

Open House 1 Summary

The intent of Open House #1 for the Regional Roadway System Visioning Study (RRSVS) Update was to inform the public about the study and gather input about transportation challenges and opportunities in the study area. The open house was held in November 2021 with both in-person and virtual options for participation. The public was notified of the open house through a postcard mailing to 2,975 addresses in the study area, an announcement on the project website, and social media posts by Dakota County and the cities in the study area.

The open house materials were available on the project website and comments were requested between November 5 and November 24, 2021. The in-person meeting was held on Tuesday, November 9 from 6:30 to 8 p.m. at Friendly Hills Middle School in Mendota Heights.

- About 70 people attended the in-person open house.
- There were 512 visits to the project website during the virtual open house.

Public Comments

Feedback provided from the in-person and virtual open house are summarized in the following bullets. *Responses to the comments are provided in italic text.*

- Concern about Alverno Avenue becoming a major north-south street south of TH 55 including the desire to retain rural character of the area and concern with impacts to private property.
The need for a city collector street between TH 149 and TH 3 will be evaluated as part of the RRSVS Update. If it is confirmed as a long-term need, the specific alignment and timing would be driven by area development and led by the City of Inver Grove Heights.
- Concern about traffic and pedestrian safety at specific intersections on TH 149 (Dodd Road) and on TH 62.
This study will consider traffic safety at a high level in the study area.
- Desire to have an interchange at I-494/Argenta Trail (CR 63).
The need for an interchange at I-494/Argenta Trail (CR 63) will be evaluated as part of the RRSVS Update.
- Desire for improved connections between TH 55 and TH 52, such as the movement between eastbound TH 55 to northbound TH 52.
Regional connections between TH 55 and TH 52 are outside the scope of the RRSVS Update.
- Questions about whether additional lanes are needed on TH 3 (Robert Trail) and concerns with impacts to private property.
The need for additional lanes on TH 3 (Robert Trail) will be evaluated as part of the RRSVS Update. Impacts on specific properties would be determined during the preliminary engineering for specific highway projects when they are programmed to begin. The RRSVS Update will focus on future needs of the transportation system, but will not identify project timelines.

- Concern that the 65th Street extension between TH 3 (Robert Trail) and CR 73 (Babcock Trail) is too costly. *The need for the 65th Street extension will be evaluated as part of the RRSVS Update.*
- Questions about timeline for roadway improvements. *The implementation of specific recommendations from the RRSVS Update will be largely driven by development and rate of traffic growth. Large transportation projects can take 5 years or more from the planning stage through construction. Some of the recommendations in the RRSVS Update may not be needed until 2040 or beyond.*
- Desire for transparency of the decision-making processes for future land use, long-term transportation plan, and roadway projects. *The project goals and the alternative evaluation process for the RRSVS Update will be shared with the public and elected officials in the study area.*

Responses to Frequently Asked Questions

The following section provides answers to commonly asked questions from the open house.

1. Why is the Regional Roadway System Visioning Study (RRSVS) Update needed?

The original RRSVS study was completed in 2010. A number of changes have occurred since that time along with updates to city plans and roadway projects:

- *Development has occurred in the Viking Lakes area and in northwest Inver Grove Heights, including development that is different from what was identified in the cities' plans and used in the original RRSVS study.*
- *The cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake have prepared 2040 Comprehensive Plans for each community. In some cases, the cities' land use plans now show less dense land uses than shown in the 2030 Comprehensive Plans.*
- *Traffic volumes have grown more slowly than anticipated in the original RRSVS study.*
- *Transportation improvements identified in the original RRSVS study have been or are in the process of being implemented.*

Dakota County and its partners are updating the RRSVS to reflect these changes and create a comprehensive, unified vision for the transportation system in the study area. Some of the recommendations from the previous study could be confirmed and other recommendations may be revised or removed from the plan.

2. How is the RRSVS Update related to the current construction on 70th Street/Lone Oak Road (CR 26) and Argenta Trail (CR 63)?

70th Street/Lone Oak Road (CR 26) is currently being reconstructed as a four-lane divided roadway between TH 55 and TH 3 (Robert Trail). Argenta Trail (CR 63) is being realigned and constructed as a divided two-lane roadway. The intersection of CR 26 and 63 is being constructed as a multi-lane roundabout. More information

about the construction project can be found on the county's website: [Lone Oak Road/70th Street W \(County Road 26\) & Argenta Trail \(County Road 63\)](#)

The need for improvements in the CR 26 and CR 63 corridors were identified in the original RRSVS study in 2010. Additional engineering studies were completed after the original RRSVS to develop the roadway and intersection designs that are currently being constructed.

3. When will the recommendations of the RRSVS Update be implemented?

The implementation of specific recommendations from the RRSVS Update will be largely driven by development and rate of traffic growth. Large transportation projects can take 5 years or more from the planning stage through construction. Some of the recommendations in the RRSVS Update may not be needed until 2040 or beyond.

4. How do I know if my property will be impacted by a future roadway project?

The RRSVS Update is a planning study that will identify roadways, intersections, and interchanges that need future improvements. The design of those improvements, including impacts to private property, would be identified during preliminary engineering for specific highway projects. As noted above, some improvements may not be needed for a number of years or decades. This study will focus on future needs of the transportation system, but will not identify project timelines.

5. Will there be an interchange constructed at I-494 and Argenta Trail (CR 63)?

This is one of the recommendations from the original RRSVS study that will be re-evaluated as part of the RRSVS Update. Traffic forecasting and analysis will be used to determine if an interchange is needed in the future. If an interchange continues to be recommended as a future improvement, the location would be north of the new Argenta Trail (CR 63) alignment that is currently under construction.