

CSAH 101 - OPEN HOUSE #2 COMMENTS - MAY, 2007

The following is a summary of comments received from the Comment Sheets handed out at the Open House meetings held in May, 2007. The design refinement process has attempted to incorporate as many of these comments as possible. The County will continue to refer to these comments and other public input such as focus group and individual resident meetings as we proceed with the project.

☞ With the CSAH 101 Reconstruction Project, what specific issues or concerns do you have regarding your property and/or CSAH 101?

We witness cars speeding by at 50 mph every day, without regard for the safety of other motorists, or walking / cycling pedestrians. A turn lane would become a "passing" lane in either direction and cause inevitable head-on collisions.

Reducing the sharp corner and collisions at McKenzie Point Road and Breezy Point Road with County Road 101. It is also very difficult at times to enter 101 from those roads or especially to make a left turn from Breezy Point onto McKenzie Point.

I drive north / south on 101 up to 6th Street North of Highway 12. to get to Long Lake. It's part of my route to get around the Lake. My other option is to go around the west side of the lake. I appreciate (I'm glad) that there is no super highway through there.

1. The WYC has a need for its parking. If the project took our parking and even paid us a big fee, we couldn't replace the parking. 2. We want our neighbors to our east to be happy with the outcome.

Property was taken and grade was changed at driveway. I was hoping there would be no further changes. I am concerned about increased traffic volume and speed. I would want "full access" to driveway.

Increased traffic, especially the Harley motorcycle traffic with the new roads. The noise level will increase.

How I will access my property. Speed and Safety.

Curve at McKenzie Point and Breezy Point

Slower Traffic – major problem with speeders. Having bicycles access lake. Keep road width / profile to minimum

Do not like the idea of only making right turns.

How are you going to deal with the widening issue between Minnetonka Blvd. and the curve?

- *The intersection between 101 / Breezy Point Road / McKenzie Point*
- *I don't want 101 to become a commuter route when 494 is backed up*
- *Keep big trucks off of 101*

How much land do I lose? How do I get into my driveway? What is the official timetable? What is the "real" timetable?

Need roundabout at Breezy Point Road to avoid accidents and to ease problems in winter on hill up to 101.

Access from Breezy Point Road onto 101 is huge concern.

I like the roundabout on Breezy Point curve, it would help slow the traffic speeds.

Like roundabout at Breezy Point but need left-right access to driveways between Market Blvd and Breezy Point. 3 Lane option best with circle at Breezy.

Water runoff onto property. Possible moving of mailboxes. Possible loss of trees.

Safety at Breezy Point Intersection

How long (years) and how many accidents will people have to have before you finally do something – anything?

I very much want a bike trail (or lane) to be included in the plans. I'm very glad to see that it's currently in all the plans.

Median option is best looking.

LaSalle traffic – prefer a cul-de-sac. Bike lane necessary

Move right-of-way west of our fence.

Move roadway west of our fence as much as possible.

- I would really like to see the trail on the west side of the road instead of the east side of the road. It wouldn't have to stay on that side south of the McGinty / Bushaway roundabout. It seems to me that houses on this side of the road are much closer to the road and there are more properties affected that are more likely to use the trail. We have small children and for safety reasons it makes sense. I also think a trail on the west side of the road would be more used by residents and visitors alike. - I think it's important to keep the speed limit at 35 mph and to enforce the limit. - I would like to see as little damage as possible in non-affected areas even if they are in easement areas, especially when it concerns trees. - I am interested in the reconstruction of non-road areas after the work is done. Are trees replanted or replaced? Is it grass? Are there options?

☞ What are your thoughts / comments on the options presented?

Nice job with options considered. I like the median concept but would not want to lose "full access". Some way to make turn at Gray's Bay would be required.

1. Traffic circle makes sense. 2. Keep Eastman Road as far north as possible. 3. Elevate Eastman Road as far West as possible – thus we can park under it. 4. Provide berms and / or screen for our neighbors

I realize now that the only roundabouts I traversed in Europe were employed when more than 2 roads crossed.

1. Removing my home is my first concern. 2. Higher traffic flow means higher speeds and is a safety concern. 3. I am concerned about the removal of trees and the beauty of Bushaway.

Bushaway Road is a beautiful stretch of Wayzata history. The parkway option is in keeping with Wayzata's small town atmosphere. Drivers are now using the "improved" 494 between 394 and Highway 7. Your traffic counts were taken when 494 was under construction or before.

All of the options will be a tremendous improvement over the current situation because the traffic has become so heavy at times.

Option 1 seems to be the best

1. Of the three presented, we much prefer the parkway option with a roundabout at Gray's Bay – Please revisit. 2. Roundabout with grass median with access. 3. No sidewalk on our side.

We like the middle turn lane with interspersed median with access to our driveway.

I like Option with roundabout.

Roundabout would make the curve safest.

I like Option 1 with open median – like option 3 with 3 lane median – don't like constant median with no U-turns.

I like the turnabout idea but with median break option, 3 lane option

On the straight-aways on 101 from Mtka. Blvd. to curve have it 3 lanes so homes can get in and out without causing delays or just NO right hand turns.

No median at all.

Roundabout without complete median.

I like roundabout at Breezy Point and McGinty. I don't like continuous median and right turn only.

Why the need for so many space eating medians? Are they a detriment for emergency vehicles, resident access and snowplows?

Widen 101 at Breezy Point road and better access would be improvement over present access. Roundabout looks great on paper! (for Breezy Point Road and 101) – Can enough appropriate property be acquired?

Well thought options; on the McGinty 101 intersection, I think it would be better to keep the traffic moving without a roundabout or stoplight.

Excellent, thoughtful, well researched options. Media presentation failed.

Very well done.

Interesting – helpful

No roundabouts that require 1 direction exits.

Good options for Breezy Point Road intersections

I very much want a bike trail or lane to be included in the plans. I am very glad to see that it's currently in all the plans.

Nice Job presenting multiple options

3 Lane with no median preferred.

Like roundabout idea. 3 Lane option with bike lane – how do you cross safely? Like cul-de-sac option

Prefer partial parkway.

I like the middle option of partial parkway (turn lanes at driveways)

☞ What are your thoughts / comments on the roundabout options?

I like roundabouts; in fact, I would like to see them used at all 3 intersections.

1. Traffic circle makes sense. 2. Keep Eastman Road as far north as possible. 3. Elevate Eastman Road as far West as possible – thus we can park under it. 4. Provide berms and / or screen for our neighbors.

I am concerned about drainage from at the “hump” over the RR and the visibility obstructions. Also, how to allow emergency vehicles through – what would the rules be? Would they cause confusion?

The roundabout seems like the only option to increase traffic flow, however the effectiveness will be greatly impaired at an increased heights of 1 ½ feet than what exists now!

Great idea. Just do it! It would slow traffic down and compliment the Bushaway parkway option. The traffic light backs up traffic in both directions

The roundabouts will help slow the traffic for cars entering and they will in general be a big improvement. But, from personal experience in Clearwater Beach Florida, where a roundabout replaced stoplights, traffic blocks up for two miles similar to McGinty to the causeway during the summer. The center of the roundabout had to be reduced from a dozen feet to level to prevent accidents.

It might work... It just seems Option 1 with 3 lanes would work the best overall.

Yes!

We like the roundabout at Breezy Point and McGinty

This is my favorite option – it will slow traffic!

Good.

Like them – just experienced them in Vail, Eagle and Frisco CO.

Like the idea – not sure about the area over RR – come up with better idea – maybe 3 would be too many.

I like this idea for the curve not by bridge.

Breezy Point – 3 lane okay with a roundabout. 3 lane to Gray's Bay okay. Marina okay

Looks interesting and could work.

The roundabout options are fantastic – it will slow traffic and make 101 more of a parkway than a road to avoid 494. I know people use 101 to avoid 494 ramps – the more we can do to slow everyone down will only help everyone.

Roundabout at Breezy Point – 3 Lanes, no median

Good – but not at Gray's Bay

Good over RR tracks; others questionable value

Breezy Point Road – Great from me (in Woodland). You need to solve problem with driveways on 101 for other locals.

Possibly good safe solution for Breezy Point Road onto 101. If possible to acquire enough property could be best solution.

These appear to be good options.

Breezy Point Road – roundabout is excellent option and sidewalk on west side of Minnetonka Blvd.

McGinty Road – roundabout is excellent option. Parkway between – excellent option.

Like roundabout at Breezy Point but need left-right access to driveways between Mtk. Blvd. and Breezy Point. 3 Lane option best with circle at Breezy.

Roundabout is a good idea but absolutely no limited access from driveways.

Sounds like an interesting option but I doubt rush hour traffic will respect the yield command – stranding drivers in the circle.

No Roundabouts that require 1 directional exits. Okay at McGinty and 101.

Safest option – slows traffic down – keeps traffic moving at slower speed.

Roundabouts would probably slow the traffic, which I would like, but would be a hassle. Overall, no preference.

I like the idea at McGinty but not at Breezy Point.

Like Roundabouts the best

One lane only.

Great – experienced in Europe – Best option

We like the roundabout options

I like the boulevard and roundabout option.

☞ What are your thoughts / comments on trails and sidewalk improvements?

Trails / sidewalks on east / south side is necessary. Do not see any reason for sidewalk on north side between Grays Bay Blvd. and Breezy Point Road. Leave curb and boulevard with trees as is.

1. Run trails on north side of tracks. 2. Sidewalks not required on elevated Eastman.

I suspect they won't be used much. I wouldn't want to walk or bike along there but then again, I'm not young and daring like I used to be.

I would definitely like to see a sidewalk / trail be a part of this project if it goes through.

The 8' trails / sidewalk improvement is a great idea. Just do it! However, pedestrians won't be safe unless a parkway is adjacent to the walkway. Why walk for a long healthy life if you are going to return home in a hearse.

Trails and sidewalks should be available for people to safely walk to beautiful roadway without injury, especially from McKenzie Point / Breezy Point to Minnetonka Boulevard.

Like the trail / sidewalk improvements

Bike / hike trail nice. Presumably could be combined on this stretch of road to minimize width and hardcover.

Indifferent.

Definitely want and need bikeway

Like the trail idea – not the sidewalk

Sidewalks with 3 lane option with median break.

Where does the bike trail lead – Luce Line?

No sidewalk. If you have a trail, it's not necessary.

They are fantastic. I live on the west side of 101 and access to the trail is of importance to me. Therefore, the roundabout option and Breezy Point will give us a cross walk to the trails. Sidewalk on the west side will also help in walking to Minnetonka Blvd

Don't need sidewalk on west side of 101 if there's a bike path on east side

These are needed.

Great.

Trails and sidewalks would be desirable, but acquiring enough property would be very difficult. If enough of an issue to halt or stall project, don't do it!

Great Idea.

Trails and sidewalks absolute necessity. Crosswalks at bridge must be safer.

Trail on east side okay. Question validity of west sidewalk.

Sidewalks are desirable for safety.

Going in right direction.

Concern about removing trees – ie, S 101 devastated yards and trees

Okay to have but not major to me.

I'm glad that a bike trail is included. Do not delete it!

Love it – the more the better

Like

More the better

Great / Like sidewalks

☞ **Are you comfortable with the current methods used to solicit community public involvement?**

Yes, Good Job.

Yes.

I wish I had traded phone numbers and names with the other attendees. I thought they might think I was too nosy. I would gladly give my number to anyone else who you know would also like to discuss issues with other attendees.

Does "Community Public Involvement" really matter or have the final decisions already been made? The community clearly wants a parkway. Let's make it a beautiful parkway!!!

Yes, the people and the methods are friendly to local residents. Thank You!

Yes, Nice job

No – Gray's Bay roundabout abandoned with no neighborhood involvement.

Yes. Keep having update meetings.

Yes.

Yes.

This is a great process.

Yes

No.

Yes, Keep it up.

Yes. Please make sure to include Woodland in this because some of us go to McKenzie even if we live in Woodland.

Yes.

Keep it coming.

Yes.

Seems like a good process. Presenters seem sensitive to concerns of citizens / property owners.

Yes

Yes

Yes

Yes

Yes

Yes.

Yes and thanks.

Yes

Yes.

I think everyone has done a very good job with this.

☞ What are your thoughts / comments on trails and sidewalk improvements?

Nice presentation even though computer acted up.

Lots of sticky wickets drainage and visibility – wise plus emergency vehicle rules.

Will delivery trucks be able to make the rounds during construction and will regular traffic be rerouted through Bay Lane while the roundabout is constructed or McKenzie and Breezy Point?

You should consider closing 101 in 2 sections – north of the bridge and south to speed up construction and save on costs.

Please keep us updated!

When will homeowners know outcome of meetings?

Good meeting – Go Green!! Go roundabout!! Less ASPHALT – YEAH!! The good of the community needs to be looked at more than the individual property – a little inconvenience to a few is minor compared.

Comprehensive presentation.

Thanks for the opportunity to receive information. Put load limits and enforcement on McGinty / 101 bridge if needed.

Thank you for having these meetings

Sidewalks on 101 only.

Do not redirect traffic through LaSalle during project!!

I also have a fence alongside 101 within the easement. I would like to keep it