

Frequently Asked Questions

April 2020

Rolling Acres Road

Roadway Concepts

Why are these two roadway concepts being considered?

The two concepts were developed based on input from residents, property owners, and project partners. Because of limited right-of-way, project partners started with a narrower roadway footprint than typical to reduce private property impacts. Both concepts include a continuous trail on the east side of the road and a continuous sidewalk on the west side.

The **two-lane divided** concept includes one lane in each direction with a raised center median. Full movement intersections would remain at Hwy 5, Tamarack Trail/Overlook Lane, Interlaken, and Hwy 7. All other intersections and driveways would be right-in/right-out only movements. U-turns could be accommodated at the full movement intersections. The benefits of this concept include improved safety, traffic calming, and pedestrian crossing movements. The trade-off is reduced access for neighborhoods and private driveways and a wider overall corridor width.

The **three-lane undivided** concept includes one lane in each direction with a continuous center left turn lane. All existing driveways and neighborhood street accesses would remain full movement. The benefits of this concept include maintaining existing full movement access as it exists today, a narrower corridor width than the two-lane divided design, and improved safety with a continuous left turn lane for turning vehicles. The trade-offs include not as significant of traffic calming as the two-lane divided concept and a wider corridor for pedestrians to cross without a median refuge.

A combination of the two-lane divided and three-lane concept could also be considered as a next step based on input from the public and project partners.

Median for the Two-Lane Divided Concept

How do residents take left turns from neighborhoods onto Rolling Acres Road with the two-lane divided concept?

Residents from neighborhoods with a median through their access on Rolling Acres Road would need to turn right and make a U-turn at the next full movement intersection or designated turn around area.

Can breaks in the median be added for turn lanes to neighborhoods such as Rolling Bluff?

Medians improve safety. Increasing the number of breaks in a median reduces their safety benefit. The project team will review to determine if additional breaks are feasible while maintaining a safe corridor that operates acceptably.

Can the median be narrower than 18 feet?

A minimum width of 18 feet allows space for landscaping within a median. A narrower median without landscaping could be considered.

Traffic Calming

Will the posted speed limit be reduced?

Posted speed is determined by MnDOT after road construction. People generally drive as fast as roadway design and congestion allow, regardless of the posted speed limit. The design options under consideration provide varying emphasis on traffic calming measures.

What is the difference in the traffic calming effect between the two proposed concepts?

The two-lane divided concept is anticipated to have a greater traffic calming effect due to the presence of a raised median between travel directions.

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Will both concepts improve traffic calming over today's condition?

The goal of both concepts is to introduce elements that have the potential to reduce traffic speeds. These include narrower lanes and raised medians. In addition, both concepts are expected to be safer than what exists today due to the addition of left turn lanes.

Sidewalk/Trail

Is a sidewalk on the west side of the corridor needed?

Early public input indicated some residents would desire a continuous sidewalk for walking and safe access to mailboxes and school bus stops. The County and City will consider additional public input related to this decision. Typically the County defers to the City's preference for sidewalks along County roads.

Could a sidewalk along a portion of the west side of the corridor be considered (not the full length)?

It's unlikely we would recommend to have a sidewalk end mid-block without connecting to another sidewalk or trail or at an intersection or other pedestrian crossing.

Who removes snow on sidewalks and trails along Rolling Acres Road?

The **City of Victoria** is responsible for snow removal on the trail along the east side of the road. Snow removal on sidewalks is the responsibility of adjacent homeowners.

Interlaken Intersection Options

Can the two-lane divided concept work with or without a roundabout at Interlaken?

Yes. There are two-intersection options for the Interlaken/Rolling Acres Road intersection with the two-lane divided concept. One includes a roundabout and the other includes stop signs for the side streets only.

Can a roundabout at Interlaken be considered with the three-lane concept?

No. A roundabout would not be needed for traffic control or U-turns with a three-lane undivided concept.

What Happens Next?

Rolling Acres Road Neighborhood Meeting

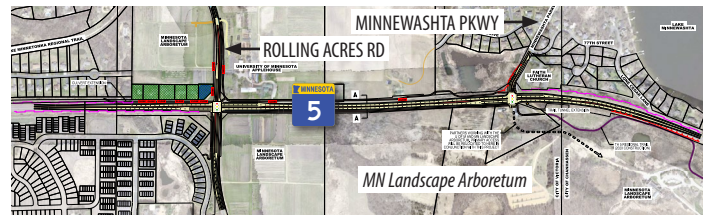
The project team still intends to host a neighborhood meeting. However, the timing is yet to be determined given the COVID-19 pandemic. We will reach out as soon as we have more information!

Public Open House in May 2020

We plan to hold a third public open house in May. We hope to have a face-to-face open house as we've done in the past, but depending on status of the COVID-19 pandemic the open house may be hosted online instead. An online meeting may be live or pre-recorded and will provide opportunities for feedback. All meeting materials will be available on the project webpage.

Funding for road improvements

A Twin Cities Regional Solicitation application for federal funding will be submitted for a portion of Highway 5 including the Rolling Acres Road intersection. This is a competitive funding application. If this project is awarded funds, it would be for construction in years 2024-2025. The project shown in the funding application is similar to the [Highway 5 concept presented at the second public open house](#).



When will roadway construction occur?

We do not know that yet but the study will conclude with an implementation plan outlining how improvements can be built in incremental phases over the next five to 20 years. This plan will be used by agencies to identify and pursue funding.

More questions? Contact the project manager:

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