



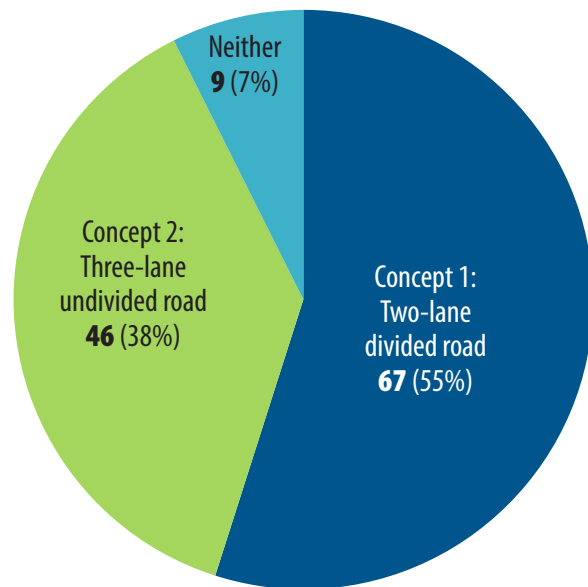
✓ Concept Preference

Survey respondents were asked to select concepts they could support and could select more than one.

Which option(s) could you support?

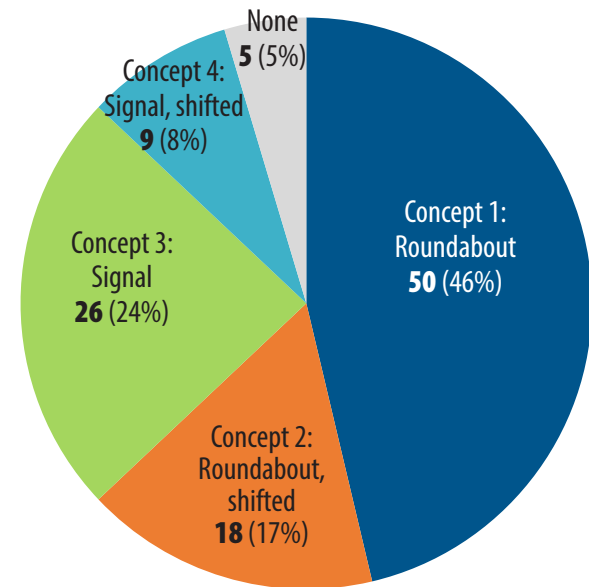
RAR roadway concepts

116 respondents



Highway 7 intersection concepts

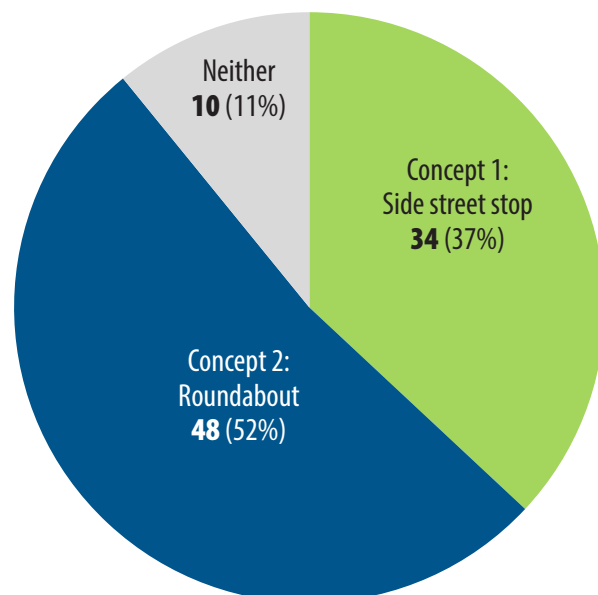
96 respondents



Interlaken intersection concepts

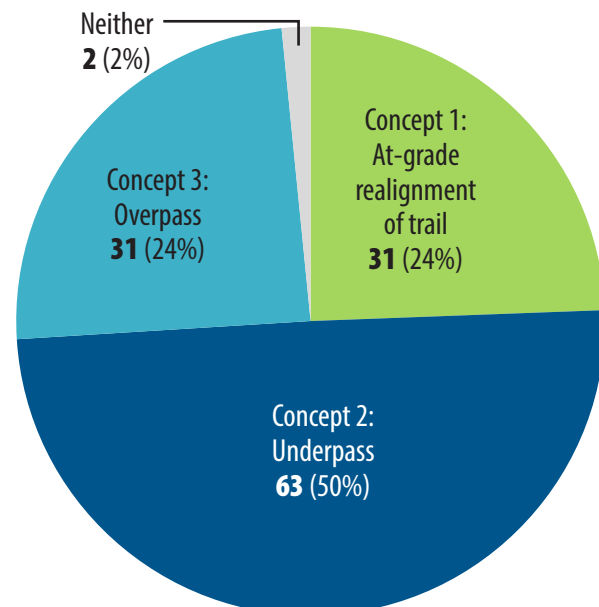
Concepts apply only to two-lane divided concept for RAR roadway

90 respondents



Lake Minnetonka LRT Regional Trail crossing concepts

96 respondents



Who responded?

Relationship to RAR	Quantity	Percent
Resident of RAR neighborhood	50	46%
Commuter on RAR	15	14%
Property owner (not a resident)	13	12%
Frequently visit/work at location along RAR	7	6%
Resident in Smithtown Road neighborhood	6	6%
Other	6	6%
Bike/walk on/along RAR	5	5%
Rarely use RAR but interested in improvements	4	4%
User of the Lake Minnetonka LRT Regional Trail	2	2%
Total number of respondents (Some respondents skipped this question)	108	100%

How many concepts selected per respondent?

Concept group	# of respondents selecting only one concept	# of respondents selecting a combination of concepts	Combinations selected (# selecting combo/total # combo responses)
RAR concepts 1: Two-lane 2: Three-lane	116 (95%)	6 (5%)	Concept 1 & 2 (6/6)
Highway 7 Intersection 1: Roundabout 2: Roundabout, shifted 3: Signal 4: Signal, shifted	96 (89%)	12 (11%)	Concept 1 & 2 (8/12) Concept 1 & 3 (2/12) Concept 1 & 4 (1/12) Concept 2 & 4 (1/12) no other combos selected
Interlaken intersection 1: Side-street stop 2: Roundabout	90 (98%)	2 (2%)	Concept 1 & 2 (2/2)
Regional trail crossing 1: At-grade 2: Underpass 3: Overpass	98 (77%)	29 (23%)	Concept 1 & 2 (8/29) Concept 1 & 3 (0/29) Concept 2 & 3 (18/29) Concept 1, 2 & 3 (3/29)



RAR roadway concepts

General comments

Concerns:

- Concepts do not seem to resolve issues of aggressive drivers, speed limits, and large truck use
- Private property impacts
- Safety of those walking and riding bikes along road
- Landscape maintenance responsibility for areas cleared of trees/vegetation
- Street lighting may cause light pollution
- Increase in hard surfaces will negatively impact water quality

Ideas:

- Add more streetscaping/beautification and water quality improvement features
- Shift road east instead of west to provide more buffer for Shutz Lake
- Add chicanes/curves to slow traffic
- Add road weight limit to reduce large truck traffic
- Include bicycle lanes
- Extend sidewalk/trails to Lake Minnetonka LRT Regional trail and to/across Highway 7
- Include more crosswalks to connect sidewalks/trails
- Narrow roads with striping to help slow traffic

Concept 1: Two-lane divided

Likes:

- Wider shoulders
- Safer trail crossing
- Visually appealing with neighborhood feel
- Traffic calming

Concerns:

- Private property impacts
- Difficult access during peak traffic
- Increased traffic on Interlaken from rest of neighborhood
- Inconvenience of right-in/right-out only locations such as Fribourg Court and Rolling Acres Lane
- Difficulty using U-turns for larger vehicles

Ideas:

- Four-way stop at Interlaken
- Add chicanes/curves to slow traffic

Concept 2: Three-lane undivided

Likes:

- Less expensive
- Full access intersections

Concerns:

- Drivers may use turn lanes as passing lanes
- Less traffic calming impact

Highway 7 intersection concepts

Concept 1 & 2: Roundabouts

Concerns:

- Heavy traffic on Highway 7 would not allow breaks to enter from Rolling Acres Road

Ideas:

- Move roundabout west and connect Waterford Lane to Rolling Acres Road
- Consider two-lane instead of single-lane roundabout

Concept 4: Signal (shifted)

Concerns:

- Iris Road/Bayview Drive wouldn't be able to handle additional traffic from Bayview Drive

Interlaken intersection concepts

Both concepts (two-way stop and roundabout)

Concerns:

- Private property impacts
- Access to residences at Mt Olivet Rolling Acres

Ideas:

- Four-way stop at intersection

Concept 2: Roundabout

Likes:

- Good for traffic calming
- Helpful with church traffic
- Might help discourage large truck traffic
- More aesthetic; feels more residential

Lake Minnetonka LRT Regional Trail crossing concepts

Concept 1: At-grade realignment

Likes:

- Lowest cost
- Fewest property impacts
- Would work well with two-lane divided roadway

Concerns:

- Drivers stopped for trail users would create traffic back ups
- Less safe for trail users
- Drivers may still be confused about crossing rules

Both Concept 2: Underpass and Concept 3: Overpass

Likes:

- Safest options for trail users

Concerns:

- Cost
- Property impacts
- Raised structure may be unsightly
- Environmental impacts