City Council Memorandum

To: Mayor Fasbender & City Council Members
From: John Caven, Assistant City Engineer
Date: February 17, 2026
Item: Resolution Adopting CSAH 42 Corridor Improvements

Council Action Requested:
The City Council is requested to approve the enclosed resolution adopting the CSAH 42 Corridor Improvements.

Background Information:
Dakota County provided a council presentation on January 20, 2026. The presentation provided an overview of the proposed corridor improvements based on public feedback received from previous Open Houses.

The second council presentation will more directly focus on two design elements of the project

- Recommended trail layout to provide improved corridor trail connectivity.
- Recommended road design option adjacent to proposed tree removal adjacent to Lakeside Cemetery.

Trail Connectivity

- It is the County's policy to provide trails on both sides of a collector road.
- Recognizing the insufficient available right of way and pinch points of adjacent properties, the County proposes to limit the trail to one side of the road, and enhance it as best they possibly can, for as long as they possibly can, to provide all users a safe crossing.
- The County recognizes the opportunity to maximize the safety and travel of the "3 mile loop" along CSAH 42/Mississippi River. The County acknowledges certain locations lack the available right of way to fully realize its full-loop potential. Existing trail system does not accommodate a realistic alternate route.
- For many reasons, a trail solely on the north or solely on the south side does not work. Crossings are necessary.
- Bump outs to assist safe crossings are proposed. Bump outs are chosen at locations that match pedestrian usage patterns and maximize site lines near horizontal curves.
- Formal on-street bicycle lanes were considered but quickly omitted due to restrictive pinch points along the corridor. To do so, a drastic increase in cost to move curblines and storm sewer/catch basins would need to occur. Minimum shoulders will remain however for bicyclists but are narrower than required for a formal bicycle lane.
- Desired bicycle lane on "the hill" will not be marked "bicycle lane" but is simply proposed to maximize the space should a bicyclist choose to utilize this corridor to complete the "3 mile loop".
- No parking is proposed on the south side of CSAH 42 between Forest St and Eddy St to assist with this movement. Ample parking on the north side of CSAH 42 will remain. Ample parking in the ramp will remain for special events.
- The narrower striping on "the hill" is a low cost solution to assist in speed reduction efforts.
- Widening the existing 5 foot concrete sidewalk to an 8 foot bituminous trail from Pleasant Dr to 1st St does not affect the road design or decision with tree removal.
- Dakota County will own the trail. Parks Department has expressed interest in acquiring snow removal responsibilities, to be memorialized in a forthcoming Joint Powers Agreement. This is consistent with other trail segments on the adjacent Greenway trail system. The Parks Department feels the City can better serve the community by performing the snow removal sooner and with a higher level of service after a snow event.

Road Design / Tree Removal

- The design team began the project under the assumption to save the trees.
- Road design recommendation reflects best management practices for roadway safety
    - Removing bypass lanes in an urban setting.
    - Adding westbound left turn lanes to Hospital, per request of the Hospital, and supported by turning movements collected.
    - Providing non-meandering westbound through lane past hospital
    - Providing adequate lane widths and clear zone adjacent to westbound through lane.
    - Providing shoulders to support bicyclists that may share the road.
- To accommodate the left turn lanes, the westbound through lane must be located along the northly curbline.
- The turn lanes most affecting tree removal are the two easterly entrances, including the one for the Emergency Room.
- The northerly curbline must be moved northward (towards the trees) in order to maintain a safe "non-meandering" through lane.
- Minimum lane widths are proposed within the 30mph zone to help manage speeds.
- The County presents three options for curb location. It recommends the curb be moved up to 8ft northward from the existing location of the curb. This will provide the standard vehicle safety and clear zone requirements.
    - RECOMMENDED
        - 10.5ft drive lanes, 12ft turn lane
        - 4ft shoulder of roadway (typical)
        - 4.7ft grass boulevard to center of existing trees.
        - 23 trees to be removed and small replacement trees replanted per City Forester recommendations
        - Three left turn lanes are installed to hospital.
    - ALTERNATIVE (Not Recommended)
        - 10.5ft drive lanes, 12ft turn lane
        - 0ft shoulder of roadway (atypical and reduces clear zone safety) – Westbound
        - 4ft shoulder of roadway - Eastbound
        - 8.7ft – grass boulevard to center of existing trees.
        - Most trees to be removed and small replacement trees replanted
        - A few trees possibly could be saved. Cemetery to assume risk of removing trees in subsequent years caused by project's root damage within the tree canopy.
- City Forester inspected trees and provided his forestry expertise on how construction may affect the trees. These findings were shared with the County to be evaluated by their own County staff.
    - RECOMMENDED
        - Significant root damage will occur.
        - 23 trees would need to be removed.
        - 23 trees (small height/deep root) could be strategically replanted safely under and/or away from power lines.
    - ALTERNATIVE (Not Recommended)
        - Some root damage within tree canopy will occur.
        - Could try to save a small number of trees and hope they don't die a couple years after the project.
        - Many trees are damaged enough by power line pruning and wind storms to justify taking them down.
- The County approached the Cemetery and their Board was agreeable to the proposed tree removal/replanting citing a growing risk of damage to the fence and monuments from falling branches during storms.
- County's policy is to pay 85% the tree removal cost and 50% of the replanting. For 23 trees, the City's portion would be approximately $10k.

Plans are actively being developed to move towards 2027 construction. City resolution adopting the improvements are needed to move forward with design and start the County's right of way process, which could take approximately one year. The project will be completed prior to the heavy construction of the Hwy 61 corridor.

Financial Impact:
Dakota County is working with a consultant to develop plans, with construction anticipated in 2027. City contribution for design and construction is anticipated to be approximately $320,000 to be paid by the end of the 2027 calendar year. The project will be budgeted through the 2027 budgetary process.

Staff Recommendation:
N/A

Attachments:
Resolution Adopting CSAH 42 Corridor Improvements

CP 42-161

Council Support the CSAH 42 Corridor Improvements

CITY OF HASTINGS

DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. _____

RESOLUTION ADOPTING COUNTY PROJECT 42-161 – CSAH 42 CORRIDOR IMPROVEMENTS

WHEREAS, the City of Hastings provided Resolution of Support for CSAH 42 Pedestrian Safety Assessment in 2021.

WHEREAS, the City of Hastings provided Resolution of Support for CSAH 42 Corridor Study Report in 2024.

WHEREAS, Dakota County partnered with HR Green to design the CSAH 42 corridor improvements to be ready for construction in 2027.

WHEREAS, A public open house was held on January 23, 2024 to gather input from area residents to identify difficult crossings and understand general usage patterns.

WHEREAS, a public open house was held on December 3, 2025 to gather feedback from area residents on the proposed design for CSAH 42 corridor improvements.

WHEREAS, the Project Team with input from the public engagement process have together yielded a recommended concept design.

NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF HASTINGS hereby supports the CSAH 42 Corridor Improvements.

Passed by the City Council of the City of Hastings on the 17th day of February, 2026.

AYES:

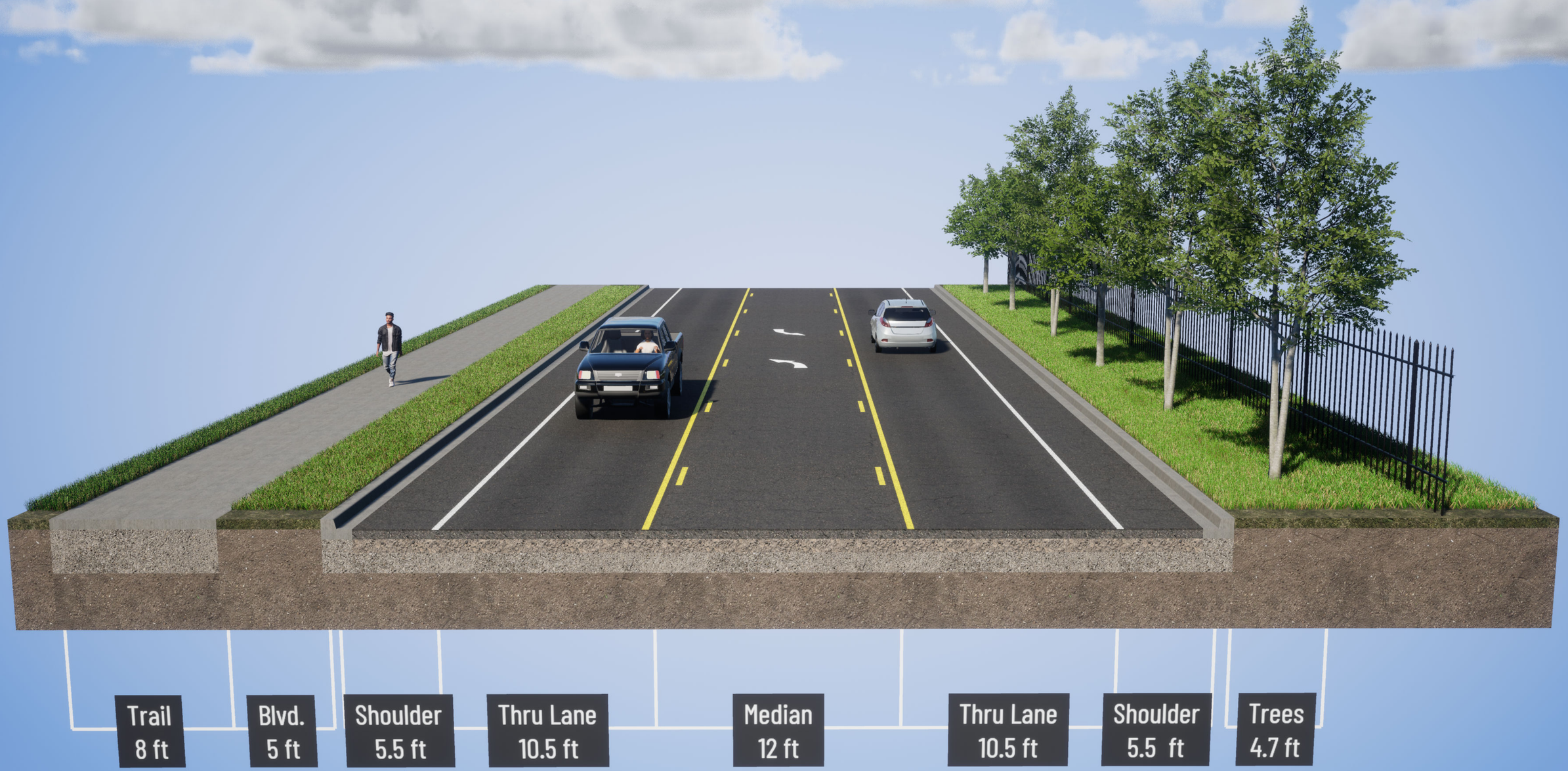
NAYS:

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Mary D. Fasbender, City of Hastings Mayor

ATTEST: _____

Kelly Murtaugh, City Clerk


Trail
8 ft
Blvd.
5 ft
Shoulder
5.5 ft
Thru Lane
10.5 ft
Median
12 ft
Thru Lane
10.5 ft
Shoulder
5.5 ft
Trees
4.7 ft

County Road 42 (Nininger Road) Recommended Alternative

DECEMBER 3, 2025

- EXISTING TRAIL REMOVAL
- PROPOSED PAVEMENT
- BITUMINOUS MULTI-USE TRAIL
- PEDESTRIAN CURB RAMP
- LANDSCAPE BOULEVARD
- DRIVEWAY EXTENSIONS
- EXISTING RIGHT-OF-WAY



County Road 42 (Nininger Road) Recommended Alternative

DECEMBER 3, 2025

- EXISTING TRAIL REMOVAL
- PROPOSED PAVEMENT
- BITUMINOUS MULTI-USE TRAIL
- PEDESTRIAN CURB RAMP
- SIDEWALK
- DRIVEWAY EXTENSIONS
- LANDSCAPE BOULEVARD
- PROPOSED STORMWATER BASIN
- EXISTING RIGHT-OF-WAY



County Road 42 (Nininger Road)
Recommended Alternative

DECEMBER 3, 2025

PROPOSED PAVEMENT
PEDESTRIAN CURB RAMP
SIDEWALK
COLORED CONCRETE
EXISTING RIGHT-OF-WAY

