

TH 13 and 150th Street Area Safety Improvements
June 24 Open House Comments (Written comments received through Aug 9, 2014)

Concern/ Preference	Comment
Prefer Concept 1 - 3/4 Access & Trail Tunnel	I prefer Concept 1 strongly for the following reasons: 1) The concept works well without a traffic signal and I prefer no signal; 2) The board showed fewer expected accidents; 3) No homes or businesses taken; 4) Lower cost; 5) I like the underpass for foot traffic
Prefer Concept 5 - Traffic Signal at 150th Street	<p>I hate to see houses needing to be torn down but it seems that Concept 5 with a light at 150th & TH 13 is what I would vote for. There should have been a light put in 10 years ago when the high school was built. There is so much traffic now especially after school. Concept 6 wouldn't help us too much with a light at Zinran. Besides, I'm accustomed to turning left (north) on TH 13 from 150th and that would no longer be allowed.</p> <p>Concept 5 seems to be the most logical with the light at 150th & TH 13; Concept 6 is least desired with light at Zinran increasing traffic load at Zinran and impacting homes</p> <p>Concept 5 is the best option because the light placement makes the most sense for slowing traffic, allowing locals to get in & out, & makes the 150th/TH 13 intersection safer. Concept 1 is not a viable option because it does nothing to solve the problem of dangerous intersection at 150th/13</p> <p>Option 5 is the best option! Option 1 is the worst. High school kids would be forced through neighborhoods which is already a problem</p> <p>Concept 5 seems to be the only option that trust makes the 150th/Hwy 13 area safer. Only having turns at that point does little to deter the people who speed down the road & roll through stop signs. Concept 1 is useless.</p> <p>I feel Concept 5 is the best being proposed. Less costs and makes most sense. We have lived here for 16 years and agree with this option. It will slow traffic and make it easier for traffic to enter and exit 13.</p> <p>Concept 5 clearly makes a very dangerous intersection safe & solves all problems except church & homeowner issues. Concept 1 is a waste of money! Concept 6 is OK but not a great solution. Solves the Aspen Academy & High School issue but that is a way more minor intersection.</p> <p>We feel the better solution would involve a traffic signal. If Concept 1 has everyone turning right it will create more traffic at Fish Point. Concept 5 and 6 are better options for us as we live at 150th/Lori. It would be better to have a signal at 150th (Concept 5) with so many students going to the high school from our neighborhood. Plus it will help slow traffic down on 150th which has become quite a "speedway" towards Estate, Lori & Pixie Point. Thanks for looking at different solutions. 1st choice is Concept 5. 2nd Choice is Concept 6.</p> <p>We feel that Concept 5A would be the best option. Although this would directly impact my house the stoplight at 150th seems to be the best traffic alternative for the high school. Locating at Zinran destroys the wildlife there & also creates more difficult traffic going into town (Prior Lake) from my side of the street. The 2 options other than 5A will create more traffic difficulties for residents on our side of the street to go into Prior Lake. We had received no prior notice of this meeting and want to be kept up to date.</p> <p>I would like the light on 150th so I can take a left at the light.</p> <p>Concept 5 & 6 seem most efficient. Personally prefer 5B for our residential/school area</p> <p>Concept 5B makes most sense. It provides control and easy access to the housing developments along 150th, Concept 6C has a chokepoint at Aspen School.</p> <p>I would like to see a traffic light at 150th & Hwy 13. I do not want to go right, make a U-turn somewhere and then go north.</p> <p>Option 5A. What is being done to reduce traffic volume before getting to this area?</p> <p>5A & 5B are the only concepts meriting consideration. Both add a light at the busiest, most dangerous intersection at 150th with access to the high school and Aspen Academy. Also it straightens out the 150th St crossing over Hwy 13 between Savage and Prior Lake. Other concepts are placebos.</p> <p>Concept 5 is the option I support. The changes HAVE TO INCLUDE A TRAFFIC SIGNAL. Fish Point and South Park are too far apart to deal with all the median traffic. Fish Point is very busy between Middle School traffic and the Fish Point/150th neighborhood. Other priorities are pedestrian crossing at 150th and safe WIDE trail along 13. Thank you for the information.</p>

Concern/ Preference	Comment
Prefer Concept 5 - Traffic Signal at 150th Street (continued)	Zinran cannot take all of the traffic at school day beginning and ends. My choice would be the signal at 150th. Concept 1 will make a huge amount of cars at Fish Point to turn around and go north on Hwy 13.
	Given my homes location I really feel the 150th signal light option is probably best. Otherwise I will have to drive to Fish Point and U-turn every day when I go to work or a quick run to Target. I don't love the idea of lights, but don't want both my left turn options removed. If you are suggesting U-turns at Fish Point you'll need additional left turn lane space.
	Prefer 5A
	Of the three proposals 5A is preferred.
	Concept 5 is closest to what I would like to have, It provides maximum area to allow access to 13 from 150th. Concept 1 is very restrictive for me next to 13 with restricting access at 150th to go south. Concept 6 seems like taking Zinran to 13 will cause backups on the short stretch then onto 150th. On 5 & 6 with a light near a curve a possible advance flashing light would be helpful to know what to expect before seeing the signal.
	My wife & I feel it is paramount that: 1) there be a signal at 150th & Hwy 13; 2) there be trails (bike) allowing us access to Lakefront Park which is such a valuable asset to our community but one that we rarely use because we cannot bike to it. This is unfortunate because we pay over \$6000 annually in property tax and would like to feel we are getting our moneys worth. It is a very pleasant surprise to see that Option clearly solves both of our main concerns. PLEASE proceed with Option 5.
	Option 5 is the most appealing option to us. Like easy access and the stoplight. Don't like Option 6 - no easy access.
	Concept 5B: I like this option the best but it will be hard for the folks living off Rustic. Concept 6C is my second option but it kills off everyone on 150th since Fish Point is a terrible light. Concepts 1,3, 4 - I hope these concepts are not serious proposals. Those make me assume the City of Prior Lake wants its residents to move.
	First option would be 5A, however I would also support 5B if that meant development of light at Hwy 13 and 150th St.
	Signal Concept Great (at 150th); Concept 5A or 5B
	Option 5 is best. Helps more people.
	Concept 5 and service/frontage road at Rustic to Boudin. You could save money on construction if you left it below Hwy 13 just above the high water mark. Frontage Road could be one-way.
	I think I like the light at 150th the best, followed by the light at Oakland Beach, then finally the solution with the tunnel.
	Concept 5B is by far the best long term solution. Common design feature is a frontage road from Glasgow. Who is responsible for maintaining this with snow plowing being the prime concern? Some of the proposals seem to cut into my lot. Is this true?
	Concept 5A or 5B would be the only ones allowing southbound Hwy 13 access.
	1st Choice is 5B. Other choices would need to include U-turns south of 150th and adding lanes to Fish Point (3 lanes on each side) to allow right turn only lanes. Why not 2 roundabouts with reduced speed limit and U-turn lane south of the roundabouts?
	1st Choice is 5B. Other choices would need to include U-turns south of 150th and adding lanes to Fish Point (3 lanes on each side) to allow right turn only lanes. Why not 2 roundabouts with reduced speed limit and U-turn lane south of the roundabouts?
	Please add a stoplight versus "no left turn" at 150th street. This is a dangerous intersection that needs a light especially since many teenagers are driving to the high school using this route. Also for those who are heading to work during rush hour would be better served with a stoplight as well. Currently it takes an excessive amount of time to get across highway 13 off of 150th (either going straight or turning left - sometimes even turning right can take a long time). The idea to make 150th just a right turn only is highly disappointing. Having to drive all the way to Fish Point just to wait at a stoplight with every other person in the entire area during rush hour will be a horribly long wait. I am trying to review the attached documents but it is nearly impossible since the key is blurry regardless of how much I zoom in - plus when you zoom in so far to see the key, you can no longer see the plan. We need a stoplight at 150th and highway 13 in addition to sidewalks so our children can walk safely to school and to the shops at highway 13 & 42. Thank you for taking comments and I hope plan 5 is the one that is chosen.
	I feel plan 5B, WITH a frontage between Boudins and Rustic is the best solution overall. This allows both safe access to residents, and more safety for everyone that uses this busy area. It is a shame that homes need to be lost to accomplish this, but this area is downright deadly, and something must be done.
	It is imperative to have a full signal with left turn arrows at 150th St. This is the main intersection to the high school & east into Savage. Other options may be considered secondary to this, but 150th St is the key.
Concept 5 is the best option. already go to fish point to turn left in the a.m. Very busy and I don't always make the first light. stop lights at 150th and 13 are a must.	

Concern/ Preference	Comment
Prefer Concept 6C - Traffic Signal At Zinran/ Oakland Beach	I prefer Concept 6C; I commute to Mpls daily and need access northbound; 5b would not be as convenient; Concept 1 is totally unacceptable
	Concept 6 - We live on the corner of 150th & Aquila Ave. for 41 years. Bethesda Church is in our back yard (have Spanish Day Care), the Charter School on Zinran and the High School at the end of 150th St. We get all the traffic in the morning (8-9AM) so we cannot get out of our street on to 150th St. Also when school is out. We need something to be done! We welcome anything you can do to improve this bad situation. The police need to monitor the speed on 150th when the high school gets out (2:30-3:00PM). It is like Raceway Park, Thanks for your help.
	I like Option 6C with the light at Oakland/Zinran for access on/off 13 & ease of access to the high school. I like the idea of local street Option B so there is access from Rustic Rd going north. It is currently vey difficult to go north on 13 from Rustic Rd.
	Concept 6 is the most viable and makes the most sense for the high school and the neighborhoods
	5A proposal would best meet my transportation needs to allow for both acces to both north and south bound 13. It also provides the better approach to the intersection from 150th. If the costs were too much or other issues with purchasing the properties prevent 5A then 6C could work but I am concerned about the slope of the Zinran being an issue with ice in the winter time.
	Concept 6 - What is the reason for the right turn only off Rustic? With lights at South Park & Oakland Beach you would be able to meet the needs. Omit the right turn only at Rustic. Concept 1 - Make a 1-way access road for traffic going north.
	Like Option 6C EXCEPT I would like the barrier on 13 to go no further north than before Rustic Road, The stoplight at Oakland Beach would allow us to choose between exits north depending on the time of day (traffic). The stoplight should help create space in traffic for cars exiting north on 13 from Rustic as well. I do like the option of a frontage road from Rustic to Boudin St and think this a great idea. Could be at a lower level & bike traffic could be combined. Bike trail should be far enough away from residents back yards.
	Concept 6C is the best option for my location. Both the high school and Aspen Academy would not block Zinran/150th intersection twice a day.
	I am in favor of Concept 6C and keeping the intersection of Hwy 13 and Rustic Rd as it is now.
	I am in favor of Concept 6C and keeping the intersection of Hwy 13 and Rustic Rd as it is now. 2nd Choice would be Concept 6C and make a U-turn at Oakland Beach Ave and Hwy 13
	Option 6C Except leave Rustic Road open to right or left turns - no median at Rustic. If Rustic is blocked off to left turns we would like the option of the local street connection to bring us to the Boudin neighborhood. A much as I'd like to say we are heading into Prior Lake for shopping, we aren't. We are going to Target, Cub, 169, etc. We need to easily be able to go north out of our neighborhood. Also, I love the idea of the walking/bike path, but please keep it closer to the road. I have 2 small children that play in our backyard and the thought of someone being able to grab them because you gave them easy access to our backyard would be HORRIBLE!.
	I approve of Concept 6C. Concept 1 would only be acceptable if Option B for local access was included in the proposal
	I feel very strongly that the stoplights at Oakland Beach make the most sense. This intersection seems to have the least visibility and it appears to be a common point for bikers, pedestrians and high school students to cross towards Zinran; It has also become more congested since the opening of Aspen Academy. Secondly, forcing a population to only turn in one direction when exiting their neighborhood only moves the congestion to wherever the inevitable U-turn will take place.
	I think the stoplights at Oakland Beach make the most sense. It has the least visibility and forcing a population to only turn one way out of their neighborhood is only moving the congestion to wherever they end up making the inevitable U-turn .
	In our opinion a stoplight at Oakland Beach would be an ideal solution. The no left turn sign from 13 to Zinran is not effective, and the corner continues to be extremely treacherous with the curve in the road and the fact that drivers do not honor the speed limit. Turning into Oakland Beach from the south is as bad or worse than turning north onto 13.
Please put the stop light in at Oakland Beach	
Concept 6C would allow both the 150th neighborhood and the Rustic Rd/Oakland Beach neighborhood one bi-directional way out of their neighborhood at this point. Its not ideal for either neighborhood, but seems to be the middle ground. Please put this option into place. This would allow easier access to the new school and eliminate the "illegal" left turns onto Zinran that people still make and back up 13.	

Concern/ Preference	Comment
Prefer Concept 6C - Traffic Signal At Zinran/ Oakland Beach (continued)	I am a resident of the Oakland Beach neighborhood. My husband & I are very much in favor of the option offering a stop light at Oakland Beach Road & Hwy 13. Our son will be attending the elementary/middle school (Aspen Academy) on the other side of that intersection & it would be wonderful if he could safely cross 13 with a stoplight or if we could safely drive across to the school. Currently all the parents in the neighborhood have to drive their K-8th grade kids across because obviously it is not safe even for older kids to walk or bike across 13 with no stoplight. Most of the kids in our neighborhood attend Aspen Academy & having a stoplight there would allow many older kids to walk or bike which might help reduce some of the car traffic attempting to cross 13 at the start & end of the school day. Our second choice option would be the private access road parallel to 13 with access up to the strip mall stop light at Boudin & 13. We are VERY against the option requiring us to drive all the way down to 150th to make a U-turn. That would add unnecessary commute time to our already long drives every day.
	On July 2, 2014 I was hit while making a left hand turn onto Rustic Road from Hwy 13. The traffic is so busy a times that it is impossible to make a left hand turn onto Oakland Beach Ave or Rustic Rd. We definitely need a traffic light on Hwy 13 - Zinran - Oakland Beach area. When Aspen School starts this fall it will get even worse. Please help us solve our traffic problem by considering a traffic light.
	We feel very strongly that option 6C (the stoplight at Oakland Beach) is the best option. It would help the traffic flow for all affected areas by forcing some breaks in traffic. Secondly, forcing a neighborhood of 60 homes to only turn in one direction when exiting their neighborhood only moves the congestion to wherever the inevitable U-turn will take place.
	I prefer Concept 6C. Concept 1 would only be acceptable if Option B for local access was included in the proposal. Forcing the entire neighborhood of Oakland Beach to make u-turns everyday is not going to help the traffic flow, it will make it worse.
	Concept 6 is the only option that addresses all neighborhoods and safety concerns. Blocking left in/out to Oakland Ave and Rustic Rd as part of one of the other options would strand an entire neighborhood! A light at Zinran also redirects high school traffic away from the 150th intersection. This is the only proposed solution that is fair to all of the neighborhoods impacted.
	I like option 6 where there's a light out of Oakland beach area on Oakland beach rd.
	Have not taken the opportunity to respond to you regarding access to Hwy 13 for the Oakland Beach Neighborhood...any solution to not give northern access to Hwy 13 will lower our home values. From the options available to us from your project, a light at Oakland Beach (also allowing access for Aspen Academy families) would be the solution I would choose. Thank you for your consideration.
	Please choose option 6C. Any other plan that requires traffic to turn south then U-turn to go north--makes no sense.
	I strongly support Concept 6C. This would allow one bi-directional exit from the Oakland Beach-Rustic Road community. People living off of 150th Street already have a bi-directional exit by way of Fish Point Road. Oakland Beach community needs a controlled intersection for emergency vehicles.
	#1: totally unacceptable, #6C: 1st preference, #5B: 2nd preference
Alternative Solutions	I'd like to recommend roundabouts at Rustic Road and/or Oakland Beach Ave.
	I am a resident of the Oakland Beach area and am not particularly excited with any of the proposed options. Why should my neighborhood have to put up with such a circuitous path to go north on TH 13? What is the cost of all the highway barriers as compared to the cost of an additional stoplight? The state should give some consideration to an established neighborhood in planning the revised layout instead of blinding following some guideline on spacing of stop lights. The guideline could be reasonably applied to new developments, but causes unnecessary disruption to established neighborhoods in this case. Given modern technology, I would expect that having stoplights at both 150th and Rustic Road could be programmed to minimize traffic disruption on TH 13. As an alternative, would it be possible to put the stop light at a location between 150th street and Zirhan Ave. The intersection would be just south of the existing townhouses. The frontage road coming from 150th would only have to be extended a short distance to the Glasgow street area to reach the stoplight and Oakland Beach residence would have a reasonable short distance to travel to reach the turnaround spot. Drivers to PL High School would not have to snake around the church and would have direct access to 150th street going East. Aspen school drivers could come over to the stoplight on Zirhan. This would also eliminate the need to destroy the two houses south of Bethesda Church.
	The problem I see with a stop light at Oakland beach is the traffic from the whole neighborhood will eventually be funneled to that intersection when as the long term plan indicates Rustic will be closed. Speed bumps should then really be placed on Oakland Beach Ave as it will become a very busy road. I would be very concerned with the increase of hazards to my family & my own safety with the increase of hurried traffic. The road is short & the majority of the current traffic goes quite fast only to be braking hard at either end. Another concern with any stop light installed with this project is to have the lights at Boudin, the new light & Fish Point light be coordinated/interconnected to avoid the traffic backups & constant flow which hinders exiting any road on to hwy 13 at this time.

Concern/ Preference	Comment
Concerns Regarding Loss of Left Turn Access	All of these options limit northbound 13 traffic for families in the impacted Prior Lake neighborhoods. How will property values be affected? Most residents work/drive north of this area. Relying on Fish Point Rd as the sole access point will necessitate changes to that intersection because it doesn't have the capacity to handle 100% of the traffic. Green Oaks Trail is a residential street; Relying on it to handle commuter traffic is a safety risk. Please do not limit or restrict left turn access. What is most cost effective but creates the least burden on residents? The use of medians is too limiting and too burdensome; it has too much impact on homes.
	My preference is to turn Hwy 13 into a 4 lane highway. Doing so facilitates future growth for downtown, alleviates safety issues, & allows for future growth. Without it, downtown will get choked off. Option 1 : I like the access road out of Oakland Beach along Hwy 13. This solves Oakland issue. I'd like adding a stop light at 150th on this option. Option 5: I do not want the left access restricted at Rustic & Oakland Beach. The restricted access will create a backlog of cars trying to make a U-turn to head north for south. Option 3: I'm okay with the stoplight at Oakland Beach but do not want the northbound access restricted at Rustic or 150th.
	Do not take away left hand turn
	I know this proposal deals with Hwy 13 and 150th St, but one must consider the entire area from Boudin down past 150th. If we only deal with one small section that could create problems for the other areas close to the related area in discussion. Zinran as well as people off of Rustic Rd will be affected as well. The map does not hi-lite Rustic Rd but that access will be affected as well. We people that live off of Rustic Rd and Maple Trail will be affected every day as well.
	Provided a sketch drawing on an aerial at Hwy 13 & Rustic Rd. Sketch shows a NB left turn lane, NB acceleration lane and shifted NB through lane to bypass the left turn lane and center acceleration lane
	Any option that requires a U-TURN for either Rustic road or Oakland Beach Road traffic to go north HWY 13 is out of the question. If any of you that are considering these options lived here you would be going through the roof if this was being proposed. You can do better planning than this.
Frontage Road	The concept of linking Rustic to Boudin where there is a major stop light in existence would be very good way to handle the traffic from Rustic/Oakland Beach Ave neighborhood. Simply cut off Oakland Beach/Hwy 13 intersection. Very good long term thinking plan, it removes safety issues & increased traffic which are going to be doing u-turns at 150th & Boudin.
	Where is the plan that has an access road to boudins from the rustic and oakland bch neighborhoods AND a light at 150th? This is the solution that would take care of it forever, amen. you would be using an intersection that already has a stoplight that can accommodate the traffic flow at boudins, greatly reduce number of u turns and the safety involved with that. The tunnel-under bike trail is a completely unnecessary expense if you have a stoplight and pedestrian cross walks,not to mention the additional expense involved in maintaining a tunnel.That funding can go toward acquiring the additional land for the frontage road between boudins and rustic.
Trail Comments	My concerns are safety for my children so the walking path is highly important. Taking the walking path as far as possible is a great benefit. People are walking down the highway to Target or other retailers. Concept 1 is disturbing to think that people will need to U-turn 1/2 mile or further seem to make Fish Point Rd intersection more dangerous. Thank you for the opportunity to be part of the discussion. On Concept 1 - I am concerned about the safety of a tunnel crime-wise. This is very close to my house and I do not want criminal activity in a tunnel.
	I love the future trail options, Would love the ability to bike to Lakefront Park.
	All options that allow for trails (walking/biking) from downtown to Boudin are excellent! Trails are needed for a 21st Century community.
	Bike/walking trails a MUST! In all areas. Even an underpass. PLEASE on behalf if all families in this stretch build in a bike/walk path to town. All other cities and parts of Prior Lake have a path. PLEASE give us the opportunity to get to PL events, go for walks, ride our bikes safely. Help us be a healthier city! Thank You!
Other Comments	I am very concerned about safety during the construction period - people will drive through Green Oaks Trail. We have a park across the street and it's a curvy road. We'd need temp speed bumps. Otherwise you'll see accidents involving kids. People drive way too fast as it is. I'm worried about property devaluation. I certainly understand its a regional thruway with regional considerations but we have to have reasonable access.
	How will bus routes be implicated?
	Reroute highway onto County Rd 17 - Connected from 169 to County Rd 21 then to County Rd 42. Hwy 13 converted to a local parkway; 35mph. Trying to fix intersection does not solve heavy traffic problem of through traffic, I have discussed with MnDOT and they agree. Please, with coordinated efforts of Prior Lake and Savage this can happen. New thinking is needed. Lower the speed limit to 35 mph. A stop light will cause more traffic on hwy 13