections) or freeway (grade-separated interchange) design. Interstate 35E, Minnesota Trunk Highway 77, County State Aid Highway (CSAH) 23 (north of CSAH 42), and CSAH 42 are classified as Principal Arterial highways according to the Metropolitan Council’s 2007 Functional Classification system.

**Minor Arterials**

Minor arterials are intended to connect important locations inside and outside of the City. They generally connect to principal arterials or other minor arterials or collectors. While there is generally more access to minor arterials than principal arterials, the emphasis is still on mobility. Major business concentrations and other important traffic generators are commonly located on minor arterials. The Metropolitan Council has identified minor arterials that are of regional importance because they relieve traffic on the principal arterials or substitute for principal arterials when necessary. These roads have been labeled as Minor arterials and categorized into four types: Relievers, Expanders, Connectors, and Augmenters.

- A Minor – Relievers are roadways that provide direct relief for traffic on major metropolitan highways (principal arterials).
- A Minor – Expanders are routes that provide a way to make connections between developing areas outside the interstate ring.
- A Minor – Connectors are roadways that provide good, safe connections among town centers.
- A Minor – Augmenters are roadways that augment principal arterials within the interstate ring.

Within Apple Valley, the following roadways are classified as “A” minor arterials:

- CSAH 11 – Expander
- CSAH 38/McAndrews Road – Expander
- CSAH 31/Pilot Knob Road – Expander
- CSAH 23/Cedar Avenue (south of CSAH 42) – Expander
- CSAH 46/160th Street – Expander
- CSAH 33 (Diamond Path) is only B minor arterial roadway within Apple Valley.
Collectors

Two types of collector streets (Major and Minor) provide a balance between land access and mobility and move local street traffic to the arterial roadway system. Major collector roadways are designed to serve shorter trips that occur primarily within the City, and to collect and distribute traffic from neighborhoods and employment centers to the arterial system. These streets are typically part of the City’s municipal state aid system. The City’s major collector system includes the following streets:

- Galaxie Avenue;
- 140th Street;
- Garden View Drive (south of CSAH 38/McAndrews Road); and
- Johnny Cake Ridge Road.

Minor collector roadways collect and distribute traffic from neighborhoods to the major collector and arterial networks. These roads are generally shorter and less continuous than major collectors, but serve to supplement those streets. These streets are typically part of the City’s municipal state aid system. Streets designated as minor collectors are shown in Figure 8.4.

Local Streets

All other public and private streets within Apple Valley are classified as local streets. Local streets provide the highest level of direct access and carry the lowest traffic volumes at the lowest speeds.

2030 Forecast Traffic Volumes

Figure 8.5 compares existing (2007) traffic volumes with forecast traffic volumes for 2030. Traffic forecasts were prepared for 2030 using the Metropolitan Council’s regional forecast model.

The traffic volume forecasts divide Apple Valley into smaller subareas called “traffic analysis zones” (TAZ). Estimates of population, households and employment are made for each TAZ and used as inputs in the transportation planning and travel demand forecasting process. The review of the 2030 data in the regional model revealed that all the data match the forecasts except for the population. The TAZ population for the City was adjusted to match the number in the system statement proposed by the Metropolitan Council.

A more detailed description of the assumptions and methodology used in making these forecasts can be found in the complete Transportation Plan (See Appendix 1).

Transit System

Transit plays an important role in Apple Valley’s transportation system. The existing system focuses on connections with employment centers in Minneapolis and Saint Paul and with other parts of the regional transit system. In the future, workers will need greater access to destinations within Dakota County and Apple Valley.

Existing Transit System

Apple Valley is located in the Metropolitan Transit Taxing District within Transit Market Area III. Service options for Transit Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing.

Transit service in Apple Valley is provided by the Minnesota Valley Transit Authority (MVTA). The MVTA is an independent transportation agency for the Cities of Apple Valley, Burnsville, Eagan, Rosemount and Savage formed under state legislation that allowed outer-ring suburbs to “opt-out” of centrally provided transportation services. The MVTA operates peak express service to downtown Minneapolis and downtown St. Paul, local crosstown service, and reverse commute express services.

MVTA operates three park and ride facilities in Apple Valley where passengers may park their cars free of charge and board a bus, carpool or vanpool. The park and ride facilities include the Apple Valley Transit Station, the Palomino Hills Park & Ride Lot, and the 157th Street Station.

Figure 8.6 illustrates current transit system routes, stops, and support facilities in Apple Valley.

Unique transit needs in the community are presented by populations housed in group quarters and facilities that offer specialty care services for temporarily or permanently disabled populations and seniors. The transit needs of these populations are varied and are typically provided by specialized paratransit providers that offer express or demand-response services, such as the Metro Mobility program administered by the Metropolitan Council. Dial-a-ride service for seniors and persons with disabilities is also provided by Dakota Area Resources and Transportation for Seniors (DARTS).

2030 Transit Plan

Apple Valley will continue to work with the Metropolitan Council, MVTA, Dakota County and other parties to expand and enhance transit service. Important elements of future transit service include:

- Establishment of bus rapid transit (BRT) service in the Cedar Avenue corridor.
Legend
- Municipal Boundaries
- Apple Valley

0000 - Existing (2007) Traffic Volume
0000 - Forecast (2030) Traffic Volume

Existing and Forecast Traffic Volumes

Figure 8.5

Source: Dakota County, Metropolitan Council, Mn/DOT, MnDNR and SEH
Projection: UTM Zone 15, NAD83 Meters
Figure 8.6

Legend

Planned BRT Stations
- BRT Station with Park & Ride
- BRT Station without Park & Ride
- Planned Cedar Ave BRT
- Park and Ride Locations
- Future "Crosstown" Transit Service
- Future "North-South" Transit Service
- Bus Stops
- Bus Routes
- Municipal Boundaries
- Apple Valley

Source: Dakota County Metropolitan Council, MNDOT, MnDNR, and SEH
Projection: UTM Zone 15, NAD83 Meters

2030 Comprehensive Plan
October 2009
Transportation 8-11
• Expansion of regional rapid transit system with service connections to Apple Valley.
• Expanded transit services connecting employment and other destinations within Dakota County.
• Expanded services connecting employment and other destinations within Apple Valley.
• Greater opportunity for reverse commuting - workers travelling to employment within Apple Valley.

Figure 8.6 shows primary elements of future transit plans in Apple Valley. These elements include Cedar Avenue BRT and new north/south and east/west (crosstown) transitways. Other aspects of future transit service are more conceptual and not suited to illustration on a map.

**Cedar Avenue Corridor Transitway**

Improvements will begin in 2009 for the initiation of bus rapid transit service (BRT) in the Cedar Avenue corridor in 2010. This transitway runs from CSAH 70 in Lakeville to the Mall of America. BRT service in Apple Valley will include:

• BRT will operate on the roadway shoulders.
• Improvements are intended to be made to the existing park-and-ride facilities.
• Dakota County plans show transit stop/station areas near the 140th Street and 147th Street intersections.

The Comprehensive Plan anticipates that the evolution of the BRT in the Cedar Avenue corridor will produce issues and opportunities. These may include:

• Sidewalk and trail connections to transit stops/stations.
• Connections with local transit service.
• Need for additional park and ride facilities.
• New development (redevelopment) that seeks strong connections with rapid transit.
• Additional improvements to Cedar Avenue.

These items, and others, will require additional planning that may lead to amendments to the Comprehensive Plan.

In response to the planned transit improvements along Cedar Avenue, the City has begun to consider addressing the potential for and benefits of transit oriented development (TOD). In July 2008, a draft of the Transit- Oriented Land Use Planning and Development Evaluation was prepared in parallel with the preparation of the 2030 Comprehensive Plan. This report focused on assessing:

• Opportunities for medium to high density mixed use development along Cedar Ave
• Opportunities for medium to high density housing within a half mile of planned transit stops
• Ways in which housing and retail and employment can be connected to transit facilities and the local street and pedestrian/bicycle route
• The mix of transit supportive uses around transit stops and neighborhood and retail centers.
• The role TOD plays in unifying the quadrants of the downtown.

TOD can introduce several benefits for the City such as increased property values, increased transit ridership, and a diversification and higher intensity of land uses. More information is contained in the Economic Development Chapter.

**Pedestrian and Bicycle Facilities**

Increasingly, pedestrian and bicyclist facilities in the City are serving the dual role of providing recreational value as well as viable options for commuters (for work or shopping). A detailed discussion of pedestrian and bicycle facilities, along with the long-range planning for these facilities in relationship to the community’s recreational assets, can be found in the Parks and Active Living chapter of the Apple Valley Comprehensive Plan.

It is essential that the City maintain a strong coordination between pedestrian/bicycle facilities and other transportation elements of the Comprehensive Plan. Critical relationships include:

• Building trails along all major collector and arterial roadways.
• Providing for pedestrian and bicycle crossings at key intersections.
• Providing pedestrian and bicycle connections to transit facilities.
• Providing bicycle rack and storage at transit facilities.
• Maintaining adjacent trails and sidewalks as part of street reconstruction and resurfacing projects.
• Providing striped shoulders or dedicated bike lanes as part of roadway design.

These strategies will help to coordinate improvements and make effective use of limited financial resources.
Aviation

The City of Apple Valley does not have public airport facilities within its jurisdiction. However, the City is located south of the Minneapolis-St. Paul (MSP) International Airport, which is owned and operated by the Metropolitan Airports Commission (MAC). The City is located outside of the designated Airport Influence Area for MSP. The MAC opened an 8,000 foot north-south runway (Runway 17/35) on October 27, 2005 which distributes arriving and departing aircraft in airspace over Apple Valley. Apple Valley’s distance from MSP buffers it from being included in the MAC’s 2007 noise policy area.

Airspace Protection

According to Federal Aviation Administration (FAA) and Mn/DOT Aeronautics safety standards, any applicant who proposes to construct a structure 200 feet above the ground level must get appropriate approval. The Federal Aviation Administration (FAA) requires the FAA Form 7460-1 “Notice of Proposed Construction or Alteration”, under code of federal regulations CFR-Part 77, be filed for any proposed structure or alteration that exceeds 200 feet. FAA Form 7460-1 can be obtained from FAA headquarters and regional offices. These forms must be submitted 30 days before alteration/construction begins or the construction permit is filed, whichever is earlier. Mn/DOT must also be notified (see Mn/DOT Rules Chapter 8800). The MSP airport/community zoning board’s land use safety zoning ordinance should also be considered when reviewing construction in the city that raises potential aviation conflicts.

The City of Apple Valley zoning ordinance does not permit buildings to be constructed to a height of 200 feet or taller, nor do any buildings exceed that height at this time. City of Apple Valley Ordinance Section 155.385, Towers and Antennas Site Design and Maintenance, controls the development and construction of objects affecting navigable airspace including construction exceeding 200 feet. Currently the tallest structure in the City is a 150-foot communications tower located on private property.

Aviation Support Facilities – FAA Radar Dome

An FAA Long-Range Radar facility is located at 13591 Harwell Path in the City. The radar was constructed in 1958 before the surrounding residential area was built up around it. There are no current land use conflicts between the radar facility and the neighboring residential area.

Special Purpose Facilities – Seaplane Lake

Lake Alimagnet is designated in Minnesota State Rules Chapter 8800.2800 as authorized for purposes of safe seaplane use. Lake Alimagnet is approximately 100 acres in size with adjacent land uses including park around the west, south and southwest sides, and residential uses along the east side of the lake.

Freight and Heavy Commercial Vehicles

According to a recent report prepared by Mn/DOT entitled "Trucks and Twin Cities Traffic Management", one of the top-ranking strategies to reduce congestion for trucks traveling within and through the Twin Cities is to provide design guidance to local governments for accommodating trucks on local roads. A copy of the report is available from Mn/DOT. This strategy was adopted by Mn/DOT and includes ongoing guidance updates and training. The guidance is intended to help local governments identify locations where land uses currently (or are likely to) generate heavy truck movements, present unique traffic control needs, and demonstrate concerns for local street pavement and geometric design to accommodate heavy truck dimensions and weight. The guidance can be used to improve truck, motorist, and non-motorized vehicle safety and traffic flow.

Typical examples include driveways or approaches to loading zones for retail stores or industrial buildings where inadequate maneuvering and turning space causes safety conflicts between the rear tires of an off-track trailer and the access way it is intended to use. Pedestrians approaching a driveway intersection on a sidewalk may not suspect a truck’s approaching off-tracked rear tires. In addition, damages to public infrastructure can also result (broken curbs and landscaping destruction). Inadequate truck queuing can also be a problem, requiring temporary on-street parking.

An assessment of industrial and commercial truck ingress/egress areas in Apple Valley should be performed for properties where such issues have been observed for reasons associated with safety, operational efficiencies, and infrastructure preservation. In addition, the Mn/DOT guidance will provide support to the City of Apple Valley.
in conducting site plan reviews for new developments and/or redevelopments.

**Transportation Plan Recommendations**

Implementing Apple Valley’s plans for the transportation system is an ongoing process. This section describes the key actions to be taken by the City in the coming years.

**Transportation Plan**

The City will use the 2030 Transportation Plan as the primary tool for achieving the transportation related goals of the Comprehensive Plan. The Plan will be updated as needed. Amendments to the Transportation Plan should be made to maintain consistency with the Comprehensive Plan.

**Capital Improvements Planning**

The City uses a capital improvements plan to prepare for public improvements and to manage the financial resources needed to undertake these projects. Street improvements identified in the Transportation Plan will be incorporated into the ongoing capital improvements planning process.

**Partnerships and Collaboration**

Achieving transportation goals and objectives for Apple Valley requires good working relationships with MnDOT, the Metropolitan Council, Dakota County, MVTA, adjacent cities and other parties in the transportation system. Through these partnerships and collaborative working relationships, the City seeks to:

- Play a meaningful role in planning improvements to be undertaken by other jurisdictions.
- Coordinate improvements with other jurisdictions.
- Maximize funding from other sources.

**Roadway Network Recommendations**

The 2030 Transportation Plan identifies future roadway and street improvements. The timing of the improvements will be defined as the City advances through the development of future capital improvement plans and completes any future technical studies focused on the particular issue areas.

Key additions to the street system include:

- Extend Johnny Cake Ridge Road from CSAH 42 to CSAH 46.
- Extend 153rd Street to the east to connect with 155th Street at Pilot Knob Road.
- Extend 157th Street to the east to connect with Pilot Knob Road.
- Complete missing segment of 147th Street east from Flagstaff Avenue.

In addition to these improvements, the following roadway segments have been identified as potential capacity concerns by the year 2030.

- Galaxie Avenue – from north City limits to CSAH 38.
- Dodd Boulevard – from 155th Street to CSAH 33/Diamond Path.

These roadways should be monitored over time to ensure no significant congestion issues develop.

The safety assessment conducted as part of the transportation planning process identified the locations within the City where the highest number of crashes occurred between 2003 and 2005. The majority of the locations are on the county highway system, however five locations were identified on the City street network. These include:

- 140th Street/Galaxie Avenue.
- 147th Street/Galaxie Avenue.
- 157th Street/Galaxie Avenue.
- 153rd Street/Garrett Avenue.
- 147th Street/Foliage Avenue.

It is not practical to identify recommendations at these intersections until a more rigorous investigation of crash rates, types, and severity is conducted at each location.

**Transit Service Recommendations**

The Dakota County Regional Railroad Authority (DCRRA) has adopted an implementation plan for the Cedar Avenue Corridor Transitway.

The programmed improvements for CSAH 23 (Cedar Avenue) include the implementation of shoulder-running Bus Rapid Transit (BRT) between 138th Street in Apple Valley and County Highway 70 in the City of Lakeville (a distance of approximately 7.7 miles). Dakota County plans show programmed improvements along Cedar Avenue to include two new station stops at 140th Street and 147th Street and the expansion of two existing park-and-ride lots (the Palomino Hills Park-and-Ride and the Apple Valley Transit Station.).

The City will continue to work with Dakota County, MVTA, Metropolitan Council and other parties to enhance and expand local transit services.
Non-Motorized Transportation

The City values active living opportunities that strengthen and enhance community life. A detailed discussion of pedestrian and bicycle facilities, along with the long-range planning for these facilities in relationship to the community’s recreational assets, can be found in the Parks and Active Living chapter of the Apple Valley Comprehensive Plan. The City will use street improvements as a tool for building and maintaining trails and sidewalks in Apple Valley. The City will also explore the development of directional signage and mapping displays to improve connectivity.

Downtown “Ring Route”

The City should ensure that the transportation elements in the downtown area continue to accommodate existing and future travel demand in order to serve the community shopping and service needs of its residents due to its convenient location to Apple Valley residents, contribution to the city tax base, and its significance as an activity hub in the City.

“Great Streets” Concept

The Vision chapter of the Apple Valley Comprehensive Plan states that the City should be a place of “great streets”. A great street extends beyond the street surface to the sidewalks and landscaping in the adjacent right-of-way. A great street provides for the safe and efficient movement of vehicles while encouraging travel by bicycles and pedestrians. A great street supports and enhances land use. A great street adds to the quality of life and identity of Apple Valley. The street system should be designed to avoid unintended traffic patterns and volumes. Therefore, the City will consider the “great streets” concept when planning future improvements to transportation corridors such as CSAH 23 (Cedar Avenue), CSAH 42, and the Downtown Ring Route.