



Stakeholder Advisory Committee (SAC) Meeting #2

November 6, 2019

Minnesota Landscape Arboretum

5:30-7:00 PM

SUMMARY

Attendees: see attached sign-in sheet

1. Welcome and Introductions

Darin welcomed attendees to the second Stakeholder Advisory Committee (SAC) meeting for the Arboretum Area Transportation Plan. He noted the purpose of the meeting was to share progress on the range of improvement concepts for Highway 5 (from Rolling Acres Road to Highway 41), 82nd Street, their connections to Highway 41 and Bavaria Road, and interim Rolling Acres Road improvements. Angie noted that due to the amount of material to cover, the other corridors would be the focus of future SAC meetings.

A copy of the meeting presentation is attached to this summary.

2. Study Recap

- a. Study Goal
- b. Needs Identification Complete
- c. Initial Corridor Focus – Highway 5 East and 82nd Street
 - i. Traffic Analysis
 - ii. Preliminary Concepts

Angie reviewed the project goals and work completed to-date which included needs identification, and traffic analysis and preliminary concepts for Highway 5 and 82nd Street.

3. Highway 5 East (Rolling Acres Road to Highway 41)

- a. Design Considerations
- b. Review Concepts
- c. Discuss Evaluation

Angie reviewed the need for improvements on Highway 5 which was determined from technical analysis and public input. The primary needs include existing delays and back-ups on Highway 5 and its intersections and existing crash issues. These conditions are anticipated to worsen as the study area and surrounding areas grow and realize their population projections.

Angie reviewed the design considerations map which highlights constraints, protected resources, and other considerations for transportation improvements. Eric reviewed the range of Highway 5 improvement concepts. All concepts include a 4-lane roadway from Rolling Acres to Highway 41 with multiple options for intersection improvements. The following summarizes SAC discussion:

- The planned trail south of Highway 5 from the existing underpass to a proposed Highway 41 underpass will be constructed in 2020. This trail will be open to the public.
- The travel time gained with a 4-lane does not seem that significant. The project team will revise how this information is portrayed since there is a significant benefit when you consider total delay for all users. The statistic reported currently is for an individual user/trip.
- Is the property in the northwest quadrant of Highway 5/Rolling Acres Road acquired in every scenario for a storm water pond? No, we do not anticipate a full acquisition of that property for a pond with all scenarios. We will revise the graphic.
- Have the displaced left turn intersections been built in climates like Minnesota? How does snow removal work? The project team will look into this and check with other states to get this feedback.
- What about user feedback – do people like the displaced left-turn design? How does it work for trucks with steep grades like Highway 41?

4. 82nd Street

- a. Design Considerations
- b. Review Concepts
- c. Discuss Evaluation

Angie reviewed the needs for the planned 82nd Street connection which includes an existing network demand and crash issues. She also reported on the public input received regarding needs in this area. She noted the design team is working on alignment options that will be shared at the December 4, 2019 neighborhood meeting and public open house.

The following summarizes SAC discussion:

- Concerns about roadway speed. Does the upgraded 82nd Street connection need to be 45 mph+? SAC member stated preference for 40 mph. The design team will evaluate multiple roadway typical sections such as urban (curb and gutter), rural (ditches), and divided (median) or undivided, and will share these options and benefits/trade-offs of each. The ultimate roadway design will dictate the posted speed limit which is set by MnDOT. We need to design the highway to target what we think would be a reasonable or expected speed limit for most drivers.
- Existing volumes on 82nd Street are reported as 390 vehicles per day. A property owner noted this was up to 600 vehicles per day at some point. Why does it keep changing? The counts reported were collected in the Spring of 2019 on a weekday while school was in session. The counts are then averaged over an entire year. A variance between 390 and 600 vehicles per day on roadway like this could be expected. We will note this concern.
- Are property acquisitions needed with intersection improvement options at 82nd Street/Bavaria Road? The current concepts do show some right-of-way needs in each corner of the intersection. The actual needs would be determined in a more detailed phase of design after a recommended improvement is selected.

Kevin added that reduced right-of-way needs on the segments of 82nd Street between intersections will be considered. Carver County would work closely with any impacted property owner as that information becomes available. County staff is also available to discuss the right-of-way process for anyone interested in understanding how that works.

5. Rolling Acres Road

- a. Interim Improvements
- b. Next Steps – Future Improvements

Angie reviewed the input received during the first round of public engagement last summer. Based on this input, the project team has been reviewing potential interim improvements to understand what could be done to address some of these issues prior to a larger roadway reconstruction project. She noted advanced signage for the trail crossing has been installed and vegetation clearing within the road/trail right-of-way and lighting is planned for this fall if the permit can be secured before winter. She also reviewed an enhanced trail crossing improvement that is planned for 2020. This includes a trail realignment to allow for better sight distance and a Rectangular Rapid Flashing Beacon to alert motorists when a trail user is crossing the road. The trail grading and gravel work for the realignment will take place in 2020. The installation of the RRFB could also take place in 2020 but is dependent on securing County/City funding.

Angie said the interim improvements are not a long-term solution and the project team will continue working on concept improvements for the corridor to be shared with the SAC, neighborhood and public in 2020. The study will conclude with an implementation plan which will identify the prioritization of projects across all the corridors. If a full corridor reconstruction for Rolling Acres Road is prioritized in the early years of the implementation plan, it is likely that additional interim improvements will not be considered since a full reconstruction could address issues. If a full reconstruction is planned for the later years of the implementation plan, the project team will revisit other potential interim improvements that could be implemented sooner.

Debbie Kraft requested the team consider school bus stop signage as there are multiple stops along the corridor and residents have concerns with student safety getting to and waiting at these stops.

6. Next Steps

- a. Subarea Meetings
 - i. Rolling Acres Road Area – Nov 20, 5-6 pm at Arboretum
 - ii. 82nd Street/Arboretum Area – Dec 4, 5-6 pm at Arboretum
- b. Public Open House – Dec 17, 5:30-7:30 pm at Arboretum
- c. Next SAC Meeting – Jan/Feb 2020



SAC Meeting #2 - November 6, 2019

In Attendance	First	Last	
x	Ryan	Brellenthin	SAC Member
	Mike	Coon	SAC Member
x	Jamie	Crannell	SAC Member
x	John	Eiden	SAC Member
	Tim	George	SAC Member
	Richard	Hanson	SAC Member
	John	Hayes	SAC Member
	Erica	Hunter	SAC Member
x	Cynthia	Kanner	SAC Member
x	Debbie	Kraft	SAC Member
	Jason	Landstrom	SAC Member
	Kendra	Lettau	SAC Member
x	Karen	McCauley	SAC Member
x	Amy	Mortenson	SAC Member
x	Kara	Thom	SAC Member
	Kevin	Wendland	SAC Member
x	Monique	MacKenzie	University of MN Landscape Arboretum
x	Alan	Branhagen	University of MN Landscape Arboretum
x	Kevin	Ringwald	City of Chaska
x	Cara	Geheren	City of Victoria
x	George	Bender	City of Chanhassen
x	Darin	Mielke	Carver County
x	Angie	Stenson	Carver County
x	Diane	Langenbach	MnDOT
x	Angie	Bersaw	Bolton & Menk
x	Eric	Johnson	Bolton & Menk

Arboretum Area Transportation Plan

Stakeholder Advisory Committee (SAC) Meeting #2

November 6, 2019



Study Area



Project Goals



Vehicle Mobility



Safety for All
Travelers



Pedestrian and
Bicycle Access



Environmental
Considerations



Financial
Responsibility



Study Recap

- Needs Identification Complete
- Initial Corridor Focus – Hwy 5 East and 82nd Street
 - Traffic Analysis
 - Preliminary Concepts
- Public Engagement Process

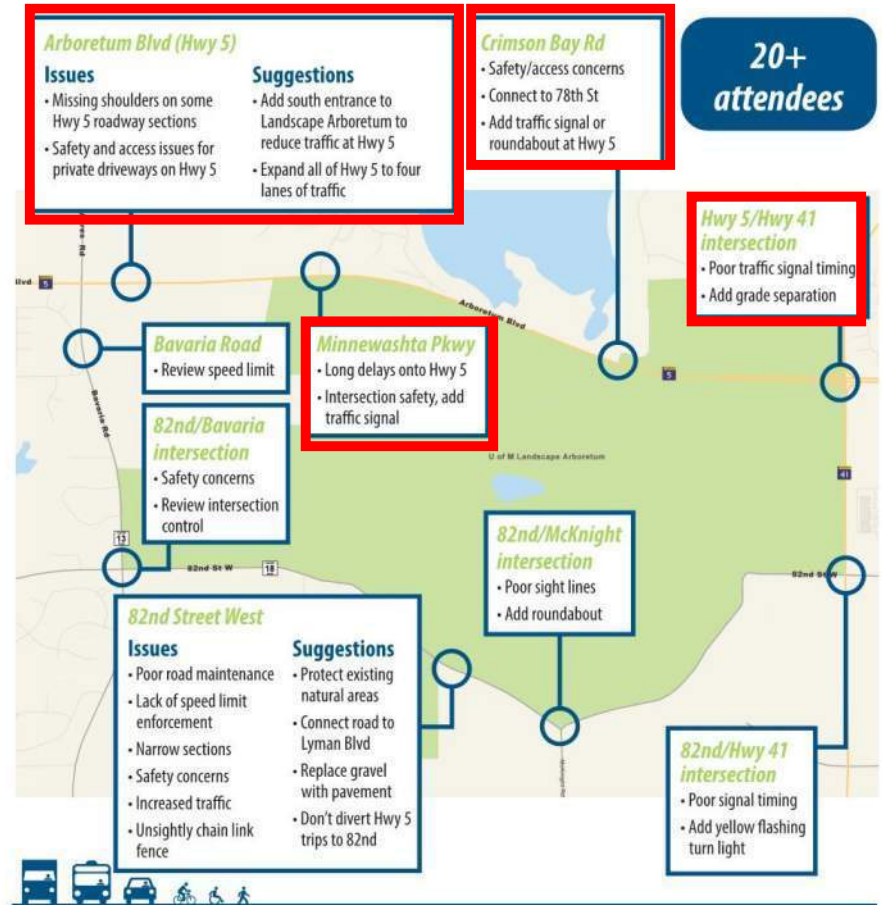


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We are here

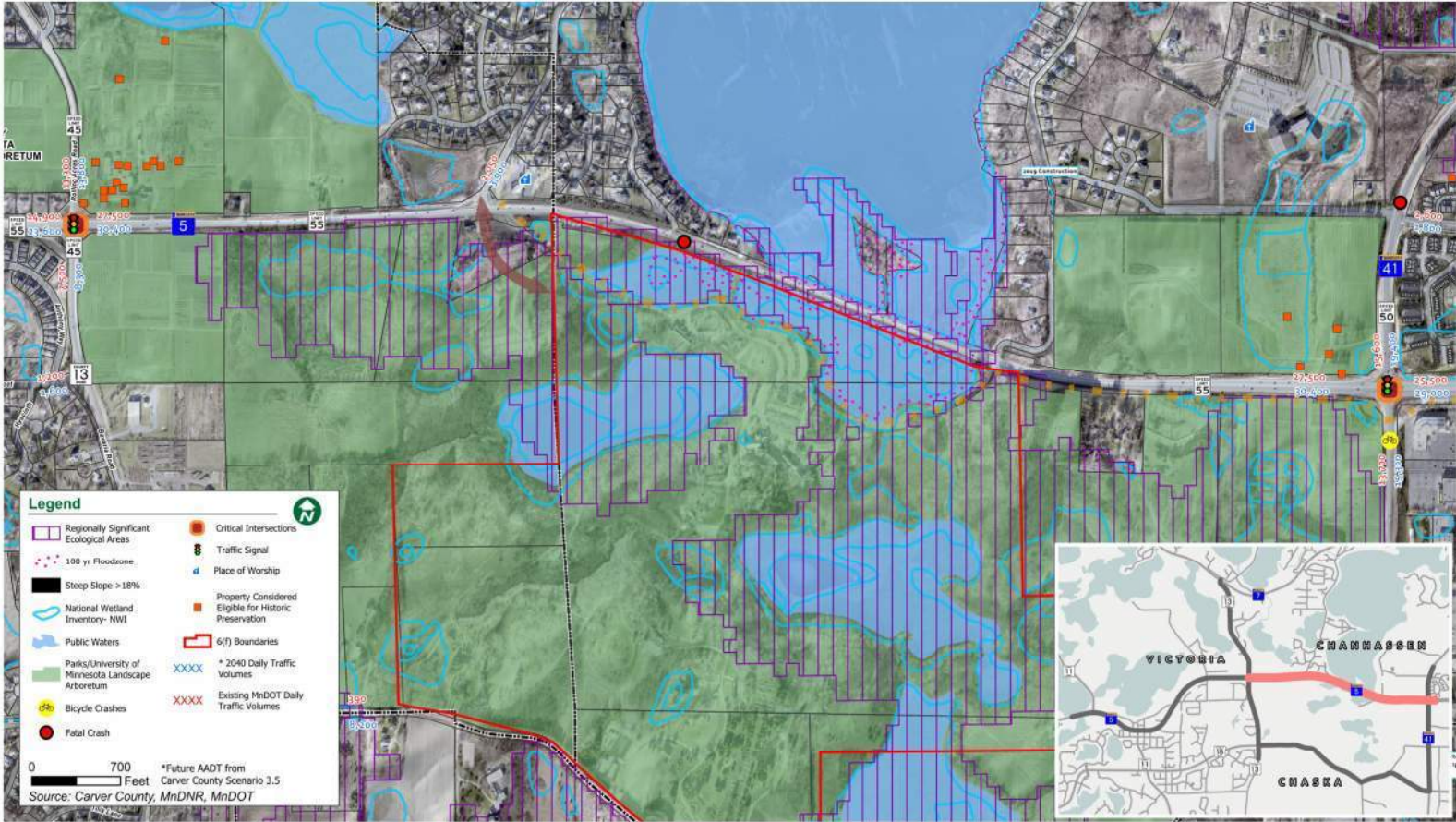


Highway 5

- Need for improvements
- Public input
- Projected traffic volumes



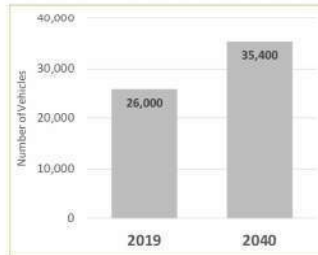
Highway 5 East – Design Considerations



Highway 5 Lane Needs

Proposed Lane Expansion for Highway 5

A 2 to 4-lane roadway expansion between Rolling Acres Road and Highway 41 is proposed to accommodate current and predicted future traffic volumes.



Traffic volumes are expected to **increase 36% by 2040.**

Typical Sections for 4-Lane Expansion

A typical section identifies the cross sectional features of a roadway such as number and widths of lanes, shoulder width, and sidewalk /trail locations and width. Typical sections do not generally show where turn lanes occur.



Predicted Travel Times in 2040 during AM and PM Peak Periods

2-Lane Roadway (existing)

Direction	AM	PM
westbound	7.2 minutes	6.6 minutes
eastbound	7.5 minutes	4.2 minutes

4-Lane Roadway*

Direction	AM	PM
westbound	3.6 minutes	5.0 minutes
eastbound	4.7 minutes	4.0 minutes

With a 4-lane roadway...

<p>Morning Commute on Eastbound Highway 5: 37% faster</p>	<p>Evening Commute on Westbound Highway 5: 24% faster</p>
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Evaluation Approach

Improvement concepts were rated based on how well they met project goals. Overall scores help determine which concept best supports the project's vision.

What Do You Think?
Review the concepts and let us know which you can support.

Project Goals

- Vehicle Mobility**
Provide efficient and reliable vehicle mobility.
- User Safety**
Safely accommodate all system users.
- Support Multimodal Network**
Provide a comprehensive network for pedestrians and bicyclists.
- Respect the Environment**
Provide infrastructure improvements that respect the environment.
- Financial Responsibility**
Develop a financially responsible implementation plan.

KEY TO SCORES

- Does not meet measure** (Red circle with -)
- Minimally meets measure** (Orange circle with 0)
- Meets measure** (Yellow circle with +)
- Exceeds measure** (Green circle with ++)

Example of Concept Scorecard

Vehicle Mobility	++
User Safety	+
Support Multimodal Network	++
Respect the Environment	+
Financial Responsibility	+

Evaluation – Hwy 5 at Rolling Acres Road



Concept 1: Signalized Full Access



Concept 2: Signalized Full Access - Northbound to Eastbound Acceleration Lane



Concept 3: Two-Lane Roundabout with Right-Turn Bypass



Evaluation – Hwy 5 at Minnewashta Pkwy

KEY TO SCORES

- Score not used/missing
- Minimally meets need
- Meets need
- Exceeds need

Concept 1: Signalized Full Access



Scorecard

OVERALL SCORE ++

Vehicle Mobility	++
User Safety	+
Support Multimodal Network	++
Respect the Environment	++
Financial Responsibility	++

Concept 2: Two-Lane Roundabout



Scorecard

OVERALL SCORE 0

Vehicle Mobility	0
User Safety	+
Support Multimodal Network	0
Respect the Environment	++
Financial Responsibility	+

Evaluation – Hwy 5 at Crimson Bay Road



Concept 1:
Right-In/Right-Out and Connection to 78th Street



Option: Arboretum Drive Exit Only



Concept 2:
Right-In/Right-Out with Left-Turn In



Concept 3:
Right-In/Right-Out with Left-Turn In and U-Turn



Evaluation – Hwy 5 at Hwy 41



Concept 1: Full Access - Additional Lane on Hwy 41 and Dual Lefts



Concept 2: Partial Displaced Left-Turn



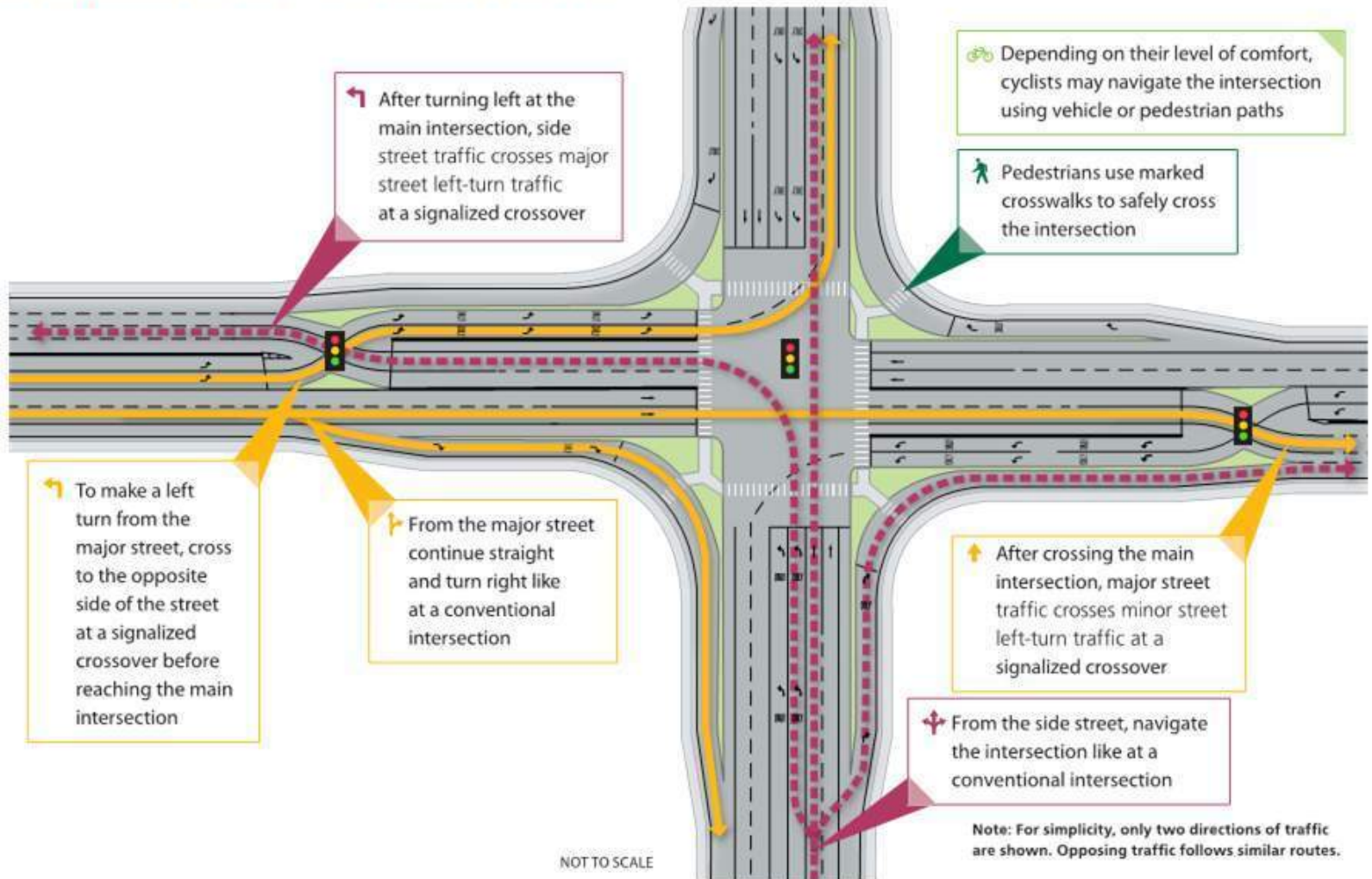
Concept 3: Partial Displaced Left-Turn with Additional Lane on Hwy 41



Concept 4: Displaced Left-Turn

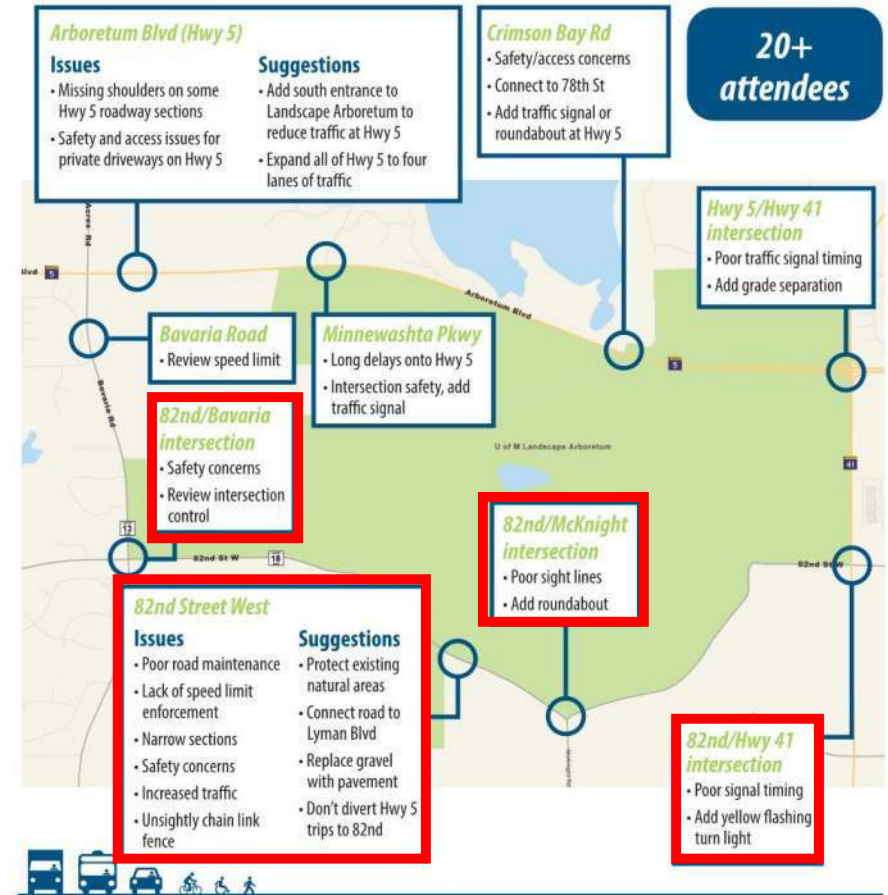


What is a Displaced Left Turn Intersection?



82nd Street

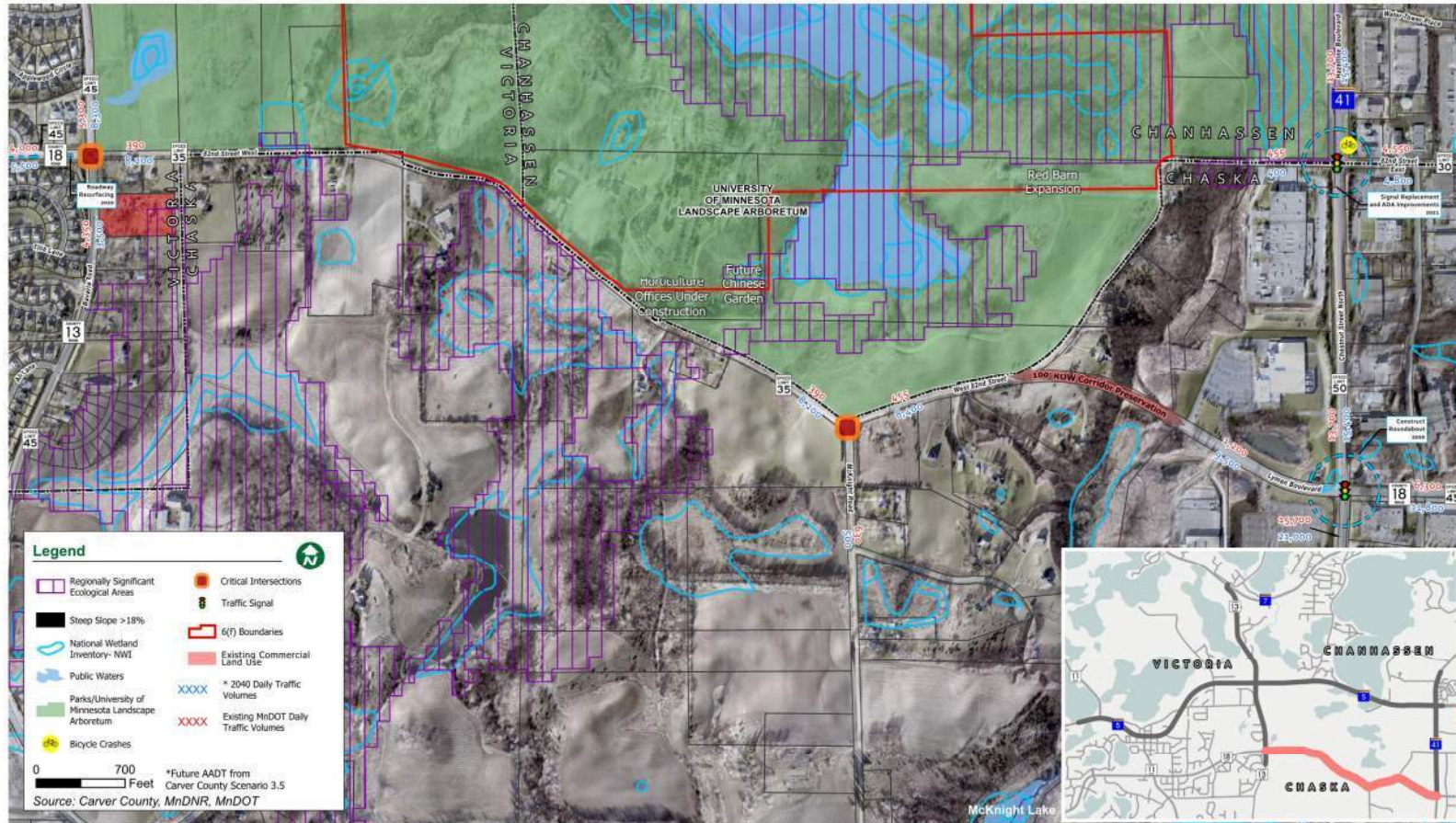
- Need for improvements
- Public input
- Projected traffic volumes
- Next steps
 - Concepts at Dec 17 Open House



82nd Street/CSAH 18 Traffic

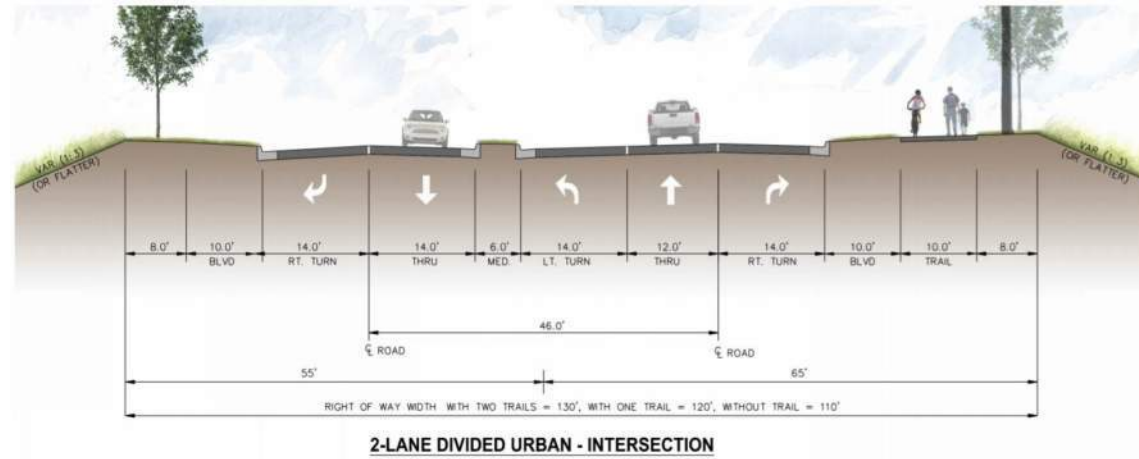


82nd Street Design Considerations



82nd Street Typical Section

- Start with standard 2-lane county section
 - Requires 120' right-of-way
 - May need to consider smaller footprint in some areas
- 45 mph design speed due to:
 - Curves and topography
 - Right-of-way limitations
 - Consistent with corridor to west and east



82nd Street at Bavaria Road

Concept 1: Traffic Signal



Concept 2: Roundabout



82nd Street at Hwy 41



Concept 1: Traffic Signal



Concept 2: Roundabout



82nd Street Next Steps

- Develop Multiple Concepts
- Alignment Considerations
 - Right-of-way needs
 - 2-lane road design
 - urban (curb) or rural (ditch)
 - divided or undivided
 - hybrid
 - Trail and/or sidewalk
 - Ravine connection
 - Driveways and future streets
- Share Concepts at Dec 17 Open House



Source: Google Maps, Aug 2014



Rolling Acres Road

- Need for improvements
- Public input
- Interim Improvements
- Next Steps

Feedback

Rolling Acres Road Neighborhood Meeting

Mt. Olivet Lutheran Church, June 27, 2019, 5:00-6:00 p.m.

30+ attendees

Road-wide feedback

Issues

- Speeding and aggressive driving
- Safety of children at and walking to school bus stops
- Improper use of right turn lanes to bypass left-turning vehicles
- Using opposite traffic lane to pass right-turning vehicles
- Truck noise including jake braking at night
- Dangerous to walk across road to reach mailboxes
- Poor sight lines for some driveways
- Missing sidewalk/trail connections
- Poor drainage causes flooding/ice
- Traffic noise impacts property values

Suggestions

- Add right and left turn lanes into neighborhoods and church
- Add roundabout at Mt Olivet Church
- Don't increase speed limit of 45 mph
- Complete trail

Trail crossing

Issues

- Confusion about who must yield at trail crossing
- Drivers need advance warning of crossing

Suggestions

- Add larger signs or lights to inform drivers about crossing
- Build tunnel or overpass for trail users

Hwy 7 intersection

Issues

- Excessive back-ups

Suggestions

- Better traffic signal timing during rush hours

Hwy 5 intersection

Issues

- Drivers cut through University property to bypass intersection
- Hwy shoulder used in advance of right turn lane onto RAR
- Left-turning traffic from RAR onto Hwy 5 creates backups

Suggestions

- Lengthen Hwy 5 right turn lane onto RAR
- Increase right-turn radius for large trucks going onto RAR
- Add acceleration lane to merge onto westbound Hwy 5
- Improve traffic control such as grade separation or large roundabout



RAR = Rolling Acres Road



Rolling Acres Design Considerations



Efforts Since Neighborhood Meeting

- Temporary dynamic speed-sign trailer – July
- Trail crossing considerations/coordination:
 - Vegetation clearing – planned this fall
 - Lighting – planned this fall
 - Advanced signage – installed last month
- Develop interim improvement options
 - Trail crossing
 - Roadway



Photo provided by Debbie Kraft



Source: Google Maps, Jul 2015



Rolling Acres Road – Interim Improvements

Several short term improvements have or may be implemented on Rolling Acres Road. Long term improvement options will be presented during the next phase of the project.

Completed Improvements:

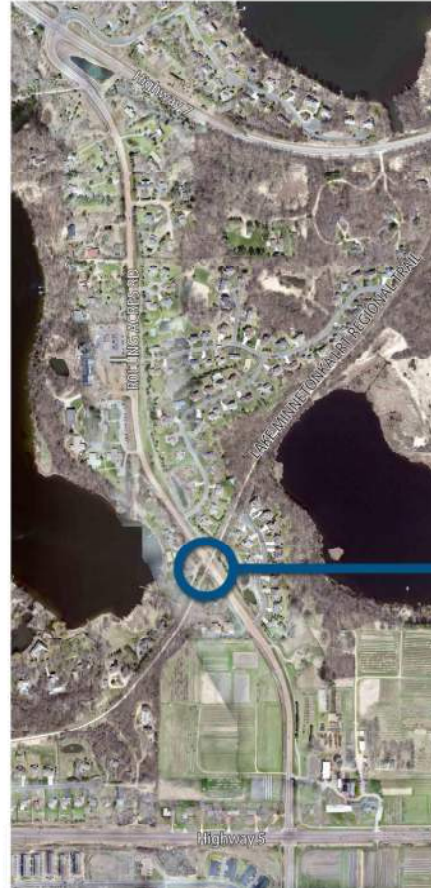


- Temporary speed trailer
- Enhanced police patrolling
- Additional signage at trail crossing

Corridor-Wide Options Under Consideration:



- Restriping (narrowed lanes)
- Turn lanes
- Sight distance improvements



Enhanced Trail Crossing:

- Trail realignment
- Lighting
- Tree and brush clearing to improve sight lines
- Rectangular Rapid Flashing Beacons



Future Improvements

- Purpose & Need confirms corridor needs improvement
- Interim improvements are not a long-term solution
- Study to identify timeline for improvements both long-term and interim (project timing dependent)
- Corridor is currently in County's 5-year CIP
- Implementation plan will identify priorities and sequencing for all corridors

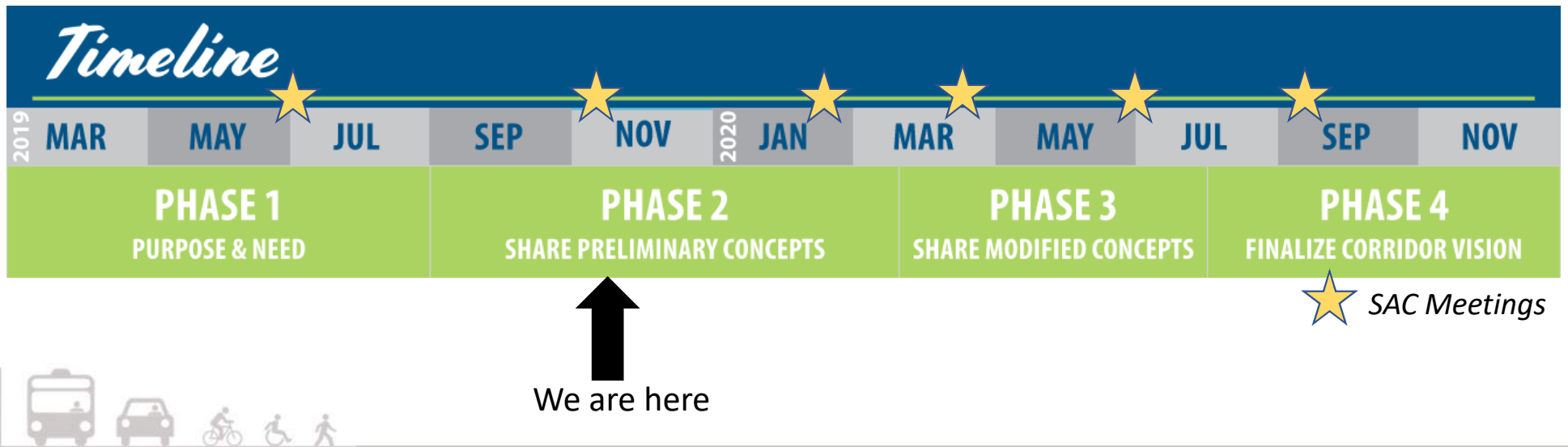


Photo provided by Debbie Kraft



Schedule

- Upcoming Public Engagement *(all meetings at the Arboretum)*
 - Rolling Acres Road Neighborhood Meeting – Nov 20, 5-6 pm
 - Hwy 5/82nd Street Neighborhood Meeting – Dec 4, 5-6 pm
 - Public Open House – Dec 17, 5:30-7:30 pm
- Next SAC Meeting – Early 2020



Questions?

Project Website

co.carver.mn.us/ArboretumAreaTransportationPlan

