

County Highway 3/Norell Avenue North Improvement Project

Washington County
Public Engagement Summary

Due to health concerns from COVID-19, Washington County hosted in-person appointments and an online open house which provided engagement opportunities for community members to learn more and provide input during the early planning stages for the County Highway 3/Norell Avenue North from 170th Street North/County Highway 4 to Square Lake Trail North/County Highway 7.

In-Person Appointments

Overview

In-person pre-scheduled appointments were held for the Washington County Highway 3 Improvements Project on Wednesday, July 29 from 4 to 6:30 p.m. at May Town Hall.

Washington County and HDR staff interacted with area residents and other stakeholders to provide a project update and gather public input. Attendees had the opportunity to ask questions and talk one-on-one with the project team. Staff collected verbal and written comments from attendees.

Staffing

Name	Company
Bryna Marusic	HDR
Kevin Peterson	Washington County
Dax Kuhfuss	HDR
Linda Tibbetts	May Township Clerk

Meeting Materials

The following materials were available and/or displayed at the in-person appointments. For copies of these materials, see [Appendix A](#).

Information Exhibits

- Welcome/Sign-In
- Project Overview
- Crash History
- Crash Analysis

Project Overview Handout

All attendees were given a project overview handout when they signed in at the Welcome table. The handout included a project overview, an area map graphic, anticipated project schedule, and request to provide input.

Comment Form/ Questionnaire

Attendees were encouraged to provide project input and additional comments during their in-person appointment with the project team using a comment form/questionnaire that could be turned in at the event. Five comment forms were collected during the in-person appointments. Copies of the comment forms are available in [Appendix B](#).

County Highway 3/Norell Avenue North Improvement Project

Washington County

Tabletop Project Layout Map

An aerial of the project corridor was made available on a tabletop project layout. Project team members were available at this station to engage with attendees, gather input, and answer questions. Attendees were encouraged to share their comment and/or inquiries verbally and the project team recorded comments on Post-It Notes. Project staff placed the notes on the applicable location(s) on the map. For photographs of the project layout and comments, see **Appendix C**.

Location	Comment
CSAH 3 South Segment Map	
Near intersection of CSAH 7 (Square Lake Trail) and CSAH 3	<ul style="list-style-type: none"> • Runoff is fast • Water leaves the road • Speeding here
Along CSAH 3 heading north	<ul style="list-style-type: none"> • Turkeys in field across from May Town Hall • Cars parking • Too many signs along the corridor • 2041 Lockridge Ave has a steepening driveway • Keep Norell Ave as is • Don't widen (will increase speed and wildlife is present) • Manning and 95 are close alternatives
CSAH 3 near May Town Hall	<ul style="list-style-type: none"> • Bike lane would be nice • Large weekend bike groups • More bike traffic after repaving
CSAH 3 north of May Town Hall	<ul style="list-style-type: none"> • Cut oak trees (if and when) dormant oaks wilt • Speeding on straightaway • No wider, not faster – I like it the way it is
Near West Boot Lake	Turkeys here
Near East Boot Lake	<ul style="list-style-type: none"> • Roadside fishing • Sightlines are an issue • Speeding
CSAH 3 North Segment Map	
Long Lake	<ul style="list-style-type: none"> • Otters, Beaver, 37" Northern Pike, native plant community • Destination road for cyclists • Narrow shoulder is dangerous • Share the road • Widen shoulders by 3-4' • Bicycle road (chevron)...
Canadian Railroad	<ul style="list-style-type: none"> • Railroad track acts as a speed bump

County Highway 3/Norell Avenue North Improvement Project

Washington County

	<ul style="list-style-type: none"> • Fixing and straightening curves may increase speed
Near Morris Trail	<ul style="list-style-type: none"> • 4' bike lane, no shoulder • Bike lane is better off road • Trains don't operate in the winter • Balsam Tree Service using Morris Trail • Sight distance and higher speed would make entering CSAH 3 harder • Tree Service trucks can't stop uphill • Add flashing light for vehicles and trains • Need more enforcement
CSAH 3 south of Morris Trail (residential properties)	<ul style="list-style-type: none"> • Can't see leaving driveway • The road slopes up • Property impact concerns with 30' clear zones (flowers) • Gateway State Trail in this area • Speed is too high: railroad tracks to maintenance concerns
Pond near long-term maintenance issue	<ul style="list-style-type: none"> • Springs (6) • Lake bounces • Muskrat is present • Add Culvert south of driveway • Do not widen for bicyclists • Used to be a guardrail in this area
Across the road from long-term maintenance issue (residential properties)	<ul style="list-style-type: none"> • Resident mows to road • Washes out near mailbox from the north • Vehicles cross the center line • Water under the driveway culvert • Add Culvert, don't want to lose front yard

In-person Appointment Attendance

In guidance with the CDC, in-person appointment attendees were required to contact the project team in advance to reserve a limited-capacity timeslot. Washington County was responsible for tracking appointments. Not including staff, 18 people attended the in-person appointments. County Commissioner Fran Miron was in attendance to hear public input. See **Appendix D** for a copy of the sign-in form that was available online prior to the appointments. Attendees were local residents, area commuters, community leaders, and other interested stakeholders.

COVID-19: Best Practices

The following precautions and materials were put into place to keep staff and attendees safe during the in-person appointments. HDR recommends these best practices moving forward for in-person engagement to increase safety for all.

COVID-19 Precautions

- All supplies brought to the appointment location are disinfected prior to starting.
- All pens, paper, and surfaces are disinfected after each appointment.
- Hand sanitizer is be available for use before, during, and after each appointment.
- Attendees are asked to stay home if they have COVID-19 symptoms on the day of the appointment.
- Staff wears a face covering during each appointment.
- All attendees are required to wear a face covering during appointments.
- Attendees are asked to cover coughs and sneezes with a tissue or their elbow.
- A prescreening questionnaire is required at the sign-in table.

Personal protective equipment (PPE)

- Masks are provided for staff and attendees.
- Hand sanitizer is available at the sign-in table and in the meeting room.
- Individual pens are available for each attendee.
- Wipes are used to disinfect all materials, surfaces, door handles, etc. following each appointment.

Other Best Practices

- Hold or prop the door open for attendees (if applicable) and wipe the door handle after each use.
- Give any necessary paper materials (comment card, handout, etc.) upon entry so only one person needs to touch piles of paper.
- Have one designated team member prepared to field COVID-related questions in relation to the in-person appointments.
- Have one designated team member prepared to encourage or remind people to follow social distancing and keep masks fully on when talking. This will contribute to the confidence that safety is a top priority during the in-person appointments.

County Highway 3/Norell Avenue North Improvement Project

Washington County

- Have multiple stations/areas where PPE equipment is available, so all staff can have readily available PPE for use. This meeting had three areas where gloves, hand sanitizer, and hand sanitizing wipes were available.
- Before the meeting, walk through the roles each staff plays in disinfecting the area and where PPE equipment is located.
- Have extra information packaged together in a take-home bag (handout, comment card with return-to-sender information, etc.) for attendees to bring home to neighbors and friends. Some attendees noted that there are people who are not comfortable attending an in-person appointment or viewing an online open house.

Online Open House Summary

Overview

An online open house was held for the Washington County Highway 3 Improvements Project from July 29 to August 12 and was located at this URL: <https://spark.adobe.com/page/5sLAX0EJ40bun/>

Online attendees had the opportunity to watch an introductory video, learn more about the project, fill out a survey, place comments on an online comment map, and provide feedback to project staff.

There were approximately 687 visits to the online open house (some attendees may have visited the site more than once).

Open House Content

For screengrabs of each content section, see **Appendix D and Appendix E**.

Introductory Video

- 8 online visitors watched the introductory video with Kevin Peterson giving an overview of the project and online open house.

Project Overview

- Highlighted the project area, project goals, and a project timeline.

Crash History

- Included crash data and crash rates in the project area.

Crash Analysis

- Paired points of interest with their crash histories.

Survey

- Provided additional feedback opportunities.

Comment Map

- Online viewers had the opportunity to leave a comment/associated pin on the map with their feedback.

Comment Summary

Feedback opportunities were provided in the online and in-person engagement opportunities. Responses were collected through various means of communication including direct calls, emails and letters to Project Manager, Kevin Peterson, online survey, in-person comment cards and online comment map. Table 1 indicates the number of responses received and through what venue. Table 2 identifies the responses by category. Several responses contain more than one comment category. A copy of the comment report has been included as an attachment to the engagement summary. Online survey open ended responses and formal comments submitted by the Long Lake Homeowners Association and Friends of Scandia Parks and Trails are included in Appendix F.

Table 1: Number of Responses Received

Method	Number of Responses Received to Date
Online Survey	134
GIS Map Comments	27
In-Person Plot Map Comments	27
In-Person Comment Cards	3
Mailed Letters	2
Phone Calls	1
Emails	13
Total	207

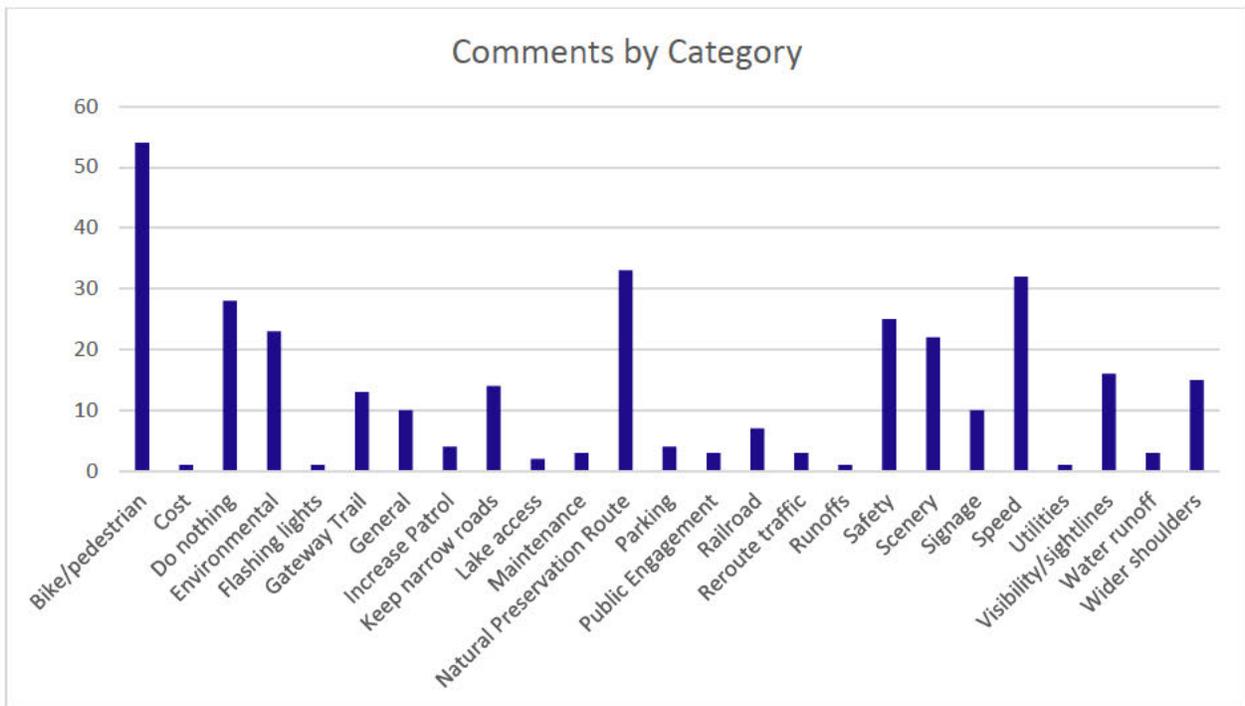
Table 2: List of Comments by Category

Category	Comments
Bike/pedestrian	54
Cost	1
Do nothing	28
Environmental	23
Flashing lights	1
Gateway Trail	13
General	10
Increase Patrol	4
Keep narrow roads	14
Lake access	2
Maintenance	3
Natural Preservation Route	33

County Highway 3/Norell Avenue North Improvement Project
 Washington County

Table continued onto next page

Category	Comments
Parking	4
Public Engagement	3
Railroad	7
Reroute traffic	3
Safety	25
Scenery	22
Signage	10
Speed	32
Utilities	1
Visibility/sightlines	16
Water runoff	3
Wider shoulders	15
Total	327



County Highway 3/Norell Avenue North Improvement Project

Washington County

Promotions

Postcard Mailers

- An initial postcard was sent to approximately 348 local residents and businesses on July 13 promoting the in-person appointments and online open house.
- A second postcard was sent to the same mailing list on July 29 promoting the online open house once it was live.

Social Media Advertisement

- A targeted Facebook advertisement was placed on July 29 and ran through August 12.
 - 3,103 people saw the advertisement at least once in their News Feeds
 - Approximately 123 people engaged with the post:
 - 10 reactions
 - 109 link clicks
 - 0 comments
 - 4 shares
 - Budget: \$20
 - Demographics
 - 10 mile radius of Stillwater, MN, ages 18-65+
 - Reached 54.2% women, 45.8% men
 - Age 65+ was the most popular viewer
- A targeted Twitter advertisement was placed on July 29 and ran through August 12.
 - 313 people saw the post at least once in their News Feed
 - 3 engagements
- A pop-up questionnaire was launched on the CSAH 3 project website on July 29 and ran through August 12.
 - The pop-up questionnaire captured 33 total survey responses

Project Website

- The project website was updated on July 27 with the online open house link, in-person appointment information, and the postcard mailer.

Nextdoor Alert

A post about the online open house was added to Nextdoor.

- 9,708 neighbors saw the post at least once
- Approximately 5 people responded to the event post (reactions, comments, likes)

See **Appendix G** to view the open house promotions.

Appendix A

Information Exhibits

Project Overview Handout

Comment Card

Welcome! Please sign in here for your appointment

PLEASE HELP US STAY HEALTHY

For you during your 15-minute appointment:



Our staff will be wearing a cloth face covering during your appointment



All pens, paper, and surfaces will be disinfected after each appointment



Hand sanitizer will be available for use before, during, and after your appointment

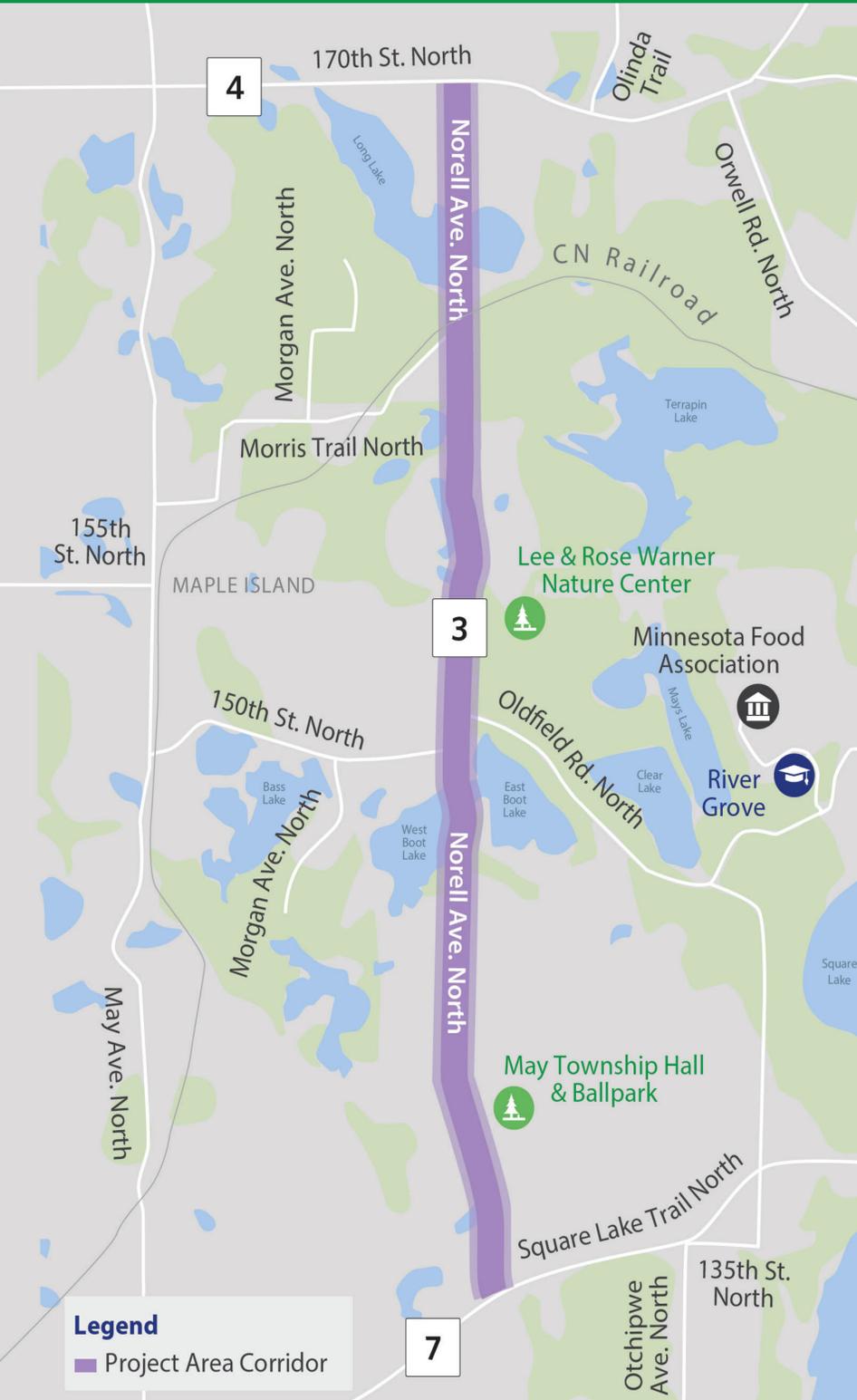
You can help us, too:

-  Stay home if you have COVID-19 symptoms and visit our online open house to learn about the project
-  Stay 6 feet away from other people
-  We recommend everyone wear a cloth face covering during appointments
-  Cover your coughs and sneezes with a tissue or your elbow

Questions or concerns?

If you have additional questions following your appointment, we encourage you to visit the project website to view our online open house information any time before it closes on **Wednesday, August 12.**

Project Overview



About the Project

Washington County and May Township are exploring improvements on County Highway 3/Norell Avenue North from 170th Street North/County Highway 4 to Square Lake Trail North/County Highway 7.

Project Goals

-  Repair pavement sloughing in the area north of Boot Lake
-  Review safety at railroad crossing
-  Receive feedback on the corridor from the community
-  Investigate community interest in improvements for pedestrians and bicyclists
-  Review crash history for documented safety concern areas, and evaluate potential improvements with the community
-  Identify areas that will require more work than just replacing the pavement surface and fixing the long-term slope stability problem

Schedule



www.co.washington.mn.us/NorellAvenuePublicInvolvement
Kevin Peterson | 651-430-4330 | kevin.peterson@co.washington.mn.us



Crash History

From 2010 to 2019, 14 crashes were documented on Norell Avenue North (County Highway 3) between 170th Street North (County Highway 4) and Square Lake Trail North (County Highway 7).

What We Know

County Highway 3 from 150th Street to County Highway 7 has a crash rate above the state average. Crashes here are unusually high compared to similar stretches of highway elsewhere in the state.



MOST CRASHES (79%)

that occurred in this area were run-off-road and on a curve.



29% OF CRASHES

involved rolling/overturned vehicles.



TWO OF THE CRASHES INVOLVED DEER

and were near West Boot Lake.



57% OF CRASHES

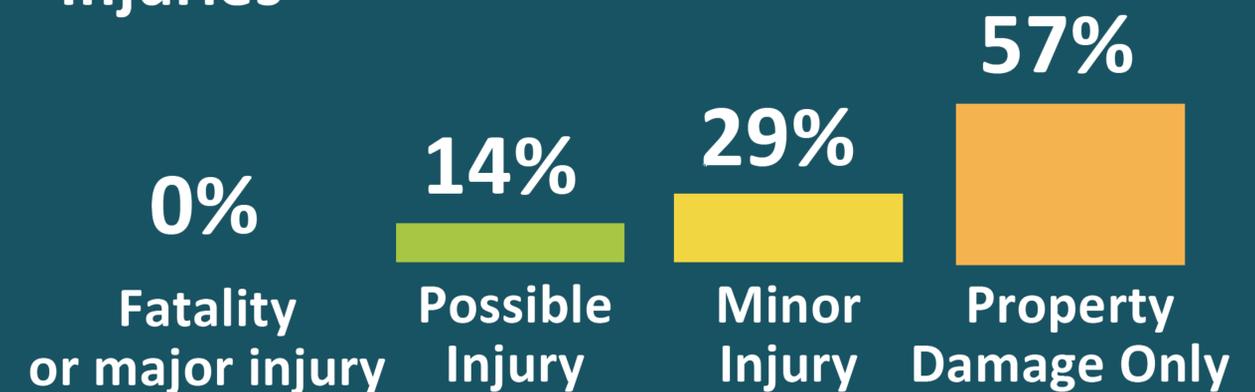
occurred when the pavement was wet or during wintery conditions. Comparably, the statewide average is 36%.



36% OF CRASHES

occurred during sunset or nighttime.

Injuries

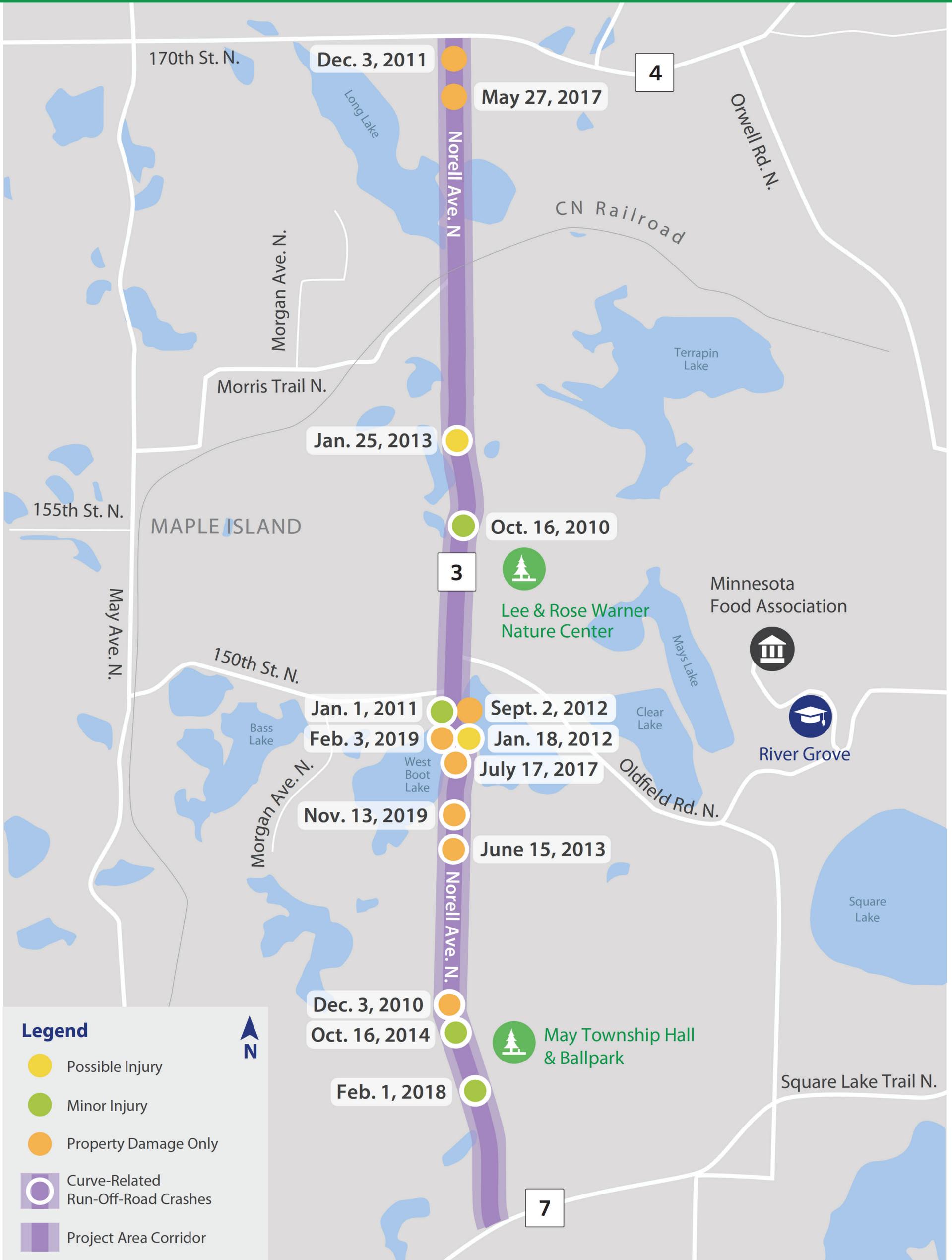


Common Crash Locations

- Just north of May Township park
- Area surrounding East and West Boot Lake

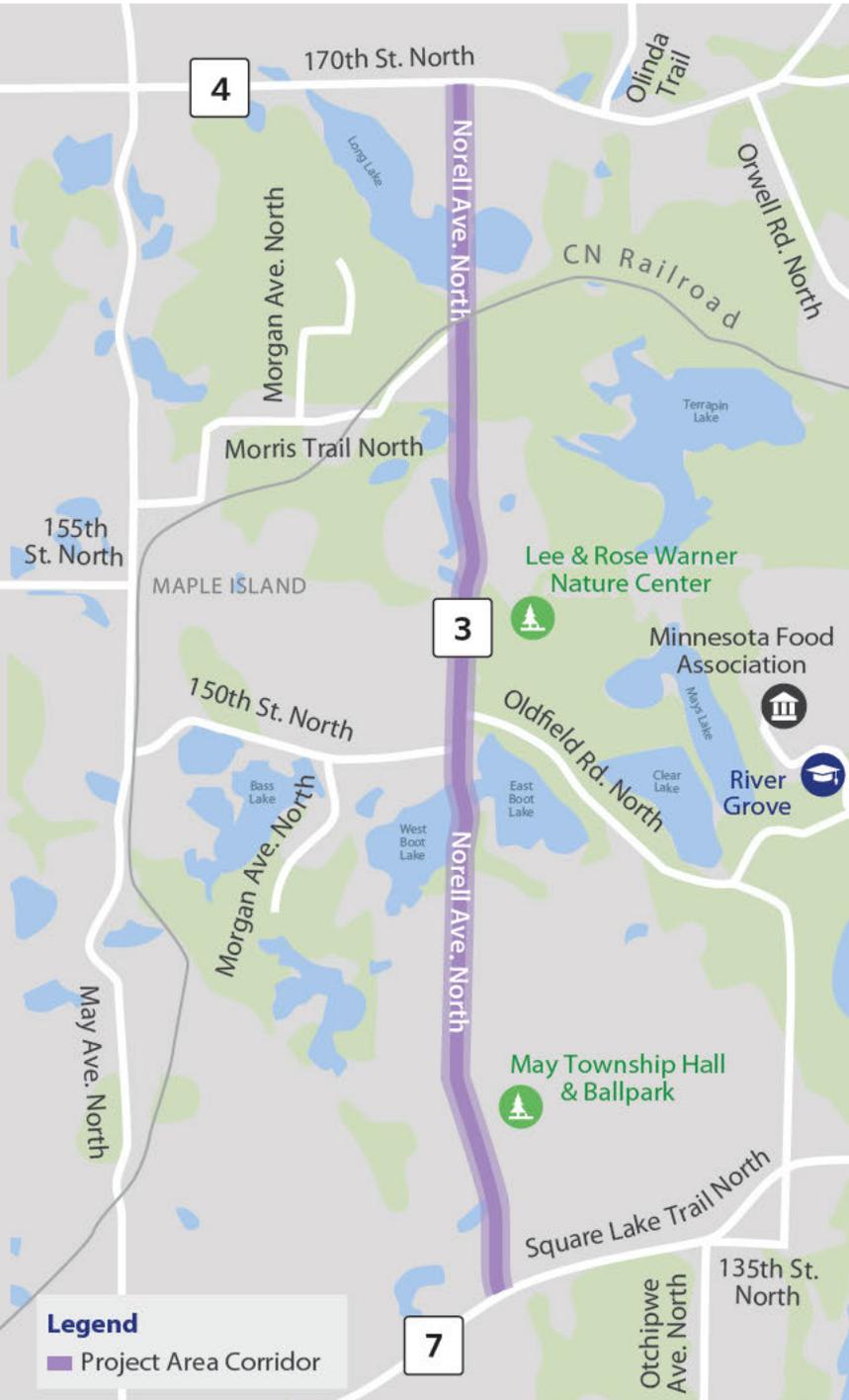


Crash Analysis



About the Project

Washington County and May Township are looking at potential improvements for County Highway 3/Norell Avenue North from 170th Street North/County Highway 4 to Square Lake Trail North/County Highway 7. Potential changes will impact drivers, passengers, pedestrians, and bicyclists in this area.



Project Goals:



Repair pavement sloughing in the area north of Boot Lake



Review safety at railroad crossing



Receive feedback on the corridor from the community



Investigate community interest in improvements for pedestrians and bicyclists



Review crash history for documented safety concern areas, and evaluate potential improvements with the community



Identify areas that will require more work than just replacing the pavement surface and long-term maintenance areas



Schedule



We Want to Hear From You

Washington County maintenance has spent a lot of time and energy repairing the poor pavement north of Boot Lake. Given the likely extent of the engineering and construction work needed to repair this area, the project team felt that it was important to engage with the community on potential improvements to this corridor as a whole.

Other key area concerns requiring engagement and investigation are:

- **County Highway 3 from 150th Street to County Highway 7 has a crash rate above the state average**
- **Community interest in pedestrian and bicyclist improvements in this area**
- **Restricted sight lines for vehicles approaching the railroad crossing**



TELL US ABOUT YOUR CONCERNS FOR THIS ROAD



Online Engagement Opportunity!

If you have additional questions following your in-person appointment, we encourage you to visit our online meeting before it closes on **Wednesday, August 12** to review project information, leave a comment on the interactive map, or email the project team. There will be no formal presentation or discussion during the online meeting.

Stay Involved

Our project team has additional, future outreach planned for this project, pending the status of COVID-19 restrictions. Visit www.co.washington.mn.us/NorellAvenuePublicInvolvement and sign up for email alerts to be the first to know about these events and other ways to be involved in the project.





TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- ___ Bicycle/Pedestrian Facilities (wider shoulders or trail)
- ___ Improve Existing Railroad Crossing
- ___ Roadway Character/Minimized Impacts
- ___ Roadway Safety
- ___ Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No Yes (please explain) _____

Do you have any other comments for the project team to consider?

JOIN THE PROJECT EMAIL LIST

Name: _____ Email: _____

Appendix B

In- Person Comment Forms / Questionnaires



TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- 5 Bicycle/Pedestrian Facilities (wider shoulders or trail)
- 3 Improve Existing Railroad Crossing
- 1 Roadway Character/Minimized Impacts
- 4 Roadway Safety
- 2 Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No
- Yes (please explain) Flashing lights at the R.R.

Do you have any other comments for the project team to consider?

We don't want a wider straightened road with more traffic & speed. We own Balsam Tree + Shrub Care located at a dip in the road. We need the road the same so we do not have accidents with slow large trucks + chippers coming out in traffic

JOIN THE PROJECT EMAIL LIST

Name: _____

Email: _____





TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- 1 Bicycle/Pedestrian Facilities (wider shoulders or trail)
- 4 Improve Existing Railroad Crossing
- 3 Roadway Character/Minimized Impacts
- 2 Roadway Safety
- 5 Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No
- Yes (please explain) improve signage - SHARE THE ROAD
- WIDEN SHOULDERS

Do you have any other comments for the project team to consider?

- ↑
80 - DESIGNATE AS
BIKEWAY
- REDUCE TRUCK
TRAFFIC

JOIN THE PROJECT EMAIL LIST

Name: _____

Email: _____





TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

I Live on Co Hwy 3

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- 5 Bicycle/Pedestrian Facilities (wider shoulders or trail) *don't want*
- 4 Improve Existing Railroad Crossing
- 3 Roadway Character/Minimized Impacts
- 1 Roadway Safety
- 2 Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No
- Yes (please explain) *we did discuss it at the meeting.*

Do you have any other comments for the project team to consider?

JOIN THE PROJECT EMAIL LIST

Name: _____ Email: _____





TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- 5 Bicycle/Pedestrian Facilities (wider shoulders or trail)
- 3 Improve Existing Railroad Crossing
- 1 Roadway Character/Minimized Impacts
- 2 Roadway Safety
- 4 Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No
- Yes (please explain) _____

Do you have any other comments for the project team to consider?

JOIN THE PROJECT EMAIL LIST

Name: NO EMAIL Email: _____





TELL US ABOUT YOUR EXPERIENCES ON THIS ROAD

What role best describes your primary use of County Highway 3 in this area?

- I live off of County Highway 3
- I live within a few blocks of County Highway 3
- I use County Highway 3 to travel somewhere

How do you travel on County Highway 3? Select all that apply.

- Bike
- Drive
- Walk
- Other (please explain) _____

Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

- ___ Bicycle/Pedestrian Facilities (wider shoulders or trail)
- ___ Improve Existing Railroad Crossing
- ___ Roadway Character/Minimized Impacts
- ___ Roadway Safety
- ___ Stormwater Management/Drainage

Do you have any other components or suggested improvements you want to see evaluated with the project?

- No
- Yes (please explain) _____

Do you have any other comments for the project team to consider?

We want any work done to prioritize the preservation/protection of the unique environmental and scenic characteristics of this route.

JOIN THE PROJECT EMAIL LIST

Name: _____ Email: _____



Appendix C

Tabletop Map Comments

WEST BOOT LAKE

not
wider, faster.
it the
+ is.

Roadside
fishing.
Signs? Lines?
Speed?

EAST BOOT LAKE

LONG LAKE

PROTECTED WATERS 82 - 30P
MINN DNR DIV OF WATERS

Destination
road for cyclists
Narrow shoulder
is dangerous.

Share the road
signage
Widened shoulders
(3.4)
Bicycle Road
(chevron)...

CSAH 3 (NORELL AVE N)

Right lanes
from driveway
Speeding on
straight-away

No wider, ^{not} faster.
I like it the
way it is.

Cut oaks (if)
when dormant
oak wilt



100

SCALE IN FEET

N)

4' Bike Lane,
no shoulder

Bike Lane
better off-road

Tree Service
trucks can't
stop uphill

-Flashing Light
for vehicles &
trains

Otters, Beaver,
37" Northern,
Native P.
Community



LONG LAKE
PROTECTED WATERS 82 - 30P
MINN DNR DIV OF WATERS

Destination
load for cyclists
Narrow shoulder
is dangerous.

LONG LAKE

CANADIAN
RAILROAD

RR Track
acts as a
speed bump.

if & straight
curves may
increase speed

Turkeys
Here

(NORELL AVE N)

Sight lines
for ~~direction~~
speeding on
straight-away

No wider, ^{not} faster.
I like it the
way it is.

Cut oaks (if)
when dormant
oak wilt

RELL
HALF
(N)

Trains don't
operate in the
winter

4' Bike Lane,
no shoulder
Bike Lane
better off-road

More
enforcement

Balsam Tree
Service using
Marris Trail &
sight distance
Higher speed
would make entering
3 harder.

Tree Service
trucks can't
stop uphill
-Flashing Light
for vehicles &
trains

LONG LAKE

Fix & Straighten
curves may
increase speed

CANADIAN
RAILROAD

RR Track
acts as a
speed bump.



- Wane Nature Center
- Wilde Forest
- RR connects
- Wild life
- mountain living

LEGEND

-  MN DNR PROTECTED WETLANDS
-  MN DNR PROTECTED WATERS
-  PROJECT CORRIDOR



100

SCALE IN FEET

Norell as-is
 Don't widen
 -increased speed
 -wild life

Manning & 95
 are close
 alternatives

CSA (NORELL NORTH HALF) (N)

Trains don't
 operate in the
 winter

Flowers...
 3d Clear Zone
 Concerns with
 Project Impact
 Slope up
 ↓

More
 enforcement

Balsam Tree
 Service using
 Morris Trail at
 sight distance
 higher
 would make entering
 3 harder.

Tree Service
 can't
 pull
 -Flashing
 for veh
 trains

Can't see
 leaving driveway

Fit & Stair
 (wires man
 increase s

LEGE

- MN DNR PROTECTED WETLANDS
- MN DNR PROTECTED WATERS
- PROJECT CORRIDOR



100

SCALE IN FEET

MN DNR PROTECTED WATERS
PROJECT CORRIDOR

100
SCALE IN FEET

Cut oaks (if)
when dormant
oak wilt

ORELL (N)
HALF

Trains don't
operate in the
winter

More
enforcement

Balsam Tree
Service using
Morris Trail &
sight distance
Higher speed
would make entering
& harder.

Tree Service
trucks can't
stop uphill
-Flashing Light
for vehicles &
trains

4' Bike Lane,
no shoulder
Bike Lane
better off-road

LONG LAKE

Fit & Straighten
curves may
increase speed

CANADIAN
RAILROAD

RR Track
acts as a
speed bump.

100
IN FEET

- Wave Nature Center
- Wilder Forest
- RR connects
- Wild life
- mountain lion

LEGEND

	MN DNR PROTECT
	MN DNR PROTECT
	PROJECT CORRI

Norell as-is
 Don't widen
 - increased speed
 - wild life

Manning & 95
 are close
 alternatives

CSA (NORELL
 NORTH HALF

3d' Clear Zone
 Flowers...

More enforcement

are close alternatives

CSA

6+

(NORELL

NORTH HALF

Project Impact
Concerns with
3d' Clear Zone
Flowers...

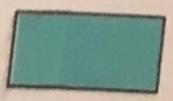
More enforcement

Slope Up
↓

CSAH 3 (NOR

Can't see leaving driveway

LEGE



MN DNR PROTECTED WETLANDS

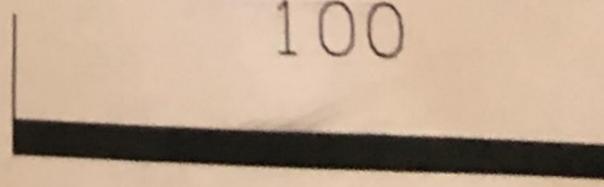


MN DNR PROTECTED WATERS

PROJECT CORRIDOR



100



SCALE IN FEET

STEERNEED
DRIVEWAY
(Road Location)

MAY TOWN HALL

More bikes
after re-paving

Used to
be a guard-
rail

Do not widen
for bicyclists

Springs (63)
Lake Bances
Muskrat

Culvert
South of
driveway

Speed too
high:
RR tracks to
Maintenance
Lumen

LONG-TERM
MAINTENANCE
ISSUE

Mailbox on
hill

Culvert
Don't want
to lose front
yard.

Vehicles cross
centerline

Mows to
road
Washes-out
near mailbox
from north

Gateway
Trail
Partnership?

Water under
driveway culvert

Bike Lane
would be nice.
Lose wetland
groups

More bikes
after re-paving

RK

CS

Fast runoff
is fast



Water leaves
road



Speeding Here

+1

Cars p
(too m
along

Used to
be a gua
rail

LONG-T
MAINT
ISSUE

Turkeys
Here

Water leaves
road

CSAH 3 (NORELL AVE N)

MAY TOWN HALL

STEEPENED
DRIVEWAY
(Road lowered)

Cars parking
(too many signs
along corridor)

Water
guard-

Do not widen
for bicyclists

.Springs (6?)
.Lake Bounces
.Muskrat

LONG-TERM
MAINTENANCE
ISSUE

Culvert
South of
driveway

Appendix D

Online Sign-up Form

CSAH 3 Improvements
 Open House #1 Scheduling
 7/29/2020
 May Township Hall
 13939 Norell Ave N, Stillwater, MN 55082

	<u>Person 1</u>	<u>Person 2</u>	<u>Person 3</u>	<u>Person 4</u>	<u>Person 5</u>	<u>Person 6</u>	<u>Person 7</u>	<u>Person 8</u>	<u>Person 9</u>	<u>Person 10</u>
4:00 pm - 4:30 pm	Kevin Peterson	Frank Ticknor	Linda Tibbetts	Dax Kuhfuss	Misc. Staff					
4:30 pm - 5:00 pm	Kevin Peterson	Frank Ticknor	Linda Tibbetts	Dax Kuhfuss	Misc. Staff					
5:00 pm - 5:30 pm	Kevin Peterson	Frank Ticknor	Linda Tibbetts	Dax Kuhfuss	Misc. Staff					
5:30 pm - 6:00 pm	Kevin Peterson	Frank Ticknor	Linda Tibbetts	Dax Kuhfuss	Misc. Staff					

Appendix E

Online Open House Content

Welcome to the County Highway 3 (Norell Avenue) Improvement Project Online Engagement



County Highway 3 (Norell Avenue) Online Engagement Introduction



Watch later



Share

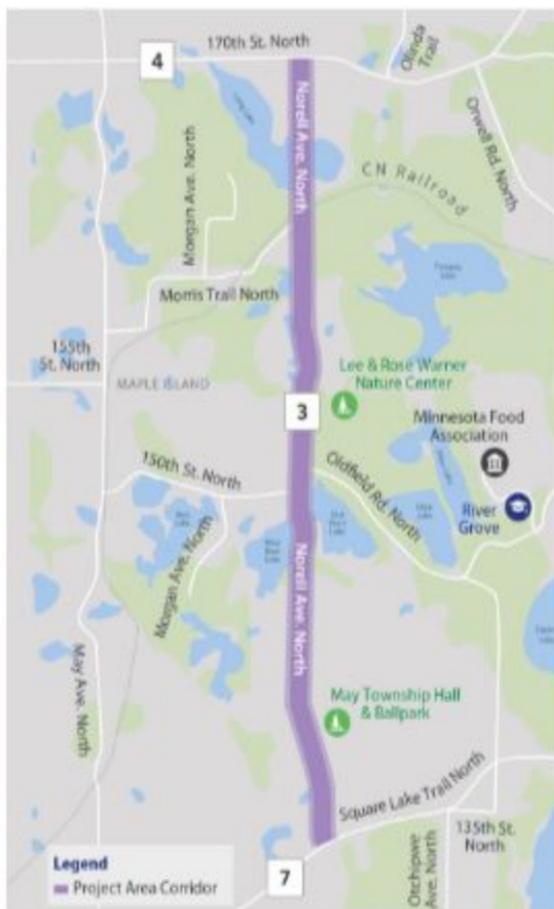
Washington
County



Welcome to our County Highway 3/
Norell Avenue North Improvement
Project Online Open House

About the Project

Washington County and May Township are exploring improvements on County Highway 3 (Norrell Avenue North) from 170th Street North (County Highway 4) to Square Lake Trail North (County Highway 7).



Project Goals

- Repair pavement sloughing in the area north of Boot Lake
- Review safety at railroad crossing
- Receive feedback on the corridor from the community
- Investigate community interest in improvements for pedestrians and bicyclists
- Review crash history for documented safety concern areas, and evaluate potential improvements with the community
- Identify areas that will require more work than just replacing the pavement surface and fixing the long-term slope stability problem

Schedule



From 2010 to 2019, 14 crashes were documented on Norell Avenue North (County Highway 3) between 170th Street North (County Highway 4) and Square Lake Trail North (County Highway 7).

County Highway 3 from 150th Street to County Highway 7 has a crash rate above the state average. Crashes here are unusually high compared to similar stretches of highway elsewhere in the state.



MOST CRASHES (79%) that occurred in this area were run-off-road and on a curve.



29% OF CRASHES involved rolling/overturned vehicles.



TWO OF THE CRASHES INVOLVED DEER and were near West Boot Lake.

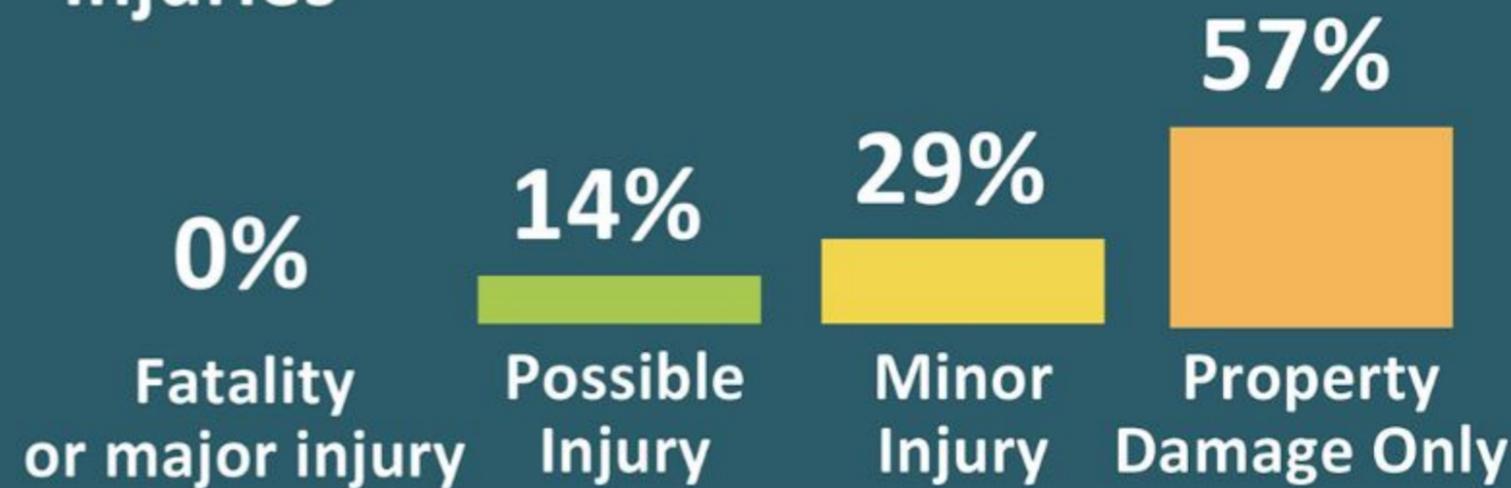


57% OF CRASHES occurred when the pavement was wet or during wintery conditions. Comparably, the statewide average is 36%.



36% OF CRASHES occurred during sunset or nighttime.

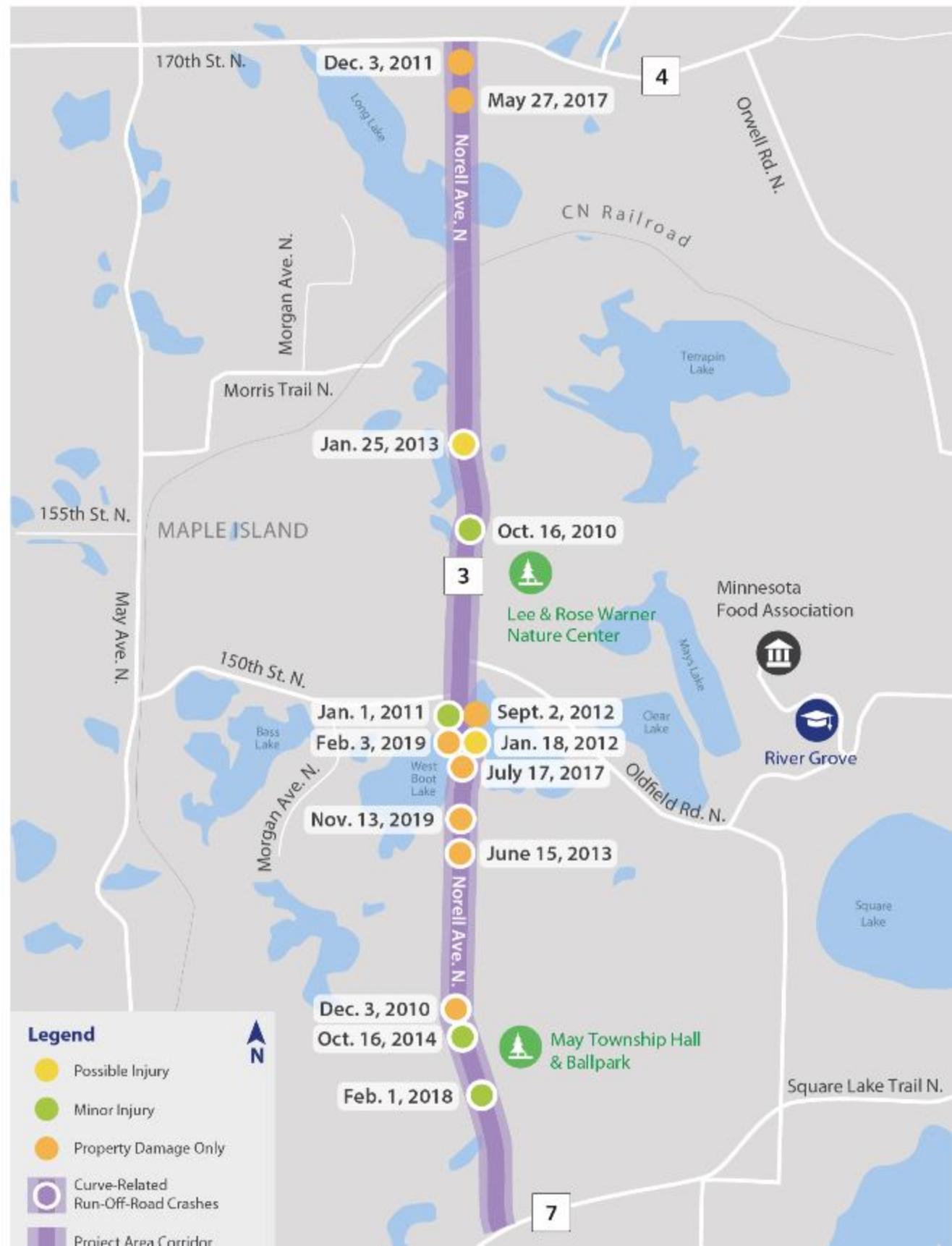
Injuries



Common Crash Locations

- Just north of May Township park
- Area surrounding East and West Boot Lake

Crash Analysis



Tell Us About Your Experiences On This Road

Washington County maintenance has spent a lot of time and energy repairing the poor pavement north of Boot Lake. Given the likely extent of the engineering and construction work needed to repair this area, the project team feels that it's important to engage with the community on potential area travel improvements as a whole. To help gather feedback, we are looking for your participation in a brief survey (click the button below before August 12, 2020).

[Survey - EXPIRED](#)

A public comment map has also been created to give you an opportunity to share your comments on specific places within the project area. Click on on the button below to access the map.

[Comment Map - EXPIRED](#)

Contact Us

Our project team has additional, future outreach planned for this project, pending the status of COVID-19 restrictions. Visit the project website and sign up for email alerts to be the first to know about these events and other ways to be involved in the project.

[Project Website](#)

Project Manager: Kevin Peterson (651-430-4330)

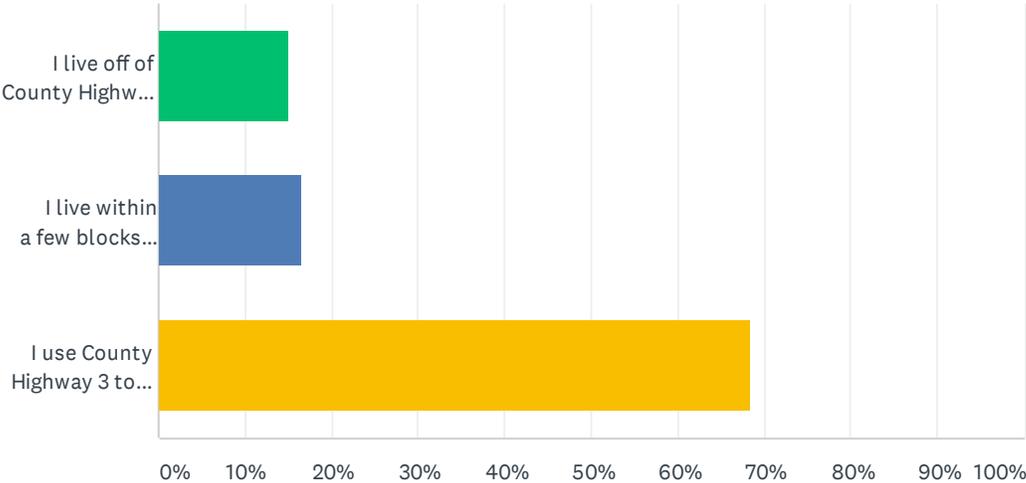
[Email Kevin](#)

Appendix F

Online Survey Responses
Submitted Comments

Q1 What role best describes your primary use of County Highway 3 in this area?

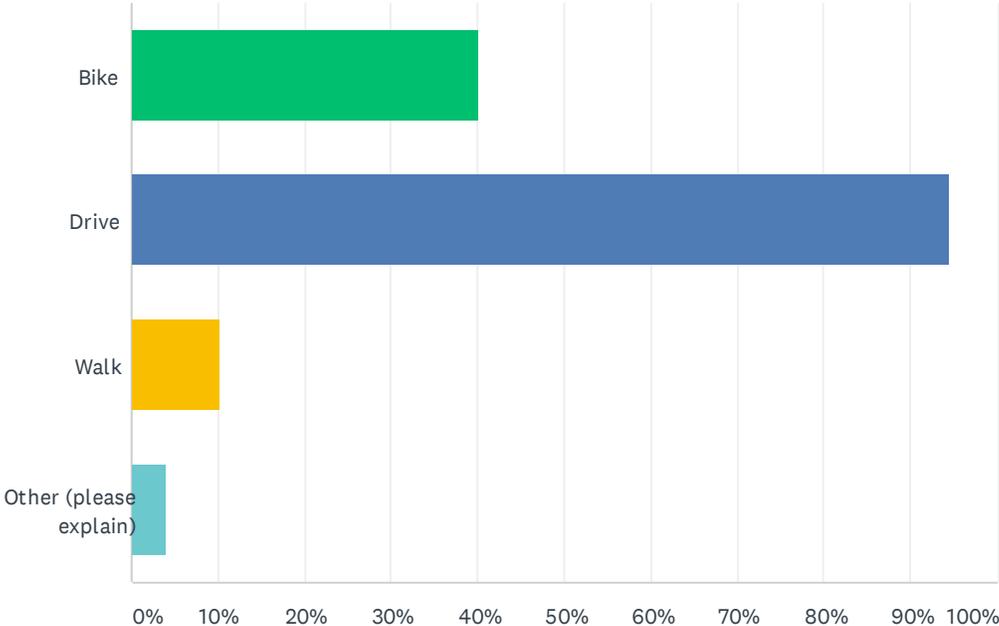
Answered: 127 Skipped: 1



ANSWER CHOICES	RESPONSES	
I live off of County Highway 3	14.96%	19
I live within a few blocks of County Highway 3	16.54%	21
I use County Highway 3 to travel somewhere	68.50%	87
TOTAL		127

Q2 How do you travel on County Highway 3? Select all that apply.

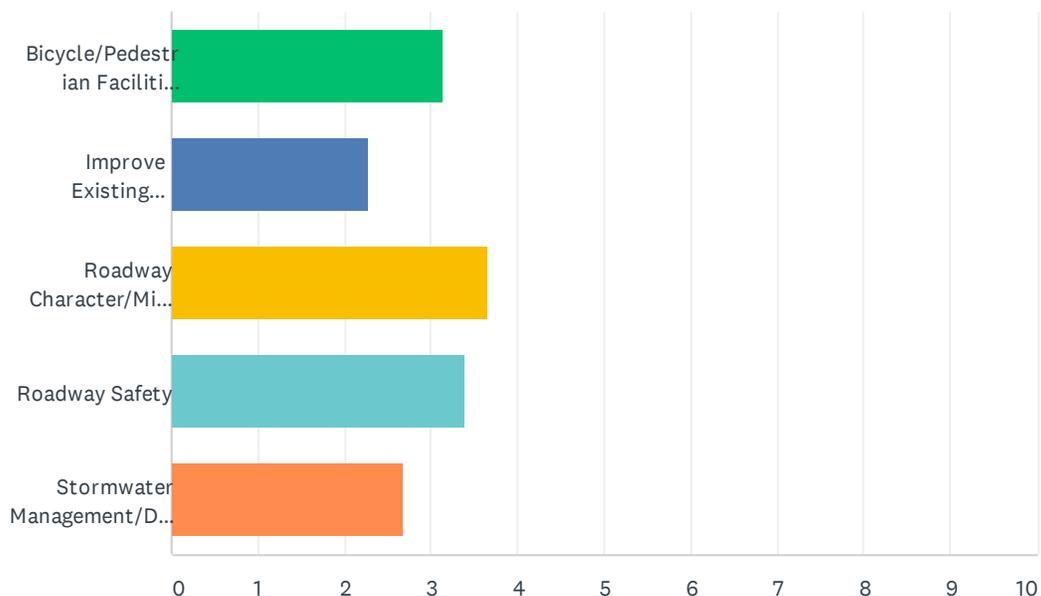
Answered: 127 Skipped: 1



ANSWER CHOICES	RESPONSES	
Bike	40.16%	51
Drive	94.49%	120
Walk	10.24%	13
Other (please explain)	3.94%	5
Total Respondents: 127		

Q3 Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).

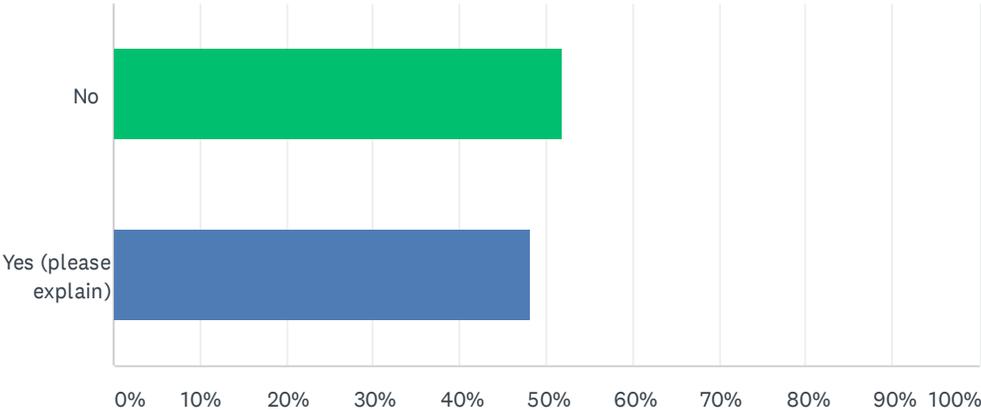
Answered: 125 Skipped: 3



	1	2	3	4	5	TOTAL	SCORE
Bicycle/Pedestrian Facilities (wider shoulders or trail)	32.20% 38	16.10% 19	11.02% 13	13.56% 16	27.12% 32	118	3.13
Improve Existing Railroad Crossing	7.63% 9	14.41% 17	12.71% 15	27.97% 33	37.29% 44	118	2.27
Roadway Character/Minimized Impacts	42.86% 51	12.61% 15	21.85% 26	12.61% 15	10.08% 12	119	3.66
Roadway Safety	17.09% 20	32.48% 38	29.91% 35	13.68% 16	6.84% 8	117	3.39
Stormwater Management/Drainage	5.04% 6	22.69% 27	25.21% 30	28.57% 34	18.49% 22	119	2.67

Q4 Do you have any other components or suggested improvements you want to see evaluated with the project?

Answered: 127 Skipped: 1



ANSWER CHOICES	RESPONSES	
No	51.97%	66
Yes (please explain)	48.03%	61
TOTAL		127

County Highway 3 Norell Avenue N Improvement Project Survey Results

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Bike	Drive	Walk	Other (please explain)		Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety	Stormwater Management/Drainage			
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	3	2	4	Yes (please explain)	Lower speed limits due to the winding roadway and limited sight lines.	Norell Ave. is a favorite route of bicyclists because of its great scenery and relatively low motor vehicle count. There are very few north/south roads in this area that are safe for cyclists and walkers. Norell would be greatly improved by adding wider, paved shoulders to more safely accommodate all forms of traffic. In my opinion, a separate bike trail is not feasible here due to limited right-of-way. Wider paved shoulders will, unfortunately, take away from the esthetics of this road but in this instance, the tradeoff is needed for safety's sake.	
I live off of County Highway 3	Bike	Drive	Walk	Run for exercise	3	5	1	2	4	Yes (please explain)	Keep the roadway narrow, keep natural contours and topography, provide pedestrian and bike paths elsewhere along gravel or gateway corridor, keep design speeds to a minimum, add wildlife tunnels when improvements must be made	Resurfacing of the road is mostly what is needed, if anything. Straightening, flattening, and widening the road corridor will increase design speeds and/or speed of vehicles and will not make the road safer, the public meeting reduced Ms. Almann's well researched and thoughtful comments to 'minimize tree removal', our concerns include so much more than tree removal, maintain rural character, improve and widen Manning Ave as the primary north/south route, improve Orwell (pave it), but leave Norrel rural and windy and undulating, and narrow. Protect the natural and scenic resources along this route. Slow vehicles down. Protect wildlife. Protect pedestrians and fishermen and women, give cyclists a safer paved route to travel north and east from Pine Point but not on Norrel.	
I live within a few blocks of County Highway 3		Drive			5	4	3	1	2	Yes (please explain)	Cost how much will this cost the taxpayers		
I live within a few blocks of County Highway 3	Bike	Drive			2	1		5	3	Yes (please explain)	Not sure that this is an improvement but want as little impact on the environment as possible. Leaving as much of what is naturally there, still there (ie the least amount of trees taken down etc)	As above. Don't mind improvements to the existing road but don't want to see natural habitats destroyed to make a road wider for bikes to travel.	
I live within a few blocks of County Highway 3	Bike	Drive			5	3	1	4	2	Yes (please explain)	Maintain the natural beauty and character of the area. Lessen impact on plants and animals. Curb friendly for reptiles and amphibians.	I appreciate the public engagement. I look forward to further information as it develops.	
I use County Highway 3 to travel somewhere		Drive			5	4	1	2	3	No		N/A	
I live within a few blocks of County Highway 3	Bike	Drive			3	5	1	2	4	Yes (please explain)	Preserve as much as possible the natural environment along Co. 3 to minimize harm to plant and animal communities, some of which are threatened or under stress.	Thanks for asking for community input and ideas.	

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts			
I live off of County Highway 3	Bike	Drive	Walk		4	5	1	2	3	Yes (please explain)	How can this project enhance survival of the rare turtle species within the corridor? How can it protect and enhance water quality of lakes and streams in the Carnelian Creek Corridor? How can it be designed to not have the effect of increasing traffic, speeds, noise and wildlife collisions? Are there alternatives that support safety rather than widening the road, such as radar patrolled speeds and intersections, and lower posted speeds? Can the cost and effectiveness of these be part of your analysis?	Question number three of this survey is very constrained. It should have allowed people to rank each issue in importance from 0 to 5, not rank them relative to each other. Given the option, I would have ranked two items as 5 in importance, one of which is safety.
I live within a few blocks of County Highway 3		Drive			1	4	3	2	5	Yes (please explain)	The intersection of 150th and 3 just north of boot lake.	Mainly the bicycle traffic. You're really protecting them from themselves. I am not a cyclist but I respect their right to use the road but not to the detriment of motor vehicles. Perhaps the sheriffs department could help by recommending that they ride single file and off the main roadway on the shoulder.
I use County Highway 3 to travel somewhere		Drive			1	5	3	2	4	Yes (please explain)	This section of road either needs to be widened to provide space for bicycles and pedestrians or they should not be allowed on this section of road.	As I said above this section of road either needs to be widened or no bicycles or pedestrians should be allowed. It is amazing that no one has already been killed due to the narrow roadway and rolling hills that limit sight distance.
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	3	4	2	No		
I use County Highway 3 to travel somewhere	Bike	Drive			1	4	3	2	5	No		
I live off of County Highway 3	Bike	Drive	Walk		5	4	1	2	3	Yes (please explain)	I will send a letter to the team.	I will send a letter to the team.
I use County Highway 3 to travel somewhere	Bike	Drive			2	5	4	1	3	Yes (please explain)	Bicycle lanes are non-existent yet bikers love this scenic road. The need for bike lanes, even as narrow as 3 feet, is urgent and should have been done long ago.	Nothing should delay the needed safety improvements. Wider bike lanes will also make the road safer for vehicle traffic. I have measured the shoulders of the road at several points and the asphalt width beyond the side stripeto the gravel shoulder ranges from about 5" to 39" with 12-14" being about the average. This is a bicycle tragedy just waiting to happen. I am not against a Natural Preservation Route designation for this part of Norell, however it is my understanding that if the County applies for an NPR designation, the whole project stops, and Public Works shifts its attention to working with the State on the NPR application and the NPR process. I have heard that the delay could be a well over a year. The needed road safety improvements can't wait this long. If the County wants to make application for NPR status, it should do so AFTER the project is complete. Based on comments from Public Works, this project can be done and meet the NPR requirements, so there is no harm in waiting.
I use County Highway 3 to travel somewhere		Drive			4	5	3	2	1	No		I have seen a lot of wildlife killed or attempting to cross between Boot Lakes on the road. If you slow down there while going northbound , the traffic is dangerous coming southbound.

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety			
I use County Highway 3 to travel somewhere	Bike	Drive			1	3	5	2	4	No		The shoulders need to be wider for passing bikers safely	
I use County Highway 3 to travel somewhere		Drive			2	5	4	1	3	No			
I use County Highway 3 to travel somewhere		Drive			2	4	3	1	5	Yes (please explain)	managing parking and fishing at Boot lakes.		
I use County Highway 3 to travel somewhere	Bike	Drive	Walk		5	3			4	No			
I use County Highway 3 to travel somewhere	Bike				1	2	4	3	5	No		Thanks for the opportunity to provide input. This is an excellent section for cycling and I appreciate your work to make it even better.	
I live off of County Highway 3		Drive			2	4	1	3	5	No		I would like to see it remain a beautiful country road pretty much as it is now. Thank You.	
I live within a few blocks of County Highway 3	Bike	Drive		motorcycle	1	2	4	3	5	No		NO	
I use County Highway 3 to travel somewhere		Drive						1		No		Bo	
I use County Highway 3 to travel somewhere		Drive			4	2	3	1	5	Yes (please explain)	National preservation designation	Future of Warner Nature	
I use County Highway 3 to travel somewhere		Drive			4	5	1	2	3	No			
I use County Highway 3 to travel somewhere		Drive			4	3	5	2	1	Yes (please explain)	This is a very scenic country road and keeping it scenic is very important.		
I live off of County Highway 3	Bike	Drive	Walk	My husband and I clean the road						No		First, your survey doesn't really address the questions. Of course safety on the road is paramount and should coincide with maintaining the beauty and character of the road. Second, the portion of the road that needs significant repair is along the pond across from Mardaus, I don't see any other place where stormwater or drainage is an issue. There has never been a problem with safety at the railroad crossing, though of course it would be nice if everyone would observe the stop sign, can you make that happen? A better shoulder for biking would be great, though it can't always be provided due to ponds, and should not involve loss of trees. If we make it easier for people to speed, there will be more accidents	
I live within a few blocks of County Highway 3	Bike	Drive			1	5	3	2	4	Yes (please explain)	4 to 5 foot shoulder designated for cycling/walking.	improve signage i.e. Share the Road, Designate Road Shoulders for walkers/cyclists, remind motorists that by state law cyclist can ride 2 abreast and that cars need to give a 3 foot distance when passing. Place bicycle chevrons on this section of CR 3.	
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	2	3	4	No		No	
I use County Highway 3 to travel somewhere		Drive			5		1		2	No			
I use County Highway 3 to travel somewhere	Bike	Drive			2	3	5	1	4	No			
I live within a few blocks of County Highway 3		Drive			4	5	1	3	2	Yes (please explain)	I would like my tax dollars spent on maintaining major roads. This corridor should be left with the natural characteristics as much as possible. Its low use a an attractive scenic drive.		
I use County Highway 3 to travel somewhere	Bike	Drive			4	2	1	3	5	No		Lower speed limits would also help reduce crashes and improve interactions between bikes and cars	

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety			
I use County Highway 3 to travel somewhere		Drive				5	4	1	3	2	Yes (please explain)	I would like to see this designated as a Natural Preservation Route. There are alternative routes if people want to travel more quickly. This is a rural route- with lots of wildlife. We don't need to have every road turned into a freeway.	See above.
I use County Highway 3 to travel somewhere		Drive				3	5	1	4	2	No		Just that preservation of the unique character of this road is valued highly - It seemed "of a piece" with Warner Nature Center for so many years. Out of town / out of state friends whom I take down Norell unanimously comment positively on its many features and secluded rural/forest feel, an experience fast disappearing. Thank you.
I use County Highway 3 to travel somewhere		Drive				2	5	3	4	1	Yes (please explain)	Please take into consideration the bog near the road at the former Warner Nature Center. It is a sensitive water system, and is already being affected by road salt.	Please see the above comments about the bog at the former Warner Nature Center, and the need to protect this unique body of water.
I live off of County Highway 3	Bike					2	3	1	4	5	Yes (please explain)	I'd want the natural character of the road maintained. I'm OK with biking the road as is. I wouldn't want a significant expansion of the road at the expense of its natural character.	Please limit the project to reconditioning rather than reconstruction. Wherever possible, stay within the existing footprint of the road. Keep trees close to the road, for the scenic quality. Keep the speed limits low. Again, while I bike the road, I would not want the road widened at the expense of loss of habitat or the scenic nature of the area.
I use County Highway 3 to travel somewhere		Drive				4	3	1	5	2	Yes (please explain)	Grade improvements, straightening and tree clearing are greatly needed to improve sight lines.	I spent a couple years as a school bus driver and have become very aware of road conditions that are less than adequate for safely maneuvering. The current condition of Norell is very unsafe from many aspects. I thank my lucky stars that I did not travel that road with a school bus -- especially when the weather turned ugly. Its great you folks are finally able to update this mess!
I use County Highway 3 to travel somewhere		Drive				1	5	3	2	4	No		No
I use County Highway 3 to travel somewhere		Drive	Walk			5	2	1	4	3	Yes (please explain)	I am worried that a bike path / widening of the road would disrupt the beauty of Long Lake.	
I use County Highway 3 to travel somewhere		Drive				5	4	2	1	3	Yes (please explain)	speed limit	keep up the good work
I use County Highway 3 to travel somewhere		Drive				2	3	5	1	4	No		No
I live within a few blocks of County Highway 3		Drive	Walk			2	5	1	3	4	No		Please make as few changes as possible. Thanks!
I use County Highway 3 to travel somewhere		Drive				1	5	4	2	3	No		No
I use County Highway 3 to travel somewhere		Drive					1				Yes (please explain)	Speeding (and deer) is the problem. Why not first try signage, with strong speed limit and other warnings. Also, improved enforcement.	Straightening and widening the road will only increase the traffic, speeding, and accidents. And they will be more severe accidents. (See County Rd. 15 death counts). I am completely against this project since it will not accomplish its goals. Very unnecessary expense and disruption. This project needs to be cancelled.

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?	
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts				Roadway Safety
I use County Highway 3 to travel somewhere		Drive				3	4	1	2	5	No		Yes, we do if a study must go forward. County Highway 3/Norell Avenue North is naturally beautiful and unique. One would think in this difficult time that Washington County might find other, more useful ways to spend our tax dollars than disrupt this scenic area. It is safe if one drives the speed limit, and Public Works has maintained the highway well. We strongly urge you to leave the highway in its natural state. Ken and Barb Albrecht
I use County Highway 3 to travel somewhere	Bike	Drive				1	4	3	2	5	No		
I use County Highway 3 to travel somewhere	Bike					1	5	2	3	4	No		
I use County Highway 3 to travel somewhere		Drive				5	1	3	4	2	Yes (please explain)	Please put an underpass for boats over boat lake where you filled in the lake for the road	
I live within a few blocks of County Highway 3	Bike					1	4	5	2	3	No		Facilitate extension of the Gateway Trail!!!!
I use County Highway 3 to travel somewhere	Bike	Drive				1	5	2	4	3	No		Wide shoulders would address several of the concerns.
I use County Highway 3 to travel somewhere		Drive				4	1	5	3	2	No		
I use County Highway 3 to travel somewhere		Drive				1	3	5	2	4	No		This is a hazardous stretch of road because of bike traffic, lots of deer and occasional slow moving farm equipment. All would benefit from widening the road with bike lanes and/or shoulders. I do not think that this will detract from the rural appearance. Most rural roads have shoulders. We travel this road almost every day and I would appreciate a less hazardous route.
I live off of County Highway 3	Bike	Drive	Walk			3	5	1	4	2	No		When Olinda Tr. / Co. Rd. 3 got redeveloped in 2000, curves were taken away and hills were flattened. The character of the country road was changed. I understand safety concerns, but what it really did was make everyone drive much much faster than prior use.
I use County Highway 3 to travel somewhere		Drive				2	3	1	5	4	Yes (please explain)	This is one of the most scenic drives in Washington County. It is also an important bike route. I believe there needs to be a compromise between biker safety and maintaining the natural environment.	
I use County Highway 3 to travel somewhere		Drive				4	2	1	3	5	Yes (please explain)	I think there should be a barrier on the west side where the road washes away into the lake. There is a steep drop off into a lake.	Lights for the railroad crossing.
I use County Highway 3 to travel somewhere		Drive				5	2	1	3	4	No		This section of Norell is one of the most scenic drives in the State of MN. Would like to see no impact to natural habitat of natural beauty of the area. Widening the road will definitely destroy habitat and natural beauty of the area
I use County Highway 3 to travel somewhere	Bike					1	4	5	2	3	Yes (please explain)	A wider bike shoulder. The visibility is very limited in spots and a lot of bikers ride this road.	This is a beautiful road for biking!
I use County Highway 3 to travel somewhere	Bike	Drive				2	5	3	1	4	No		This seems to be a very popular road for cyclists, roller-skiers and runners. I would love to see more shoulder room for these folks.
I live within a few blocks of County Highway 3		Drive				5	1	4	2	3	No		
I live off of County Highway 3		Drive				5	4	1	2	3	Yes (please explain)	Natural gas extension, underground utilities	The peacefulness and beauty of this stretch of road is the primary reason residents choose to live in the area and the reason people choose to us this stretch. Minimal impact is the number 1 need for future improvements

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Bike	Drive	Walk	Other (please explain)		Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety			
I live off of County Highway 3		Drive			4	5	1	3	2	Yes (please explain)	Lower speed limits posted more frequently along the road	People live here and recreational travel here because of the meandering beauty and country charm. Please keep that in mind. Thank you.
I live off of County Highway 3	Bike	Drive	Walk		5	2	1	3	4	Yes (please explain)	Reduce the allowed speed and see more patrol of the area on weekends in the summer	Many people utilize this road and enjoy the unique character that it brings. Large-scale improvements will detract from the beauty and uniqueness. Please keep that in mind when reviewing plans.
I use County Highway 3 to travel somewhere	Bike	Drive			1	2	3	5	4	Yes (please explain)	Eliminate curbs where they exist. Currently this is the best biking road running north/south from Stillwater; 95 and Manning run heavy trucks and fast traffic. Yet 3/Norell is unsafe for bikes. A shoulder of even 2 ft would help immensely.	The winding character and natural environment is a priority to me as well as the irking safety issue.
I live within a few blocks of County Highway 3	Bike	Drive			1	5	4	2	3	No		We need Wider shoulders!!!!
I use County Highway 3 to travel somewhere		Drive			5	4	1	3	2	No		I think this is one of the most scenic roads in northern Washington County. Fix the 2 problems and preserve the natural scenic beauty of the existing roadway.
I live off of County Highway 3		Drive			3	5	1	2	4	Yes (please explain)	1. Get rid of the curbs, which could be dangerous to bikers. 2. Where it is feasible (not intrusive to the fragile area) put in 2' bike lanes. If there is a dangerous part that is also very fragile, please be creative.	Possible put in signs that indicate car speeds, to slow down traffic. Thank you for taking comments. Please do not damage the fragile environment in this section of the road.
I use County Highway 3 to travel somewhere		Drive			5	1	4	2	3	No		
I use County Highway 3 to travel somewhere	Bike	Drive		Motorcycle	5	3	1	4	2	Yes (please explain)	It's a beautiful stretch to travel. Minimal changes please.	I ride my bike on this road a minimum of two times per week. I also belong to a bicycle safety organization. I understand the desire to widen the shoulders. However, I think this would simply encourage drivers to travel at higher speeds. As it is, I almost never encounter aggressive drivers or what I would call dangerous situations.
I use County Highway 3 to travel somewhere		Drive			4	5	1	2	3	No		I would be very sad to see Norell widened as it is a beautiful stretch of road with a lot of undeveloped land. I'm afraid if it is 'improved' it will just lead to more and faster traffic. I would be in favor of the lighted 'reduce your speed' signs.
I live off of County Highway 3		Drive			4				1	Yes (please explain)	Keep a lower speed limit. The curves/bends in road around the lakes and animals crossing! Why make a wider shoulder for bikes when they usually don't use the trails (city 55 towards Stillwater) Also the state has been buying land to make trails in May township! Deer have been crossing roads for many years , slow down!!!	North of boot lake the road is fine, we live on Oldfield. 150th intersection people just need to look better.

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Bike	Drive	Walk	Other (please explain)		Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety	Stormwater Management/Drainage			
I use County Highway 3 to travel somewhere	Bike	Drive			1	3	4	2	5	Yes (please explain)	This is a popular route for cyclists to get to the Gateway Trail. Please consider making the berm more bike-friendly. I ride a 3-wheel trike, and the current berm is not wide enough for my vehicle.		
I use County Highway 3 to travel somewhere		Drive			3	4	2	1	5	No	I drive that road often. I also am a cyclist, and would not ride my bike on that route. Too narrow, too many blind curves. I am amazed that there have not been fatalities, especially with a unaware / unattentive drivers combined with groups of cyclists that ride side by side on the road. Perhaps the stretch of county 4 between downtown Marine on St. Croix and the railroad bridge could be a good model, as it has 'better' (I would not call them wide) shoulders. More signage to remind cyclists to ride single file and remind motorists to be watchful might save lives. That route is truly beautiful; considerations efforts must be made to maintain that scenic nature of the road.		
I use County Highway 3 to travel somewhere		Drive			3	5	1	2	4	No	It's a well used route for families of children going to River Grove Elementary and eventually what will become of the Warner Nature Center site. Please consider those unique and important to the area campuses when looking at this project.		
I live within a few blocks of County Highway 3		Drive			2	3	5	1	4	Yes (please explain)	Make it safe for bikes and walkers	I have lived on Morris Trl N just west of Norell since 1993 and have nearly been hit several times while turning from my road onto Norell because vehicles seldom stop and sometimes do not even slow down at the rail crossing.	
I use County Highway 3 to travel somewhere	Bike	Drive			1	4	2	3	5	Yes (please explain)	More cycling friendly slower speed limits, adding shoulders and some signs to alert motorists to be aware of cyclists..	Love this road! It's a scenic asset to the area.	
I live within a few blocks of County Highway 3		Drive			3	1	4	2	5	Yes (please explain)	I would like the see some form of traffic controls at the intersection of 150th and norell. Nearly impossible to see on coming traffic	None	
I live off of County Highway 3		Drive			4	5	1	3	2	No		The No Build Option is our preference	
I live within a few blocks of County Highway 3		Drive		Run	2	1	5	4	3	No			

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety			
I live off of County Highway 3		Drive									No		We have lived on Norell Ave for 33 years. We chose to look for a house on Norell Ave after several months of driving around the area looking for an area that we would like to call home. We found one due to the rural environment and that was on Norell Ave. At that time and for a few years after moving there Norell Ave was a gravel road, something we was looking for. When I heard that it was going to be blacktopped I had fears that the road that we loved which averaged about 10-20 cars a day would turn into one that would probably become one that could be around a 100 a day. I would venture to guess that number has been easily surpassed especially on weekends. Now I hear that Washington county wants to turn it into a roadway equal to County Highway 3 from 170 street to Scandia and/or also from Square lake trail to Stillwater. There is a reason why people love to drive down Norell Ave from Square lake trail to 170th, they do it because it's a small beautiful road, and now Washington County wants to turn it into an Autobahn. There is also an issue with lakes and wetlands not to mention that Long lake IS an environment lake. If you do what you purpose there will be an enormous amount of fill brought into the area to be able to widen the road to your specifications, not to mention all of the residents that will loose a good deal of their property and it will most definitely lower everyone's property values. I'm sure the DNR might have something to say about filling up the wetlands with fill along with two major lakes. I hope that cooler heads prevail and that the county will look for other projects like fixing other roads and bridges. The economy also is not in very good shape because of the Covid-19 virus and I really do not think that this would be a good time to be wasting it on a pet project that the residents of Norell Ave. do not want. Thank you Steve and Roxann Carlson
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	2	3	4	Yes (please explain)	The Gateway Trail will eventually go through that area. Will you accommodate space for that trail.	currently people come off the Gateway bike trail and travel to Scandia on Norell. My son and his wife cycle on Norell and find it to be so beautiful but also dangerous due to the very narrow shoulders. Also the Gateway trail extension will be coming through there and into the wilder forest. How can you accommodate cyclists and still keep the roads scenic beauty as well as preserving wildlife and wetlands.	
I use County Highway 3 to travel somewhere		Drive			5	3	2	1	4	No			
I use County Highway 3 to travel somewhere		Drive	Walk		5	2	1	3	4	Yes (please explain)	guard rails along the water	Preserve the natural beauty and the natural landscape of the road.	
I use County Highway 3 to travel somewhere	Bike	Drive			1	2				No			
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	4	3	2	No		I primarily drive on this stretch of road, but have biked on it a few times. This stretch becomes very dangerous when bicyclists are on it because of the very small/nonexistent shoulder. While driving, I try to be very careful of cyclists on the road, but this can be difficult because the road is so narrow, there are many curves and hills, and traffic tends to go very fast on this section. The few times I have biked on it, I have been very nervous for these same reasons. I know a lot of people like to bike here because it is close to other roads that have a wide shoulder and are more conducive to cyclists (ex. Square Lake Trail and 170th St.) and is in a beautiful area. I have often seen people park at May Town Hall to begin their bike ride. While I appreciate the current character of the road and the fact that it isn't a huge road, I don't think it is safe to keep it so narrow for the majority of this length.	

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.					Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
		Bike	Drive	Walk	Other (please explain)		Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety			
I use County Highway 3 to travel somewhere		Drive				3	5	1	4	2	Yes (please explain)	This is a beautiful rural road for residents, who understand how to safely traverse it. I believe non-residents are just using it as a speedy passthrough on their way somewhere else. Because St. Croix Trail and Manning Avenue are nearby, high-traffic alternatives, I do not feel overdue consideration should be given to non-residents as to the character of this road.	This unique road has history at every corner and turn. Every time you consider "straightening" something you, you will be wiping away history from May Township and from our community. Please make minimal and only necessary repairs to this road, knowing that two alternate N-S roads (Manning and St. Croix Trail) exist nearby for travelers. Thank you!
I use County Highway 3 to travel somewhere		Drive				4	5	1	3	2	No		
I use County Highway 3 to travel somewhere		Drive									No		
I use County Highway 3 to travel somewhere	Bike	Drive				2	4	1	3	5	Yes (please explain)	one of the most beautiful roads for cycling, don't ruin it	
I live within a few blocks of County Highway 3		Drive				2	5	3	1	4	No		Norell is such a beautiful drive. It's one of my favorites, but can be treacherous especially in winter months, and is dangerous for bicyclists & pedestrians. Widening the road and adding a bike lane are my suggestions. Perhaps add some guardrails around sharp turns. But PLEASE consider the delicate ecosystems that exist in close proximity to the roadway. Thanks!
I live within a few blocks of County Highway 3		Drive				3	4	1	5	2	Yes (please explain)	Maintain natural scenic beauty. Keep vehicle speeds low thru traffic calming design including minimal pavement width.	No
I use County Highway 3 to travel somewhere		Drive				3		1	5		No		I am concerned about the high use of the road by Bicyclists. Between curves and hills, it's difficult to see any traffic coming the other way. It's a beautiful ride, but rather dangerous for drivers and bicyclists. Either improve it with wider shoulders or quit promoting it as a bike trail
I live within a few blocks of County Highway 3		Drive					4	1	5	3	No		There are blind spots on that road
I use County Highway 3 to travel somewhere		Drive				1	2	4	3	5	Yes (please explain)	The blind drives and intersections could use some better awareness or eliminate	
I use County Highway 3 to travel somewhere		Drive				5	4	1	3	2	Yes (please explain)	Maintain habitat for wildlife	
I live within a few blocks of County Highway 3		Drive				5	4	1	3	2	Yes (please explain)	hitting deer is not a reason to redo a road. Your 14 accidents cited do not specify if the accidents are car v. car, v. deer, but most are property damage only, which would indicate car v. deer and your accident numbers may be over inflated. I am interested in maintaining rural character and not creating a rural thoroughway to ease traffic on 15 or 95.	Its important to maintain roads and structures, and storm water and drainage. Maintaining rural character is pivotal to May township. I'm opposed to building Norrell into a wider thoroughway to ease traffic on 95 and 15.
I live off of County Highway 3	Bike	Drive	Walk			1	2	4	3	5	No		Please consider the importance of cor d 3 and need to get from Pine Point Park to Scandia - on a bike - safely.

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts			
I use County Highway 3 to travel somewhere		Drive			4	5	3	1	2	No		
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	2	4	3	No		
I live off of County Highway 3		Drive				1	5		3	Yes (please explain)	Maintain habitat	Hope to keep the road as is to maintain the habitat. Don't want a wider, noisier road in front of my house
I use County Highway 3 to travel somewhere		Drive			2	5	3	1	4	No		
I live within a few blocks of County Highway 3	Bike	Drive			1	5	2	3	4	No		
I use County Highway 3 to travel somewhere		Drive			5		1		3	No		keep the current character
I use County Highway 3 to travel somewhere		Drive			1	4	5	3	2	No		
I use County Highway 3 to travel somewhere		Drive				2	3	1		No		
I use County Highway 3 to travel somewhere		Drive			5	2	1	3	4	No		
I use County Highway 3 to travel somewhere		Drive			5	3	1	2	4	No		
I use County Highway 3 to travel somewhere	Bike	Drive					1			Yes (please explain)	Acknowledgment of high turtle nesting habitat and rate of turtle fatalities and proposed actions to address	
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	2	4	3	Yes (please explain)	Wider shoulders	This is an important bicycling link between Pine Point Park and Olinda Trail north into Scandia. A wider shoulder for bicycle safety would be a great addition.
I live off of County Highway 3		Drive			5	4	1	2	3	Yes (please explain)	People driving too fast on a windy road. I live by boot lake and see cars and motorcycles doing excess of 55 on a regular basis	The road is a beautiful road to drive as is. Speed limits should just be enforced. Widening would destroy the area as a natural area and only encourage more speeding/traffic.
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	3	2	4	Yes (please explain)	Main concern is bike safety. I love this road for its beauty, but it is unsafe to bike. Request a bike trail alongside.	Yes, the Gateway Trail extension from Pine Point Park To Scandia is currently being planned. One current challenge is a good route from Square Lake Blvd. to May Township Park. A safe trail running along the east side of Norell would be a great asset for the Gateway. And as long as you ask, please explore safe bike and pedestrian crossing options across Square Lake Blvd.
I use County Highway 3 to travel somewhere		Drive			5	4	2	3	1	Yes (please explain)	Repairs are important, but don't destroy the beautiful drive .There are bike trails they should use for safety.	A high rate of accidents is the fault of drivers going too fast or not paying attention. A beautiful, fun to drive & historic road should not be taken because a few people don't take responsibility for their driving habits. PLEASE don't take out the curves and flatten the road! It is a calming lovely drive.
I use County Highway 3 to travel somewhere		Drive			1	4	3	2	5	No		It would be helpful if people fishing had more off road space to park and manage their fishing activity
I use County Highway 3 to travel somewhere	Bike	Drive			1	2	4	3	5	Yes (please explain)	This is a wonderful bicycling route. I would simply hope to see it made more safe for cyclists and drivers together.	
I use County Highway 3 to travel somewhere	Bike	Drive			1	5	3	2	4	No		

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).					Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?	
	Response	Bike	Drive	Walk		Other (please explain)	Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts				Roadway Safety
I live within a few blocks of County Highway 3		Drive				3	5	2	4	1	Yes (please explain)	People go too fast on a curve that is somewhat blind - they cross over into the oncoming lane of traffic	This is a BEAUTIFUL drive through lakes, countryside with a lot of wildlife. This section needs to be a designated Natural Preservation Route. I do not know the traffic volume numbers, but I would think that this section of road is very accurately described as a Type 1 natural preservation route as listed on page 26 of the DOT State-Aid Operations subpart 2 of Chapter 8820.4010. This is really important. It needs to be preserved.
I use County Highway 3 to travel somewhere		Drive				2	5	1	4	3	No		
I use County Highway 3 to travel somewhere	Bike	Drive				5	4	1	3	2	Yes (please explain)	Please maintain the rural character of this beautiful road. Keep it narrow narrow helps to CALM traffic, vs wider that promotes speed. Maintain trees and natural vegetation along shoulders to promote slower speeds and habitat for wildlife. Minimize pavement (no wide swaths) to reduce impermeable pavement, thus reducing stormwater runoff problems. Improve runoff design to protect wetlands/lakes.	We ask you designate Norell Avenue a Natural Preservation Route. We desperately need natural rural roads in our landscape. Not EVERY road needs to be over-engineered to be a wide-swath race-way to get us from point A to point B as fast as possible (such roads are nearby Norell if needed). There is more to life than rushing everywhere on roads that all look alike. Consider what people are attracted to -- why do they LOVE the narrow twisty rural roads of Vermont or England? Those necessitate slowing down and noticing the landscape. They promote tourism, etc. Please help maintain human and wildlife health and well-being by keeping Norell a calm, beautiful road. Thank you for inviting public input. We encourage you to think out of the box on this one.
I use County Highway 3 to travel somewhere		Drive				5	4	1	3	2	No		
I use County Highway 3 to travel somewhere		Drive				5	2	4	1	3	No		
I use County Highway 3 to travel somewhere	Bike	Drive				5	4	1	3	2	Yes (please explain)	preservation of the natural beauty of this area is of prime importance	Add a turtle tunnel like there is on County 4, but overall keep the project as simple as possible!
I use County Highway 3 to travel somewhere	Bike	Drive	Walk			2	4	1	5	3	Yes (please explain)	Protect the wildlife	Listen to the residents and the locals.
I use County Highway 3 to travel somewhere	Bike					1	5	2	3	4	Yes (please explain)	please consider 11' driving lanes. That would slow speeds and allow a wider shoulder for bicyclists. If the shoulder was widened to 4' to 5' I'd also support a rumble stripe on the fog line with intermediate breaks but not rumble strips. That would hopefully prevent the drive off crashes.	The aesthetic character of this roadway is very important. A narrower (11") driving lane would lower speed. Wider shoulders are proven to prevent crashes especially if they are wide enough to allow the fog line to be a rumble stripe (not strips on the shoulder) and still enhance the safety of bicyclists on the road.

What role best describes your primary use of County Highway 3 in this area?	How do you travel on County Highway 3? Select all that apply.				Please rank the importance of these issues components to be studied with this project from most important (1) to least important (5).						Do you have any other components or suggested improvements you want to see evaluated with the project?		Do you have any other comments for the project team to consider?
	Bike	Drive	Walk	Other (please explain)		Bicycle/Pedestrian Facilities (wider shoulders or trail)	Improve Existing Railroad Crossing	Roadway Character/Minimized Impacts	Roadway Safety	Stormwater Management/Drainage			
I live off of County Highway 3		Drive			5	4	1	2	3	Yes (please explain)	Attention paid to the environmental impact of the project and preservation of the natural beauty of the area	My family resides at 16180 Norell. We moved here from St. Paul 4 years ago largely because of the incredible natural beauty of the area. We have two young kids that enjoy our yard year round and a pond that has a bog that gives us unique plants and animals to enjoy in the summer and skating in the winter. This bumps up to Norell. I would not like to see this leave our property and would want attention paid to what could be done to preserve these natural wonders that make this road so special. It is used by bicyclers, and motorists on the weekends and certainly has been noticed as a beautiful roadway to travel by others. It would be fantastic to maintain this road for its legacy of of beauty and still make it safer for local travelers. With the plan for the gateway extension and alternative routes for commuters to take nearby, I'd like to see the main changes of this road being made with preservation of the natural beauty in mind. I'd also like to see slow traveling speeds limits maintained on the road.	
I use County Highway 3 to travel somewhere	Bike	Drive	Walk		1	5	3	2	4	Yes (please explain)	Bike and walking lanes connecting corridors for Marine and Square Lake	Bike and walking lanes for corridor	
I live off of County Highway 3		Drive			5	4	3	1	2	Yes (please explain)	I would like to discourage the bicycles	I feel that the speed limit is too high at this time. With the improvements I do not want to see the speed limit raised.	
I use County Highway 3 to travel somewhere	Bike				1	4	3	2	5	No		this is a very popular bike route in spring through to the fall. It is the link from the Gateway trail to points N like Marine on St Croix, Scandia , W O Brien State park as well as part of a popular training route for folks who park at Square Lake park and bike from there. The road has many curves and narrow to zero shoulders . This road provides access to May Township park .	

Kevin Peterson

From: [REDACTED]
Sent: Monday, July 6, 2020 2:29 PM
To: Wayne Sandberg; Kevin Peterson
Subject: Norell Ave. project in May Township....

Hi Wayne & Kevin,

I listened in to the July 2 May Township meeting via zoom, in which the project on Norell was discussed. I was very appreciative of your thorough descriptions and answers to questions, as well as your openness to citizen questions.

I live in Scandia and I'm very interested in this stretch of road, mostly from the perspective of taking care of the environment and also the perspective of a bicyclist who would like to feel comfortable on the stretch between Co. Rd. 7 and Co. Rd. 4.

With respect to the bike lanes, I think there was mention of the Gateway Trail which will be near this (Norell) stretch of road. But it will be separate, and I believe that even after the Gateway Trail is open in this area, many bicyclists will continue to bike on Norell for various reasons. So, the addition of the Gateway will not affect the need for bike lanes on Norell.

In my opinion it would make most sense to have car lanes of 11 feet, bike lanes of 4 feet, and clear zones of about 9 feet. I wonder if that would fit into any of the designations that were discussed? Along with this, I wonder---if there is a bike lane, does there have to be a shoulder in addition to it? Could there just be a car lane and a bike lane? Omitting the shoulders would sure help limit the paved width of the road.

Thank you so very much.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]



Washington County Public Works Department
Attn: Kevin Peterson
11660 Myeron Road North
Stillwater, MN 55082

August 5, 2020

Dear Mr. Peterson:

I am responding to your notice relative to the proposed "County Highway 3/Norell Avenue North Improvement Project", as it has been termed, in my capacity as President of the Long Lake Homeowners Association.

Rather than respond to the canned survey as presented, we will respond in our own way. We unanimously and strongly oppose substantial widening, straightening, "upgrading" or other actions that would have the effect of degrading the rural bucolic quality of Norell Avenue. It is a pleasant country lane, exactly the sort of thing that people here want to have and use. Based on our cumulative centuries of living along this path, we find that it has more than served our needs and the reasonable needs of others while also being a restorative and a respite from the seemingly relentless advance of concrete, asphalt and urbanization that has blighted more and more of our world.

The traffic volume along this lane is not great, and that is exactly the way it should remain. Your own statistics show a crash rate of a little over one per year, including animal impacts, with less than a handful of minor human injuries over a full decade, none serious; this is not a cause for alarm. For those seeking faster routes for their commutes, there are plentiful nearby alternatives, and we encourage their use, if saving a minute or two on a commute outweighs the regeneration that a more leisurely trip along a more placid and scenic route would provide. There is no need to damage or destroy the very qualities of natural surroundings that attract people to live in and visit this area. Do not do that.

There may be portions of the road that could profit from minor and well considered improvement, and we support that; one of our members has expressed some interest in better bicycle options, for instance. But be aware that in many places the road has no margin on either side absent significant destruction of local wetlands; that is a concern for us, and it should be for the County too.

We are troubled that your notice emphasized that "potential changes will impact drivers, passengers, pedestrians, and bicyclists in this area", with no mention of homeowners, taxpayers and voters. This seems shortsighted.

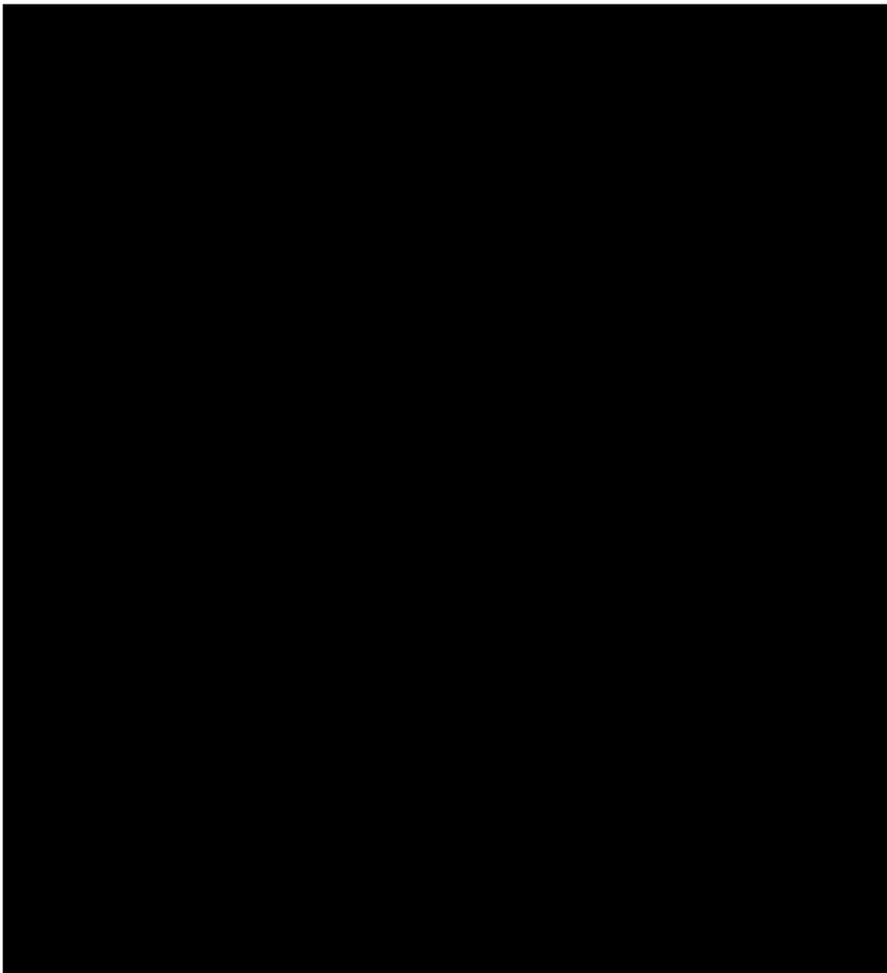
As residents of what some are calling the "Washington County Unserved Northern Reserve", we have recently seen the loss of our school, our post office, our county library, and our nature

center. There is a sense that relevant officials simply regard the people who live here and have supported their governments for decades as just "flyover" obstacles, whose views might be received and filed, but need not be seriously considered or acted upon.

This is a time when public revenues are shrinking rapidly. Careful attention must be paid to genuine needs. We can ill afford nourishing the habits and urges of those who pave, bulldoze and destroy as they build. In the words of an old song, we have no interest in proposals to "pave paradise and put up a parking lot." Resist the temptation to "fix" what is not broken.

Thank you for your attention.

Sincerely Yours,





August 7, 2020

Dear Mr Peterson,

I live on Norell. We moved here 20 years ago from a busy street on the east side of St Paul. Norell is beautiful, peaceful and Country and should remain that way!

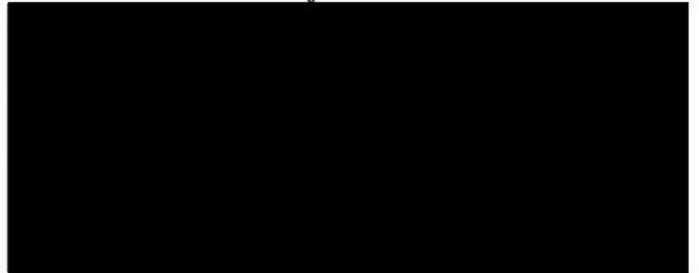
There are so few Country roads left so please, please, leave it alone! You would be destroying nature - trees - wetlands and all the little critters that live along this road. Movies were shot on this road because it is unique and one of a kind.

Making it wider and faster will mean more accidents with families of deer, turtles, sandhill cranes, geese and people!

It will become a short cut for those who want to drive faster to save 2 minutes. Whatever for do you want to change this road? Whose awful idea was this?

Please, preserve this beautiful,!!!
road as it is. Thank you!!!

P.S. Spend our taxpayer money on roads that really need improving.



From: [REDACTED]
To: [Kevin Peterson](#)
Subject: Norell as Natural Preservation Route
Date: Monday, August 10, 2020 11:11:29 AM

External message alert: This message originated from outside the Washington County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

Dear Mr. Peterson –

I am writing in support of the idea to make Norwell Avenue a Natural Preservation Route. From what I read in the transcripts of public meetings (which I was unable to attend), I learned that some consider the timing for this proposal to be premature. But why not be pro-active in this regard? (Even if current design standards are aligned with Preservation Route guidelines, those could change in the future.)

I do not live on Norell but have been in Washington County (Scandia) for the past 20 years and feel that our area is truly exceptional in its natural gifts. I often drive out of town/out of state visitors along Norell, just to share with them its diverse beauty.

Also, let me add my voice to those who urge leaders to choose for Norell:

- reconditioning over restructuring
- minimizing paved/impervious surfaces
- minimizing the clear zone on either side of the road
- keeping and enforcing low speed limits

In the survey I gave bike accessibility fairly high priority but now wonder if the Gateway Trail couldn't accommodate biking demand, rather than create those recommended six-foot-wide shoulders.

Thank you very much for reading this, and for your public service.

[REDACTED]

From: [REDACTED]
To: [Kevin Peterson](#)
Subject: Norell Ave North Improvement Project thoughts
Date: Monday, August 10, 2020 7:53:57 PM

External message alert: This message originated from outside the Washington County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

I live in Marine On St Croix and bicycle Norell Ave frequently. I'd like it to stay much the same as it is.

Norell gives travelers to experience nature from their vehicles. The lakes, wetlands and trees are so close to the road, it's a beautiful glimpse of nature and wonderful to take in, either from a bike or car.

I particularly like the shade of the trees close to the road and would be disappointed if they were removed. As a bicyclist, I'm comfortable with the shoulders as they exist now. I like the hilliness of the road and would be disappointed if they were leveled off.

I would like some consideration given to making the part of Norell from City Rd 7 to 170th St N a Natural Preservation Route. The closeness of the road to Boot Lake and the other lakes is unusual in my experience.

Subp. 2. Type I natural preservation route. A type I natural preservation route is best characterized as one in which the natural surroundings convey a feeling of intimacy with nature. This type of route carries local passenger vehicles with occasional commercial vehicles. This route has very low volumes with leisurely driving speeds and may be used by pleasure drivers. The roadway alignment follows the terrain, which may be hilly or curving around lakes and wetlands, and can be described as lying lightly on the land. There are few reported accidents related to the geometric design of the roadway or accidents can be minimized without realignment. The operating speeds are generally lower than on regular county state-aid highway routes.

Keeping speed limits low would allow travelers better to take in the scenery of the area and reduce noise.

My understanding is that the County does not expect a significant increase in traffic on Norell over the next 20 years, please don't do anything that might cause an increase in traffic.

Thanks for your work on this project and taking my views into consideration.

In addition to safety for cars, there is the issue of safety for cyclists. At the open house I listened to a resident who lives a few miles from the road, saying that he has been biking the road for 30 years, and wanted to see 4 foot shoulders. I thought; he has been biking the road for 30 years without incident, and wants change? My take on it is that there is so little car traffic on the road that there is almost always room to pass a bicycle wide without slowing much - another reason to keep the speeds slow with ideas mentioned above. I regularly see vehicles going way over the centerline as they maintain their speed by "straightening the curve." I believe that an unforeseen consequence of wider shoulders would be even faster speeds on curves, with the shoulder seen as fair territory. Anyone can observe this, especially in the winter before the plows clear the lanes, when drivers regularly make a new path way over the centerlines and well onto the shoulders. I see it on Norell south of 7 on my way to Stillwater, where there are wide shoulders. I'm a safety nut and somewhat of a law and order rule follower, so I drive in the center of the lane.

Further, as you probably already know, Norell between 4 and 7 could not handle 4 foot shoulders without a massive remake of the road bed, filling in wetlands, elimination of lots of trees, and cutting into banks. Even 2 feet would be tough. I prefer to address bicycle safety other ways. First, to keep the road the way it is so as not to increase vehicle speeds. Second, to add signage about both motor vehicle drivers and cyclists "sharing the road," with cars staying 3 feet away, and cyclists staying far to the right, and reminding drivers that bikes have as much right of way as cars and trucks do (tough sell). Third, add just a little bit of shoulder, like there already is on sections on steeper hills with curbing. Fourth, better enforcement of speed laws. Many years ago, after the road was first paved, I asked the county to put a day glow orange rectangular sign on the 45mph signpost along the northbound lane just south of the Boot Lakes. It was there for a long time, but was removed a few years ago. More assertive signage might help, but more enforcement would be an important incentive to slow down. I have listened to some neighbors talk about bicycle safety, and, for some of them it amounts to being annoyed by having to slow down for them, especially the ones that ride in the center of the lane.

I have driven this road for over 30 years and have never had any thoughts about the RR crossing being an issue. I don't know what the problem is, if any, which was referred to as an issue of "driver comfort" at the meeting. All RR crossings around here (except on 11 north of 120th St.) have stop signs. Traffic volume doesn't warrant the full gates and lights like on Norell at the Stillwater Township line or on Manning. If the stop sign was removed, I fear some drunk, or just a speeder, would lose control flying northbound over the tracks. Removing the stop sign would also create a problem southbound, with the intersection with Morris Trail less than 100 feet from the tracks. I don't see how the steepness of the hill is an issue, since drivers are slowing for the stop sign anyway. Also, the stop sign serves to slow traffic down as they pass through the more clustered "neighborhood," with seven driveways within less than a quarter of a mile south of the tracks. I think the "Limited Sight Distance" sign along there does not affect drivers already familiar with the road.

The issue of repairing the road where it is sloughing into a pond is more of a road maintenance issue, and not much affected by all of the above. The earth is not done shifting around, and there may not be any final solution possible. Just do the best you can and anticipate more work in the future. I just hope you don't straighten the road much, as the present curve is one of those natural incentives to slow down. Also, it might help to do some spot checks on possible overweight gravel trucks

Circling back to the idea of designating this section of Norell as a Natural Preservation Route, I think it would give our lovely road some cachet in the minds of travelers, directing them to pay attention to the "... terrain, which may be hilly or curving around lakes and wetlands, and can be described as laying lightly on the land." Official NPR or not, I strongly favor an approach that preserves the natural beauty and rural character of this road.

Sincerely, [REDACTED]

From: [REDACTED]
To: [Kevin Peterson](#)
Subject: County highway 3 (Norell Avenue) feedback
Date: Monday, August 10, 2020 8:20:42 AM
Attachments: [REDACTED]

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Hi Kevin, I reviewed the project overview on the Washington County website. I wasn't sure where to put my feedback since it concerns the entire road.

There are a lot of nice roads with wide shoulders for pedal bikers to ride that go east and west like Square Lake and 170th. There are not many that run north-south so a lot of people ride Norell despite the small shoulder and limited sight hills. A wide shoulder would be really nice for bikers. Anything else to increase biker safety would of course be appreciated but getting us further away from passing cars is probably the safest improvement that could be made.

Thank you for your time.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Kevin Peterson](#)
Cc: [REDACTED]
Subject: Norell Avenue North Improvement Project- resident
Date: Tuesday, August 11, 2020 6:45:38 PM

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Hello Kevin,

My Husband and I are located at [REDACTED] and would like to share with you our preferences when it comes to road improvements and classification.

We prefer the less is more approach and seeking designating Norell as a Natural Preservation Route.

With this in mind, we understand there are safety concerns we would like to see addressed. For example, our blind driveway. People drive far over the posted speeds and we feel there is a lack of appropriate signage. Signage stating "stop sign ahead" (at RR tracks), "blind driveways ahead" etc.

In addition, the S curve with a steep slope into the lake on the left as we head north.

Overall we are concerned any widening would not only adversely impact the ecosystems within this area but doing so would also encourage even more traffic and speeding. Traffic already has direct and wide routes on HWY95 and Manning trail.

We see that protecting this route has a lasting immeasurable value.

Thank you for taking the time to concern our opinion related to the Norell N project.

[REDACTED]

--

[REDACTED]

From: [REDACTED]
To: [Kevin Peterson](#)
Cc: [REDACTED]
Subject: CSAH 3 Norell Av N project
Date: Tuesday, August 11, 2020 12:43:22 PM

External message alert: This message originated from outside the Washington County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

Dear Project Team,

When I first heard about the CSAH 3 designation for Norell between highways 4 and 7, which I live on, I feared that it would end up like the Olinda Trail remake several years ago from 4 to Scandia, with the wide lanes, big shoulders and wide clear zones. More recently, upon hearing comments from Wayne Sandberg and Kevin Peterson at the May Town Board Meeting on July 2, I am more relieved. Kevin Peterson emphasized that the county wants lots of public engagement, and said, "So, more likely we are going to do a reconditioning approach." And, Wayne Sandberg said, "And like Kevin said, we have kind of a do-nothing option, it's not really not really do-nothing, but more like a 'fix the problem' option." Later adding, "Like I said, I don't expect we'll use the reconstruction standard throughout this corridor, it would be more the reconditioning, which has maximum flexibility. There is no requirement for a clear zone under the reconditioning. You do the best you can with what you have in trying to balance those impacts." I have been reassured that reconstruction as drastic as Olinda Trail is unlikely. I'm sure it would not surprise you to hear that I would like the road to remain pretty much as it is now.

There are two big concerns: safety, and changing/preserving the rural character of the road. Ironically, they can both be well addressed with one guiding goal, a plan which seeks to preserve the rural character of the road. Any "improvements" that involve flattening hills, widening the lanes, straightening curves, or increasing sight lines with wider clear zones, all in the name of "safety," would paradoxically lead to increased speed, thus compromising safety! It is common knowledge that a main cause of car accidents is speed, followed by impaired or distracted drivers. Judging from the number of beer cans and whiskey bottles I pick up along the road, the latter is not a small factor. Most of the vehicles I see maintain a safe speed, but a substantial minority goes as fast as the curves and sight lines can handle. I live on ten acres with lots of gardens and other outdoor projects, so I am out in the yard a large part of every day, and I can pay attention to the traffic. Also, for the last 27 years I have headed the team that picks litter on this four mile section of Norell.

The idea of designating Norell as a Natural Preservation Route could secure the future of the road to stay the way it is. It already is like a Type 1 road, with minimal shoulders, 11 foot lanes, and lots of trees and fences and steep ditches close to the road. As you know, the statute regarding NPRs states, "The roadway alignment follows the terrain, which may be hilly or curving around lakes and wetlands, and can be described as laying lightly on the land." The person who wrote that line was probably thinking of Norell!

So, I was confused listening to Wayne Sandberg at the May Town Board meeting presentation, when he said that a "Type 3 would align the most with the kind of road it is," and said that County Roads 21 and 18 leading out of Afton were Type 3 roads. I took a look, and found that 21 was even more rustic looking than Norell, with minimal shoulders, and trees, flower beds, fences and other structures close to the road. Maybe it has some official designation as Type 3, but it has every appearance of a Type 1, with a narrow clear zone. County Road 18 is more civilized than 21, having wider shoulders the farther west you go. 18 west of Afton has slightly more traffic volume than Norell, and 21 slightly less. Further, a Type 1 road can have a 2' shoulder, or 4' if a popular bike route, so 21 is even more rustic than what is allowed with a Type 1 designation, with a couple inches of asphalt outside the white line. With little or no shoulder on 21, I presume that wider shoulders are not required. I believe Type 1 best fits the kind of road the Norell is now and can be well into the future, as long as shoulders are not now required.

From: [REDACTED]
To: [Kevin Peterson](#)
Cc: [REDACTED]
Subject: Norell ave comments
Date: Tuesday, August 11, 2020 12:48:46 PM

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Dear Mr Peterson

Thank you for allowing the public to weigh in on the Norell Ave. improvement project.

Living in Marine on St Croix and being a cyclist, this is my main road to get from Hwy 4 to Hwy 7 and vice versa. I use this route heavily from April to November frequently, able to see the changes in season at every turn while also keenly tuned into road conditions. Riding this stretch 2-4times a week, I know this May Township stretch intimately: every knoll, driveway, pond, hill, curve, flat, field, barn, turtle crossing, and vista.

As a rider I'd like to respond to presented issues as they relate to the improvement project.

1) The Boot lakes are one of 8 bisected waterbodies along Norell. Because the slope of the road embankment is low, I would hope that measures to address sloughing are examined with habitat in mind. As a cyclist the sloughing is not impacting us. Can you more specifically articulate how the sloughing is impacting the roadway?

2) In my opinion the RR crossing is not a safety issue for cyclists for the following reasons: a. railway traffic on this particular set of tracks is close to nonexistent. b. The angle of the tracks combined with the maintenance of the crossing gives riders a smooth crossing, not having to modify route for smoothness or get off to best cross. c. Sight lines from both directions are fine. d. there is extra paved shoulder for cyclists heading south for passing cars heading south while passing here.

3) Suggested bicycle improvements: The only improvement I would suggest is the high amount of gravel particularly from HWY 7 north onto Norell—this presents a dangerous turn of cyclists. It may be mitigated with laying down a short asphalt or like non gravel surface just on the corner to prevent scary-spaced gravel on pertinent corners.

This road is a highly preferred cycling road for the following reasons: its intact ecoscape, its low traffic, its views, low vehicle speeds and the fact that it is a rare road that has not been significantly impacted by large roadway-high traffic requirements: meaning we do not have 6 foot cycling lanes with an accompanying 10 foot cleared shoulder. The tree canopy of Norell is one of its greatest assets, while also protecting asphalt from heat and sun exposure. This is one reason this roadway is in good condition.

This road speaks to the character of the small towns it connects while its low profile protects the wetland environments it runs through.

To that last point and to close; there are eight (8) bodies of water that have been bisected by this road as well as two (2) bodies that butt up to the roadway. Six of those eight bodies are

intact with high functioning ecosystems while two have been filled in, only one arm still fully viable. I'd like to suggest that, with five years of observation and comparison, this roadway presents itself to what might be one of Washington County's most heavy, multiple water body turtle crossing areas. We have an opportunity to work with agencies and organizations to mitigate this annual bi-migration (2 times, first the females crossing then the hatched juveniles crossing back) phenomenon. There are at least 4 species of turtles in this area, one endangered. Can we take this opportunity to use funds to mitigate turtle deaths, as was done so effectively more west on Hwy 7? This work would have a measurable, ongoing impact upon this natural roadway.

I hope these comments were helpful and I look forward to ongoing conversations about this project.

Please feel free to call me if you need clarification on any points.



From: [REDACTED]
To: [Kevin Peterson](#)
Subject: Comments for Norell Corridor Improvement July 29 - August 12
Date: Wednesday, August 12, 2020 11:44:46 AM
Attachments: [REDACTED]

External message alert: This message originated from outside the Washington County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

Hi Kevin,

I am attaching a copy of the letter we dropped off at the July 29 open house, which was signed but did not have our address. This one includes our address. Please include it among the public comments for this period. We will take the survey as well.

A suggestion for future in-person open houses would be that the County enforces the mask policy for the safety of those who attend.

Thanks,
[REDACTED]

July 29, 2020 comments for public open house, Norell Corridor Improvement Project

Do:

- Preserve beauty and rural character by keeping existing curves and hills, together with low design speeds, low posted speeds and enforcement of speeds
- Keep the corridor narrow and intimate, with trees that overarch the road, and ponds, lakes and wetlands that come up right to the side of the road.
- Fix the sloughing area at the S curve
- Minimal to no work at the railroad crossing, preserving the native vegetation of iris and sedges on the west side of the road and the lily pond on the right, not disrupting the water flow from Long Lake to the pond and into the creek. Consider safety impacts from increased speed if people do not slow down as they do now because of the hill. If people are going faster, there will be less reaction time to avoid wildlife and pedestrians, more noise, more chance of serious collisions with traffic coming from Morris Trail. Consider traffic controls such as lights for trains (which do not operate in winter).
- Preserve the native cattail marsh on both sides of Norell north of the tracks
- Reconditioning rather than reconstruction
- Develop at least one design alternative consistent with a Type 2 Natural Preservation Route, and a plan (with variances if needed) to keep any additional paved shoulders for bikes to a minimum, and wherever feasible, within the existing footprint of the road
- Actively plan to make the road MORE turtle friendly: avoid curbs, use readily degradable netting for erosion control (rather than plastic), preserve small ponds and wetlands along the road
- Actively work with the Land and Water Legacy program, Minnesota County Biological Survey, local professional ecologists and the Watershed District to *enhance* the future ecological integrity of this high priority conservation area with this Improvement Project. Make it serve as an example for how the County enacts its goal of context sensitive design.
- Recognize that preserving rural character is extremely important to the people who live in the area and the surrounding community, with a great impact on quality of life, property values, and the enjoyment of visitors

Do not:

- Redesign the road in such a way that it will reasonably bring about an increase in the volume or speed of commuter and truck traffic
- Alter the landscape along Norell, or its habitat value for the native wildlife that depend on it.
- Increase run-off and nonpoint pollution of local waterways by increasing impervious surfaces along Norell

Thank you for inviting community input.



From: [REDACTED]
To: [Kevin Peterson](#)
Subject: Norell Ave
Date: Thursday, August 13, 2020 6:35:20 PM

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Hi Kevin. I just built a house [REDACTED]. A lot of what I love about it is the peace & quiet as well as the abundant wildlife, woods & wetlands. As I built we had to comply with very strict guidelines from the watershed district to maintain the habitat surrounding the home. Will these same guidelines be applied with the changes in Norell Ave? I am very concerned that the solitude & natural beauty will be ruined.

[REDACTED]

Donald J. Theisen, P.E., Director
Wayne H. Sandberg, P.E., Deputy Director,
County Engineer

[REDACTED]

Phone Call with Kevin Peterson, Washington County Public Works.
Monday August 17, 2020, 9:40 am

[REDACTED]

Steep hill just south of Dwy, mowed sporadically. He can mow one swath through it, so County mower does not mow the area. County said they had to bring out a different mower.

Could the hill be cut back? There is a power pole on hill. Has trouble seeing at end of driveway. Shorter vehicle cannot see due to dip.

Moving north between Boot Lakes. Hill. Hard to see cars coming south since headlights go off to west.

Been there 30 years.

Bicycle shoulders. This road is a hazard for bicycles. He has thought that a sign could be used to dissuade bicyclists from using this road.

Has seen County crews working on sloughing area four or five times. County has only dumped rock in there. He was an engineer, and suggests installing piling.

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From: [REDACTED]
To: kevin.peterson@co.washington.mn.us <kevin.peterson@co.washington.mn.us>
Subject: Norell Ave project
Date: Tuesday, August 18, 2020 8:24:48 PM

External message alert: This message originated from outside the Washington County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

Dear Kevin:

I want to apologize for missing the survey and input requested for the Norell Ave proposed project. I was out of town and just found your postcard.

[REDACTED], we travel both north and south of 150th and Norell daily. I love the scenery and can understand why bikers wish to travel it. I used to ride to Pine Point on my bike when my kids were young, but was always concerned with lack of room for cars to get around. I quit riding my bike on Norell.

The lack of shoulders is especially dangerous when bike- a- thons decide to use this route. The road is not bike car friendly, period. Before CoVID, I was planning to go to May Township to ask that they stop giving the okay for Norell to be used in biking events. It is just too dangerous and dropping the speed limit isn't a solution as I see motorists frustrated as they try to get around bikes. Unfortunately, I myself have experience too many bikers, especially when riding in groups of 3 or more, who seem to think they should ride more to the middle of the road and get angry when a car asks them with a light tap of the horn to move to closer to the shoulder after following them for more than ¼ a mile.

This year, due to CoVID?, the amount of large groups of bikers is down. I bet incidents are also down.

Please look at adding shoulders so bikes and cars can enjoy the beautiful area. I'd love to bike again on Norell.

Also, I think I was successful in adding my email to your update Norell project email list. If not, please add me to it.

Sincerely,

[REDACTED]

Appendix G

Initial Postcard Mailer

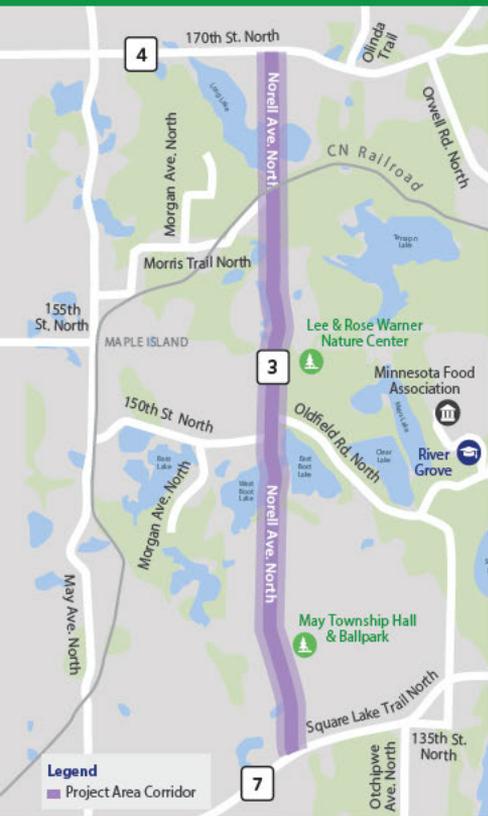
Follow-Up Postcard Mailer

Targeted Facebook Advertisement

Targeted Twitter Advertisement

Nextdoor Alert

County Highway 3/Norell Avenue North Improvement Project



Washington County would like your input for the upcoming County Highway 3 project. Due to health concerns from COVID-19 we are taking action to provide safe opportunities for involvement. You are invited to an online open house for community members to learn more and provide input during the early planning stage. The County, in partnership with May Township, is beginning a public engagement and preliminary design process to investigate opportunities for roadway improvements, pavement replacement, and long-term maintenance reductions for County Highway 3/Norell Avenue North from 170th Street North/County Highway 4 to Square Lake Trail North/County Highway 7. Potential changes will impact drivers, passengers, pedestrians, and bicyclists in this area.

We want to hear from you!

What are your experiences traveling through this area? Are there any issues? What works well? We will be providing an opportunity to comment online or in person.

In-Person Participation

Appointments are required for these 15 minute meetings with Kevin Peterson.

When: Wed, July 29, 2020
4:00 – 6:30 p.m.

Where: May Township Hall
13939 Norell Avenue North,
Stillwater, MN 55082

Online Meeting Information

Visit the project website for online meeting information available July 29 - August 12:
co.washington.mn.us/NorellAvenuePublicInvolvement

There will be no formal presentation or discussion during the online meeting. Visit the link to learn more and go through the information any time before it closes on Wednesday, August 12.





Washington County Public Works Department
Attn: Kevin Peterson
11660 Myeron Road North
Stillwater, MN 55082

County Highway 3/Norell Avenue North Improvement Project

You're Invited!

Join us online for our open house
Wed, July 29 - Wed, August 12

See details on back

Prefer to participate in-person? Contact Kevin Peterson to schedule a 15-minute appointment with our project team to review open house information and provide comments. Appointments are required in order for us to comply with COVID-19 guidelines.



Kevin Peterson | 651-430-4330 |
kevin.peterson@co.washington.mn.us

We want to hear from you!

Washington County would like your input for the upcoming County Highway 3/Norell Avenue North Improvement Project



What are your experiences traveling through this area?



Do you have any concerns?



What works well?



What else should we know?



Online Engagement Opportunity

Visit our online engagement to review project information and leave a comment on the interactive map. **The meeting is now live through Wednesday, August 12.**

www.co.washington.mn.us/NorellAvenuePublicInvolvement

Stay Involved

Sign up for email alerts on the project website to be the first to know about upcoming events and other ways to be involved.

There will be no formal presentation or discussion. Contact Project Manager Kevin Peterson with questions.



Kevin Peterson | 651-430-4330 | kevin.peterson@co.washington.mn.us



@WashingtonCountyMN



Washington County Public Works Department
Attn: Kevin Peterson
11660 Myeron Road North
Stillwater, MN 55082

County Highway 3/Norell Avenue North Improvement Project

Our online engagement is
now live through:

Wednesday, August 12

See details on reverse side



Kevin Peterson | 651-430-4330 |
kevin.peterson@co.washington.mn.us



Washington County, MN Government 

July 29 · 



Washington County is hosting an online engagement regarding future improvements to County Highway 3 (Norell Avenue) in May Township from 170th Street North to Square Lake Trail North beginning Wednesday, July 29 - Wednesday, August 12. Visit the link below to view the online engagement, take a short survey, and provide comments.



County Highway 3 (Norell Avenue) Online Engagement

July 29 - August 12, 2020

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County Highway 3 (Norell Avenue) Online Engagement. Washington County is hosting an online engagement regarding future improvements to County Highway 3 (Norell Avenue) in May Township from 170th Street North to Square Lake Trail North beginning Wednesday, July 29 - Wednesday, August 12. Visit the link below to view the online engagement, take a short survey, and provide comments.

<https://spark.adobe.com/page/5sLAX0EJ40bun/>



County Highway 3 (Norell Avenue) Online Engagement

spark.adobe.com

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· 10142 Impressions



Washington County MN

@WashingtonCoMN



We are hosting an online engagement regarding future improvements to CSAH 3 (Norell Ave) in May Township from 170th St N to Square Lake Trail N beginning 7/29 - 8/12. Visit the link below to view the online engagement, take a survey & provide comments.



County Highway 3 (Norell Avenue) Online Engagement

See the story

[🔗 spark.adobe.com](https://spark.adobe.com)

9:14 AM · Jul 29, 2020 · Twitter Web App