



58th Street Extension /
CSAH 15 South
Segment: Open House
#1 Summary

Memorandum

Washington County has initiated a public engagement and preliminary design process to investigate opportunities to extend 58th Street west of Stillwater Boulevard within the Cities of Stillwater, Oak Park Heights, and Stillwater Township. This project will complete a missing link in the County Highway 15 corridor. This memo summarizes information regarding the first Public Open House held for the 58th St Extension/CSAH 15 South Segment project.

Basic Meeting Information

In-Person Participation

- When: Thurs, September 17, 2020 4:00 PM to 6:00 PM
- Where: Washington County Government Center, Lower Level Room LL14, 14949 62nd St N, Stillwater, MN 55082
- Appointments were required for 15-minute meetings with Kevin Peterson.
- Due to health concerns from COVID-19, the County took action to provide safe opportunities for involvement.

Online Participation

- The community was invited to visit the project website for online engagement available on Thursday, September 10, 2020 to Thursday, September 24, 2020:
www.co.washington.mn.us/58thStreetExtensionPublicInvolvement
- There was no formal presentation or discussion during the online meeting. The community was invited to visit the link above to learn more and complete an online survey and place comments on an online map.

Meeting Notifications

- A post card was mailed out to approximately 435 property owners around the project area (see Attachment E).
- Other media platforms were utilized to advertise this opportunity for public engagement, including:
 - Project website posting
 - Sponsored Facebook ads
 - Twitter
 - Nextdoor

Meeting Description

The In-Person Participation meeting was an open house style format. Several informational boards and a tabletop project aerial were on display with project related information (see attachments). Attendees were allowed to roam around the room to review the boards and layouts and to ask questions of staff. They were also encouraged to fill out comment cards with any additional thoughts, issues or concerns they might have.

The online engagement provided attendees the opportunity to watch an introductory video, learn more about the project through scrolling boards, fill out a survey, place comments on an online comment map, and provide feedback to project staff.

Attendance/Analytics

- Agency representation included Kevin Peterson with Washington County who was there to help communicate preliminary findings and issues, goals and objectives of the project, and to assist with answering questions.
- One person attended in person who came with a list of interchange/noise-wall questions.
- Online engagement views (total number of visitors): 874
 - o 1:12 average session duration
 - o 31 video views
- Facebook ad reached 3,360
 - o 19 reactions
 - o 296 link clicks
 - o 3 comments
 - o 6 shares
 - o 12 day duration
- Nextdoor impressions (times people saw the post) 8,140
 - o 2 reactions
- Twitter impressions 358
 - o 12 engagements
- Questionnaire responses: 32
 - o See Attachment B for a breakdown of questionnaire results. See Attachment C for the detail responses and comments.
- Online Map Comments: 6 (See Attachment E)



Formal Comments

No comment cards were received at the meeting.

See Attachment A for display boards used at the meeting.

32 online engagement attendees completed the questionnaire (see Attachments B & C).

The City of Oak Park Heights submitted formal comments (see Attachment D).

Attachments:

A: Open House Display Boards

B: 58th Street Extension/County Highway 15 South Segment Survey – Questionnaire Results

C: 58th Street Extension/County Highway 15 South Segment Survey – Detailed Responses

D: Comments Received-

- City of Oak Park Heights: Business Impact Analysis – Highway 36 and Manning Interchange
- City of Oak Park Heights: DRAFT Manning Avenue Interchange Traffic

Study E: Online Map Comments

F: Mailing Boundary Map

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Attachment A:
Open House Display Boards

Welcome

58th Street Extension/County Highway 15 South Segment

PUBLIC OPEN HOUSE

Thursday, September 10th to Thursday, September 24th



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

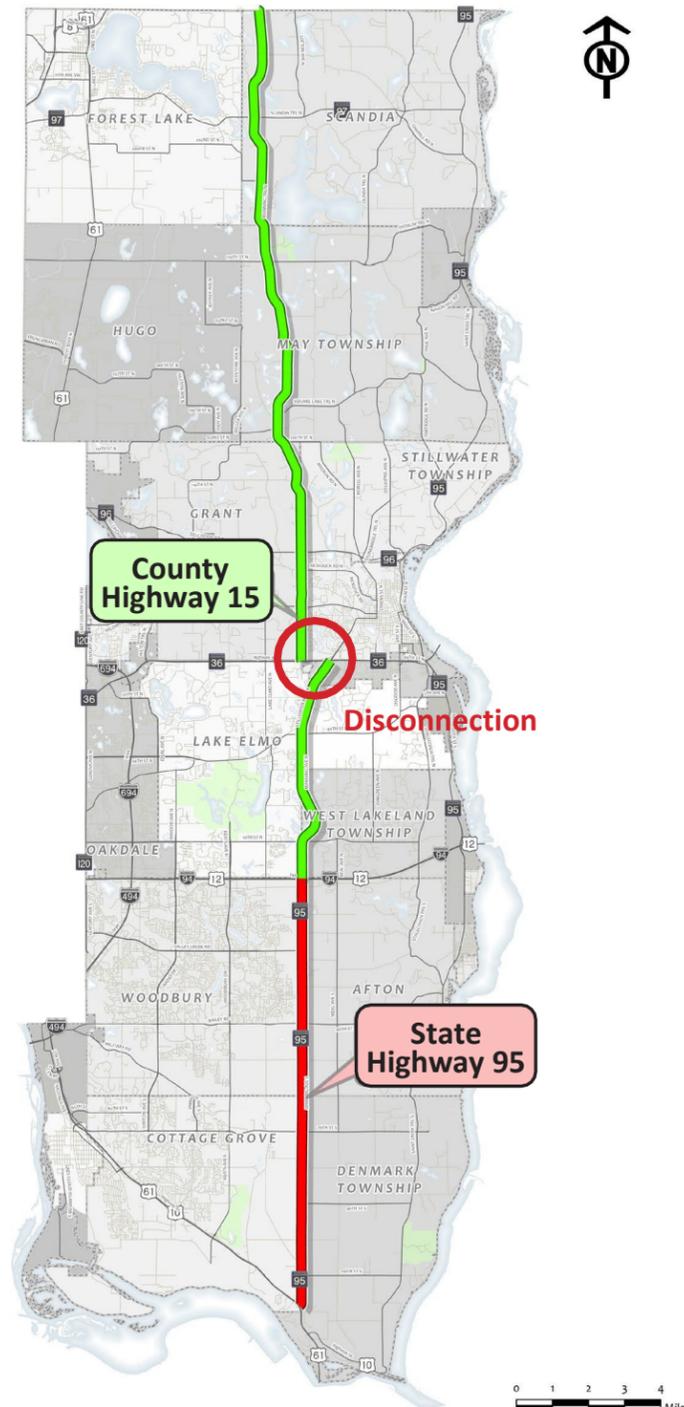
You can help us, too:

-  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?

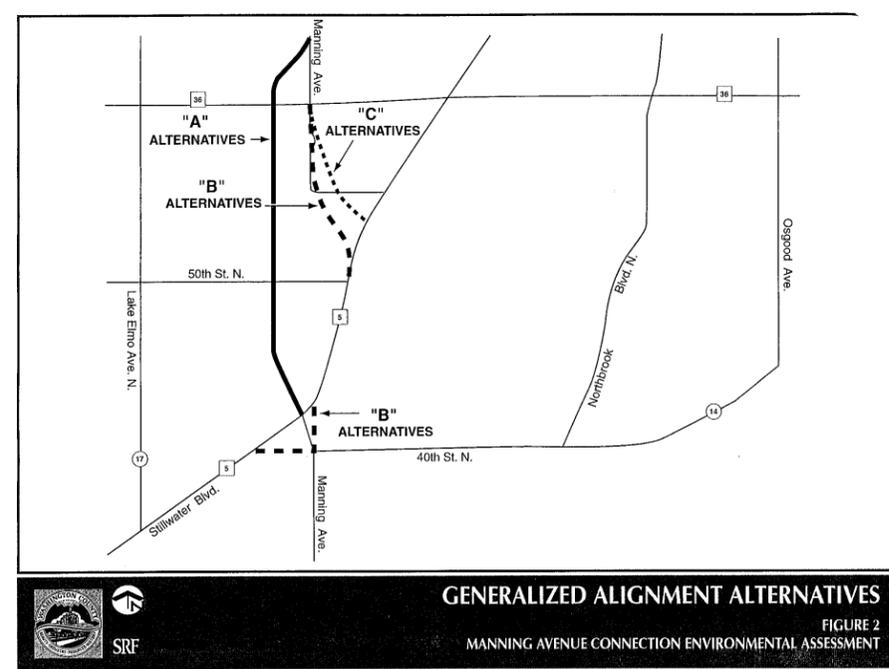
If you have additional questions following your appointment, we encourage you to visit the project website to view our online open house information any time.

PROJECT HISTORY



County Highway 15/State Highway 95 is the backbone of the Washington County transportation system:

- This important roadway runs north-south through nearly all of Washington County
- However, there is a disconnection in this route and traffic is forced to use Highway 36
- A “connected” route has been long sought by Transportation Officials:
 - 1997 - Environmental Assessment Worksheet for a Manning Avenue Connection
 - 1997 - Connection identified in 2015 Washington County Comprehensive Plan
 - 2019 - Connection identified in 2040 Washington County Comprehensive Plan
- As land develops, the number of vehicles ‘wanting’ to make this connection increases



Scan from the 1997 Environmental Assessment Worksheet for the Manning Avenue Connection

RECENT PROJECT HISTORY

This Spring, County staff met with business owners and property representatives along the proposed route. These meetings included a review of a draft project layout. The following feedback was received:

- Most business owners shared that they do not support a proposed median through Minnesota Avenue.
- Several business owners had suggestions for modifications to their proposed accesses.
- Several business owners provided specifics about vehicular and truck operations on their properties.

As a result of this feedback, Washington County is focusing on alternatives that do not include a median at Minnesota Avenue. The project team is committed to continuing to work with property owners on specific site concerns.

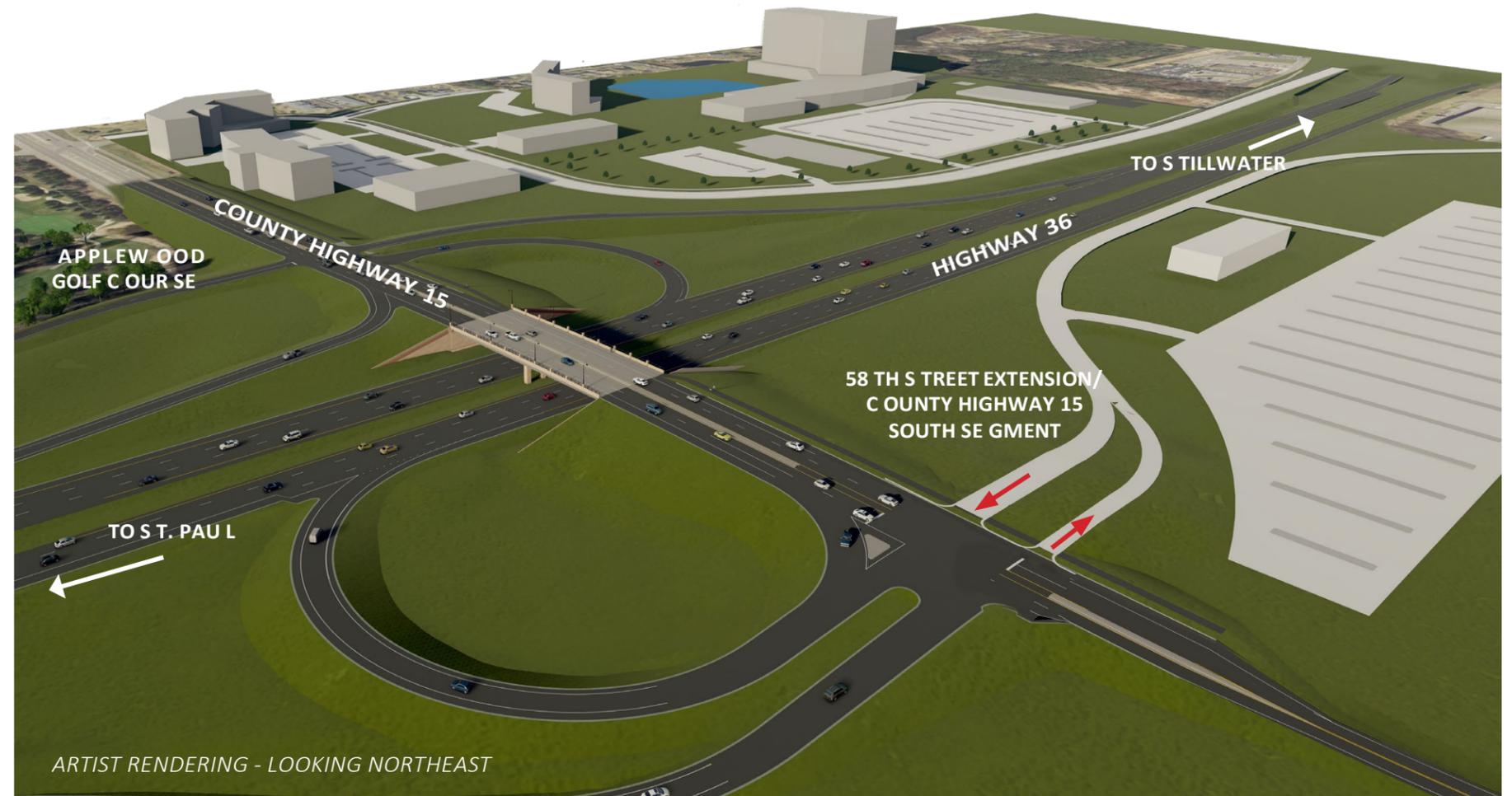


58th St. looking East

PROJECT PURPOSE & NEED

Regional Significance

- County Highway 15 serves as a primary connection to the regional transportation system (e.g., U.S. 61, Interstate 94, Highway 36). It facilitates access to businesses, schools, churches, and residential properties/neighborhoods.
- With a proposed interchange at Highway 36 and County Highway 15, and pending development in the SE and NE quadrant of it, Washington County sees an opportunity to complete the long sought connection of County Highway 15 (north of Highway 36) with County Highway 15 (south of Trunk Highway 36) via an independent alignment, while bringing non-motorized connections, and access to developable land to the area.

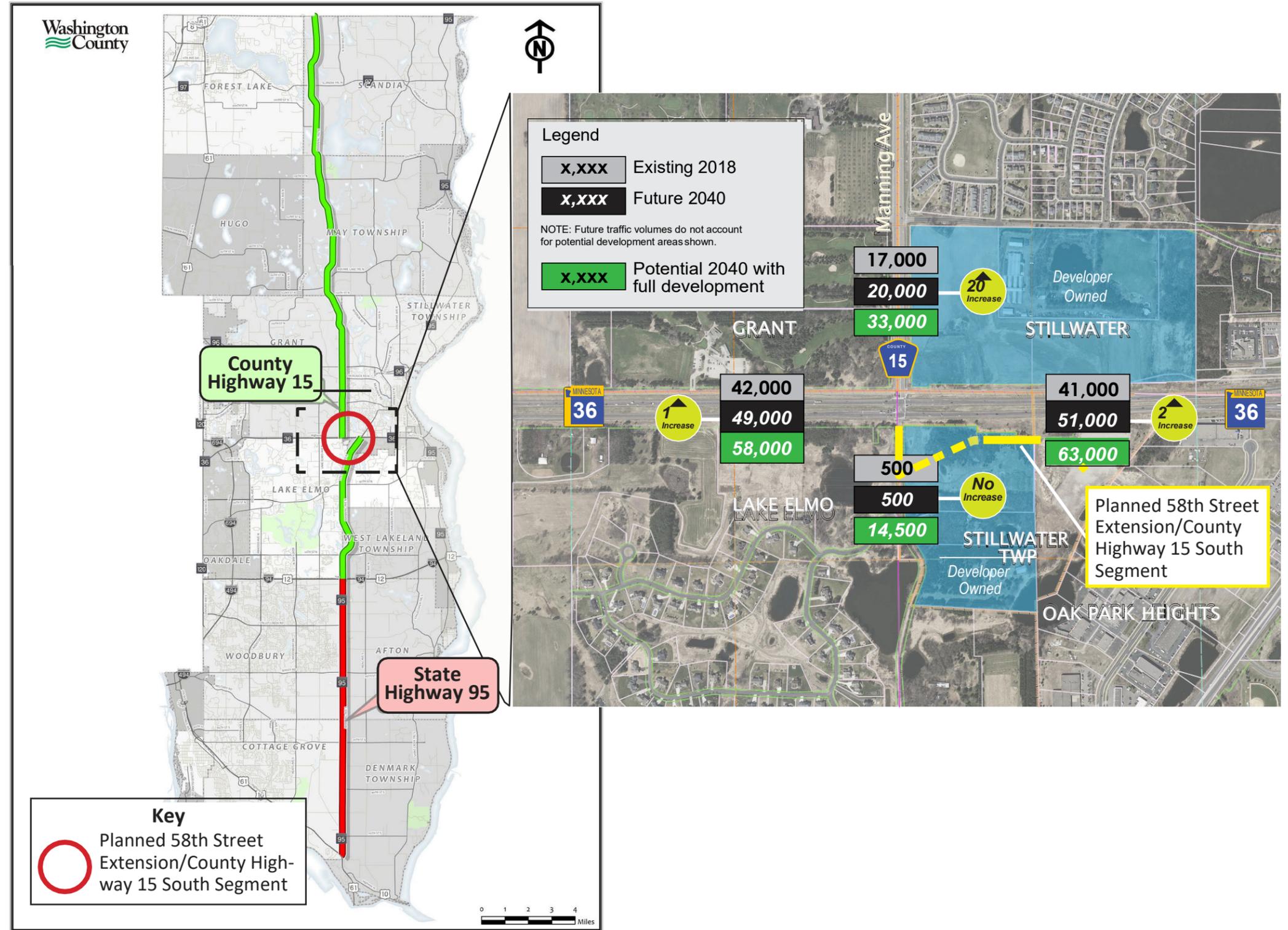


PROJECT PURPOSE & NEED

Transportation

There is currently a gap in County Highway 15 between Stillwater and Oak Park Heights.

- Motorists completing a north-south trip in this central portion of the County must currently utilize Trunk Highway 36.
- County Highway 15 north of Trunk Highway 36 currently carries **17,000 vehicles per day** and is **projected to carry 20,000 vehicles per day in 2040**. If development is fully realized, this number could climb up to **33,000**.
- Currently over **21% of existing vehicles on Manning Avenue** originate from or are destined for **County Highway 15** to the south of Trunk Highway 36.

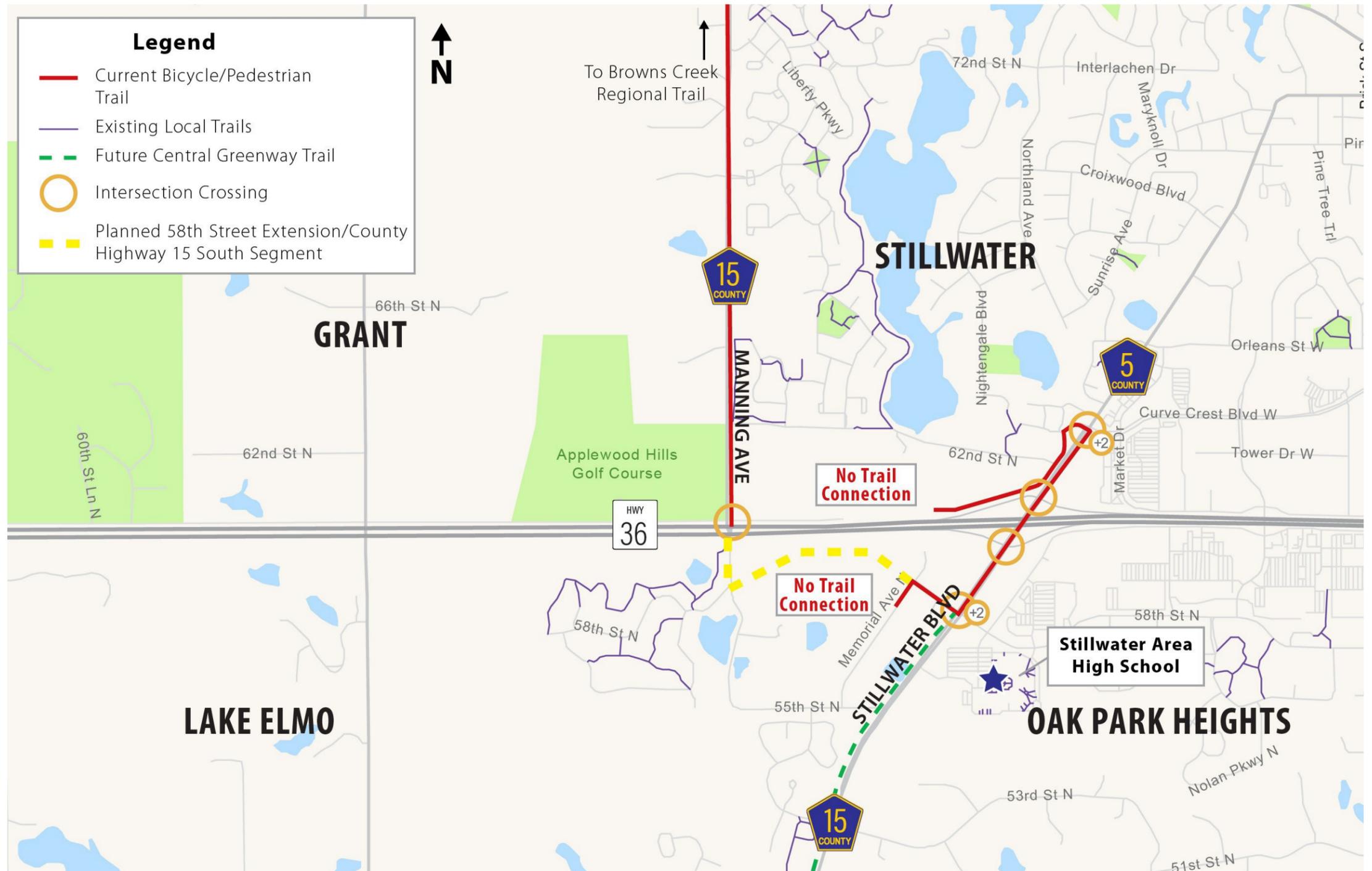


PROJECT PURPOSE & NEED

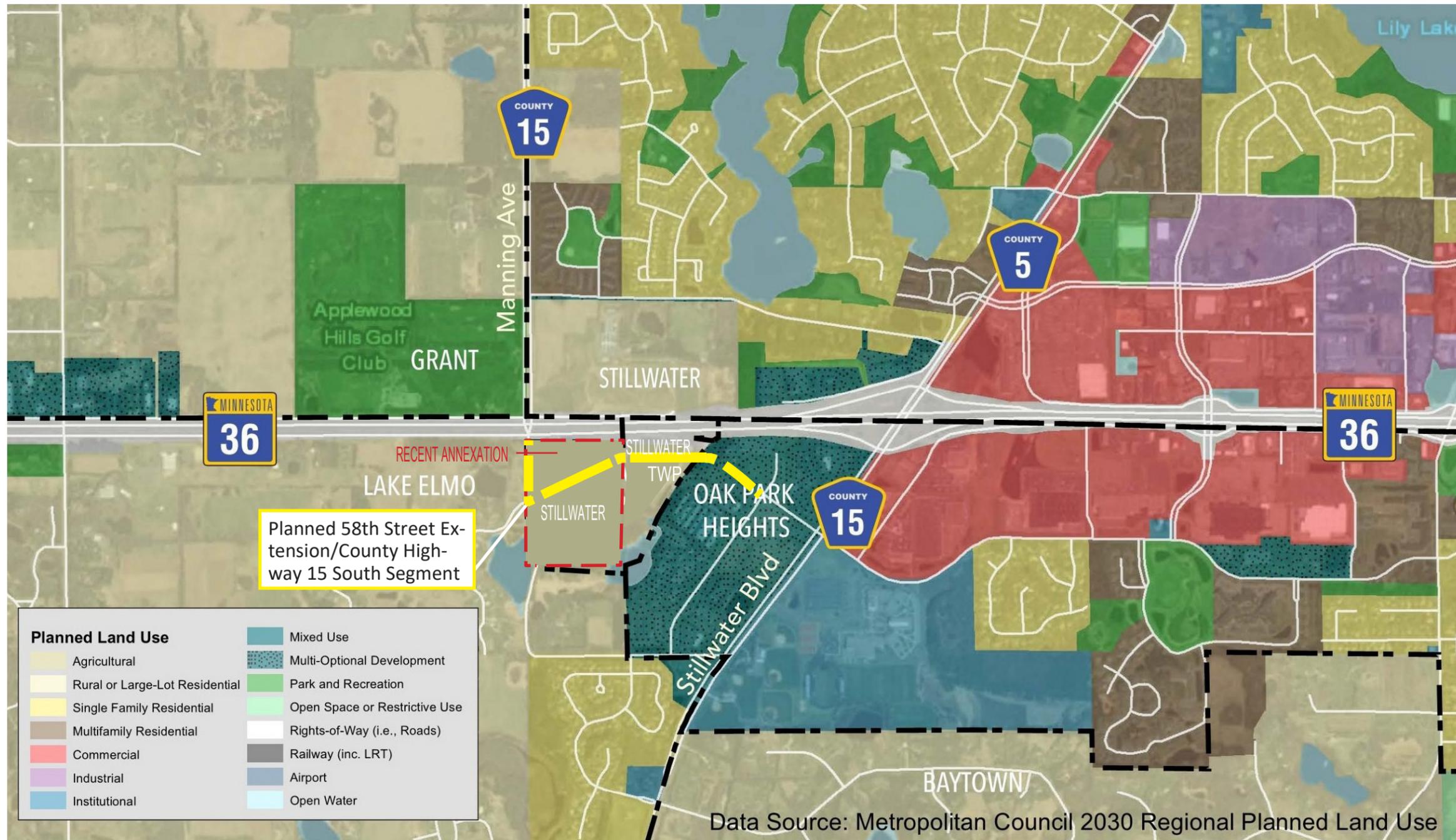
Pedestrians/Bikes

There are no existing facilities that provide a direct connection for pedestrian and bicycle traffic between County Highway 15 and Stillwater Area High School.

- An existing trail is located along County Highway 15 (Manning Avenue) north of Highway 36 that connects to the Brown's Creek State Trail approximately 2.5 miles north.
- The Central Greenway Regional Trail is planned for County Highway 15 south of Highway 36 and will utilize the Highway 36 at Manning Avenue interchange bridge to cross Highway 36. <https://www.co.washington.mn.us/2806/Central-Greenway-Regional-Trail-Master-Plan>



PROJECT PURPOSE & NEED



Future Development

Developers have revealed plans for significant future development in the immediate vicinity of the Highway 36 and County Highway 15 intersection, including a large hospital campus in the NE quadrant and commercial/residential development in the SE quadrant, where land that was previously part of Stillwater TWP has now been annexed to Stillwater. These developments, if fully realized, could generate more than 25,000 additional daily trips through the Hwy 36/Manning intersection.

PROJECT GOALS & BENEFITS

Project Goals:

- Develop and maintain a continuous north-south arterial roadway
- Provide safe, separated, non-motorized access with trails
- Improve safety and mobility
- Improve local access to neighborhoods and businesses
- Maintain the viability of commercial and residential growth throughout the area



58th St. looking East



58th St. looking East towards
Stillwater High School



58th St. looking West

PROJECT GOALS & BENEFITS

Project Benefits:

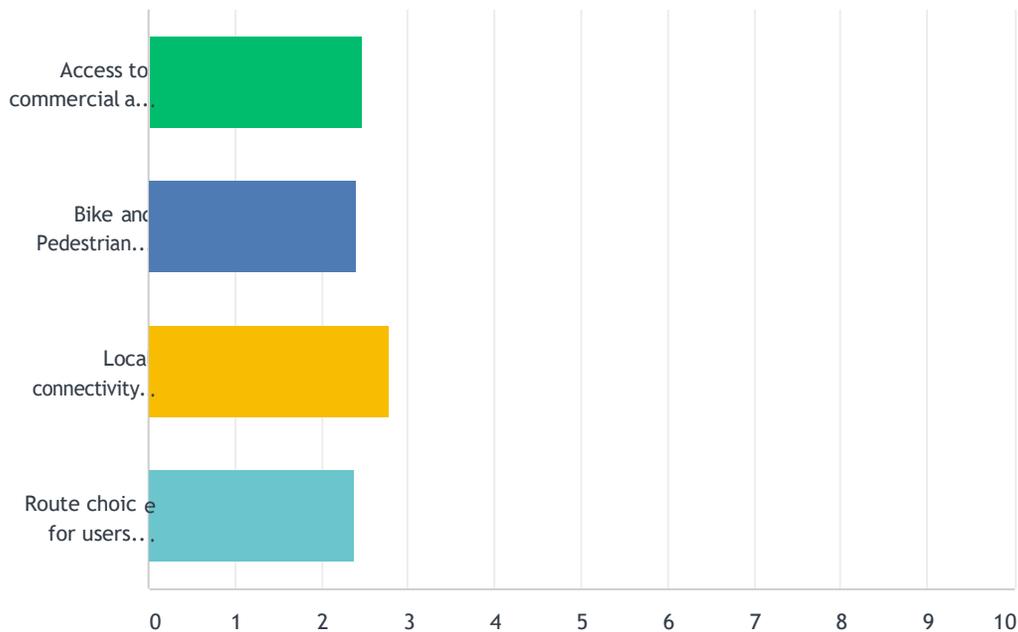
- Connects the new Highway 36/County Highway 15 (Manning Avenue) interchange in Stillwater to County Highway 15 (Stillwater Blvd) in Oak Park Heights
- Proposes multi-use trail to be constructed, improving pedestrian and bicycle connectivity
- Provides a local connection, relieving pressure on the new Highway 36/County Highway 15 (Manning Avenue) interchange and the Stillwater Boulevard interchange
- Provides access to commercial and residential development in the southeast quadrant of Highway 36/County Highway 15 (Manning Avenue)
- Provides “route choice” for users wishing to avoid Highway 36 for north-south trips



Attachment B:
58th Street Extension/County Highway 15 South
Segment Survey – Questionnaire Results

Q1 Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

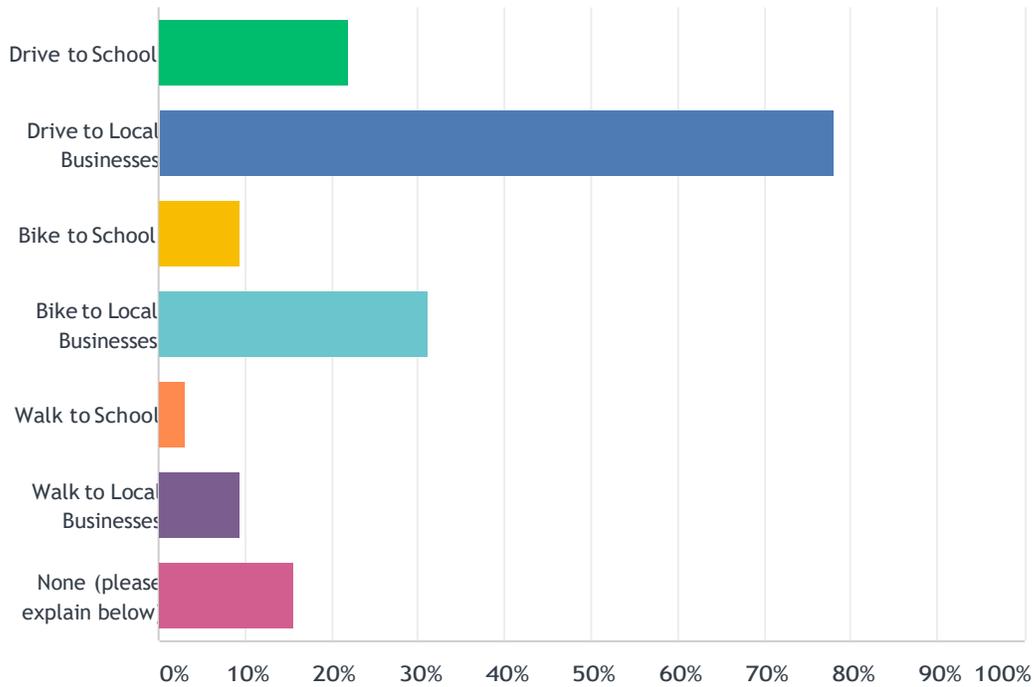
Answered: 32 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Access to commercial and residential development in the project area	20.00% 6	33.33% 10	20.00% 6	26.67% 8	30	2.47
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	34.38% 11	9.38% 3	18.75% 6	37.50% 12	32	2.41
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	25.00% 8	34.38% 11	34.38% 11	6.25% 2	32	2.78
Route choice for users wishing to avoid Highway 36	21.88% 7	21.88% 7	28.13% 9	28.13% 9	32	2.38

Q2 When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

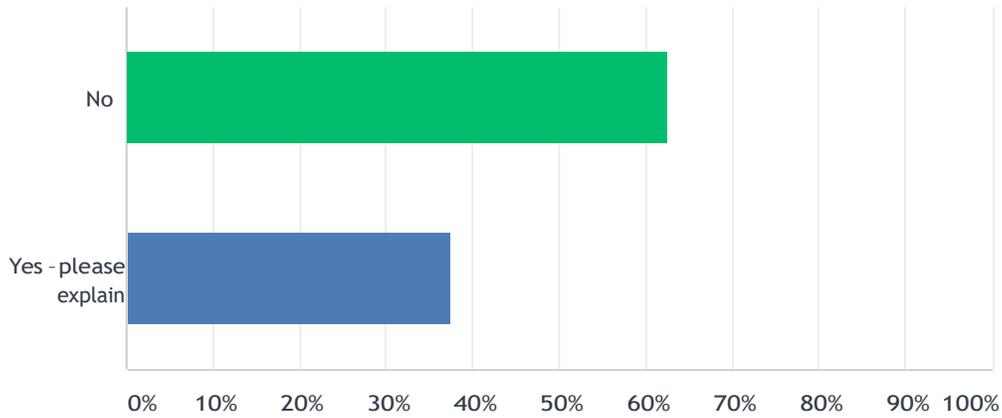
Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive to School	21.88%	7
Drive to Local Businesses	78.13%	25
Bike to School	9.38%	3
Bike to Local Businesses	31.25%	10
Walk to School	3.13%	1
Walk to Local Businesses	9.38%	3
None (please explain below)	15.63%	5
Total Respondents: 32		

Q3 Do you have components or suggested improvements you want to see evaluated with the project?

Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	62.50%	20
Yes – please explain	37.50%	12
TOTAL		32

Q4 Do you have any other comments for the project team to consider?

Answered: 17 Skipped: 15

Q5 If you wish to sign up for project updates, please provide an email address below.

Answered: 18 Skipped: 14

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	18
Phone Number	0.00%	0

Q6 If you wish, please provide your contract information below.

Answered: 14 Skipped: 18

ANSWER CHOICES	RESPONSES	
Name	100.00%	14
Company	0.00%	0
Address	100.00%	14
Address 2	0.00%	0
City/Town	100.00%	14
State/Province	100.00%	14
ZIP/Postal Code	100.00%	14
Country	0.00%	0
Email Address	71.43%	10
Phone Number	71.43%	10

Attachment C:
58th Street Extension/County Highway 15 South Segment
Survey – Detailed Responses

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 12, 2020 4:39:42PM
Last Modified: Saturday, September 12, 2020 4:46:41PM
Time Spent: 00:06:59
IP Address: 73.65.121.140

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	3

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

None (please explain below):

Just continue to use Hwy 36 to access Stillwater Blvd from Manning North, leave the area alone

Q3

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

Yes – please explain:

Please protect Sanctuary neighborhood from extra traffic

Q4

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

This seems like an expensive project when there is a current route in place

Q5**Respondent skipped this question**

If you wish to sign up for project updates, please provide an email address below.

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 13, 2020 8:31:18 AM
Last Modified: Sunday, September 13, 2020 8:32:52 AM
Time Spent: 00:01:34
IP Address: 73.228.209.179

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

None (please explain below):
I disagree with this project. It is non-essential.

Q3

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

No**Q4**

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

Respondent skipped this question**Q5**

If you wish to sign up for project updates, please provide an email address below.

Respondent skipped this question**Q6**

If you wish, please provide your contact information below.

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 13, 2020 10:52:14 AM
Last Modified: Sunday, September 13, 2020 10:54:16 AM
Time Spent: 00:02:01
IP Address: 73.5.156.175

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	2
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	4

Q2 Drive to Local Businesses

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 No

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

Q4 Respondent skipped this question

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

Q5 Respondent skipped this question

If you wish to sign up for project updates, please provide an email address below.

Q6 Respondent skipped this question

If you wish, please provide your contract information below.

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:09:15AM
Last Modified: Monday, September 14, 2020 8:12:45AM
Time Spent: 00:03:30
IP Address: 209.180.19.51

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	2

Q2 **Walk to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4

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

This will relieve traffic on Hwy 36 for those of us who live off of Stillwater Blvd.

Q5 **Respondent skipped this question**

If you wish to sign up for project updates, please provide an email address below.

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:18:52AM
Last Modified: Monday, September 14, 2020 8:22:10AM
Time Spent: 00:03:18
IP Address: 198.144.4.162

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

- | | |
|---|---|
| Access to commercial and residential development in the project area | 1 |
| Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard | 2 |
| Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange | 3 |
| Route choice for users wishing to avoid Highway 36 | 4 |
-

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

- Drive to School,**
 - Drive to Local Businesses,**
 - Bike to Local Businesses,**
 - Walk to Local Businesses**
-

Q3

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

Yes – please explain:
I live in the Sanctuary and I would like make sure we don't significantly increase traffic into our neighborhood

Q4

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

None

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

██

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:48:31AM
Last Modified: Monday, September 14, 2020 8:50:46AM
Time Spent: 00:02:15
IP Address: 66.41.81.7

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	1
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	3

Q2 Drive to Local Businesses

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 No

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

Q4

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

No

Q5 Respondent skipped this question

If you wish to sign up for project updates, please provide an email address below.

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:50:30AM
Last Modified: Monday, September 14, 2020 8:53:10AM
Time Spent: 00:02:40
IP Address: 66.41.144.104

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	3
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	1

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

None (please explain below):
I don't regularly go there

Q3

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

No**Q4**

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

Respondent skipped this question**Q5**

If you wish to sign up for project updates, please provide an email address below.

Respondent skipped this question**Q6**

If you wish, please provide your contact information below.

Respondent skipped this question

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:52:13AM
Last Modified: Monday, September 14, 2020 8:57:02AM
Time Spent: 00:04:48
IP Address: 165.225.61.65

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	2

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to School,
Drive to Local Businesses

Q3

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

Yes – please explain:

It would be good to see the time-efficiency gains in a North-South travel between Manning Ave. (North of 36) to the intersection of Manning and Interstate 94 to the south. In my experience there seems to be an abundant amount of traffic moving in these directions, which unnecessarily can cause congestion for local traffic attempting to reach school/local business. In one of the drawings the 58th st. connection looks almost like a frontage road connection, which to me seems like it wouldn't help things beyond today's disconnect, but possibly the traffic data/analysis would prove otherwise.

Q4

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

As this could/would become a busy route for high school students driving to school, the team should consider ease of road design to make driving simple (and hence more safe and accident-averse)

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

[REDACTED]

Q6

If you wish, please provide your contract information below.

Name

[REDACTED]

Address

[REDACTED]

City/Town

[REDACTED]

State/Province

[REDACTED]

ZIP/Postal Code

[REDACTED]

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 9:03:04AM
Last Modified: Monday, September 14, 2020 9:11:04AM
Time Spent: 00:07:59
IP Address: 75.73.46.41

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	3

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4

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

If this will increase traffic on 58th, please consider lowering the speed limit. 58th in Oak Park Heights runs by the high school and a retirement community. Pedestrian traffic is heavy at times, and 40MPH (which means 45 or 50) seems excessive given the amount of young and elderly walking in the area.

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

████████████████████

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 9:53:16AM
Last Modified: Monday, September 14, 2020 9:55:05AM
Time Spent: 00:01:49
IP Address: 24.131.157.155

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	2

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4

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

I think this connection is long overdue.

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 10:01:31 AM
Last Modified: Monday, September 14, 2020 10:03:42 AM
Time Spent: 00:02:11
IP Address: 75.168.73.207

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	4
Route choice for users wishing to avoid Highway 36	3

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to Local Businesses,
Bike to Local Businesses

Q3

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

No**Q4**

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

Respondent skipped this question**Q5**

If you wish to sign up for project updates, please provide an email address below.

Respondent skipped this question**Q6**

If you wish, please provide your contact information below.

Respondent skipped this question

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 5:06:39PM
Last Modified: Monday, September 14, 2020 5:11:05PM
Time Spent: 00:04:25
IP Address: 66.41.144.251

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	1

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4 **Respondent skipped this question**

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

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

██

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:15:37PM
Last Modified: Monday, September 14, 2020 8:23:31PM
Time Spent: 00:07:53
IP Address: 75.73.47.61

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	4
Route choice for users wishing to avoid Highway 36	3

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

None (please explain below):
I don't travel that way too often.

Q3

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

Yes – please explain:
Traffic is already heavy and noisy on 58th street. There are many accidents with people coming from Menards onto 58th St. It is next to impossible to get out of the Autumn Ridge neighborhood safely. People already speed on 58th street.

Q4

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

We don't need the increased traffic on 58th St. That's is what Hwy 36 is for. That's why it is. a Hwy. if you are doing this all for Hyvee you are assisting in putting other grocers in the Stillwater/Oak Park Hts communities out of business. We have enough empty commercial buildings. Herbergers. Eagles. Empty spaces in strip malls. Empty places by Cub/Target.

Q5

Respondent skipped this question

If you wish to sign up for project updates, please provide an email address below.

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 8:38:50PM
Last Modified: Monday, September 14, 2020 8:40:01PM
Time Spent: 00:01:10
IP Address: 98.240.233.138

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to School,
Drive to Local Businesses,
Bike to School,
Bike to Local Businesses

Q3

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

No**Q4**

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

Respondent skipped this question**Q5**

If you wish to sign up for project updates, please provide an email address below.

Respondent skipped this question

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 9:30:53PM
Last Modified: Monday, September 14, 2020 9:39:57PM
Time Spent: 00:09:04
IP Address: 69.180.168.151

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to Local Businesses,
Bike to Local Businesses

Q3

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

Yes – please explain:

Connecting 62nd street. No reason this dead ends. Will help to relieve pressure on other roads. Also extending curve crest to Manning including per connections. Evaluate grade separated crossing of 36 for personal at Manning interchange. Evaluate round a bout at 58th street and new Manning leg.

Q4

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

Consider ped improvements on both sides of Stillwater Blvd from curve crest to 58th. Current gap on east side limits access to current and future businesses. Consider incorporation of transit park and ride

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

[REDACTED]

Q6

If you wish, please provide your contract information below.

Name

[REDACTED]

Address

[REDACTED]

City/Town

[REDACTED]

State/Province

[REDACTED]

ZIP/Postal Code

[REDACTED]

Email Address

[REDACTED]

Phone Number

[REDACTED]

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 14, 2020 9:35:41PM
Last Modified: Monday, September 14, 2020 9:41:05PM
Time Spent: 00:05:23
IP Address: 73.228.209.13

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to School,
Drive to Local Businesses,
Bike to School,
Bike to Local Businesses,
Walk to School,
Walk to Local Businesses

Q3

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

Yes – please explain:
 West bound to southbound turn impacts onto stillwater blvd;
 when would a grade separated bike/ped option be required.

Q4

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

Respondent skipped this question

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

[REDACTED]

Q6

If you wish, please provide your contract information below.

Name

[REDACTED]

Address

[REDACTED]

City/Town

[REDACTED]

State/Province

[REDACTED]

ZIP/Postal Code

[REDACTED]

Email Address

[REDACTED]

Phone Number

[REDACTED]

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 15, 2020 11:47:50 AM
Last Modified: Tuesday, September 15, 2020 11:49:41 AM
Time Spent: 00:01:50
IP Address: 63.224.6.3

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	3

Q2 Drive to Local Businesses

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 No

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

Q4

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

not at this time.

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address [REDACTED]

Q6

If you wish, please provide your contract information below.

Name	████████
Address	██
City/Town	██████████
State/Province	██
ZIP/Postal Code	████

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 15, 2020 12:39:21 PM
Last Modified: Tuesday, September 15, 2020 12:41:27 PM
Time Spent: 00:02:06
IP Address: 208.107.6.29

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

- | | |
|---|---|
| Access to commercial and residential development in the project area | 4 |
| Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard | 3 |
| Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange | 2 |
| Route choice for users wishing to avoid Highway 36 | 1 |
-

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4 **Respondent skipped this question**

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

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

████████████████████

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 15, 2020 3:10:44PM
Last Modified: Tuesday, September 15, 2020 3:19:28PM
Time Spent: 00:08:44
IP Address: 165.225.61.62

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	3
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	1

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **Yes – please explain:**

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

I'd like to see a better north-south alignment option be considered as I see this primarily as a way to avoid traffic as I travel. Options A, B and C from the 1997 Environmental Assessment are all more palatable than the new proposal.

Q4

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

Regarding access to local businesses, I don't have issue with the current situation. This extension should be to make it easier for north-south travelers to by-pass traffic near SAHS, not to drive traffic there.

Q5 **Respondent skipped this question**

If you wish to sign up for project updates, please provide an email address below.

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 16, 2020 4:16:44 PM
Last Modified: Wednesday, September 16, 2020 4:17:52 PM
Time Spent: 00:01:07
IP Address: 75.73.43.16

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	1
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	3

Q2 Drive to Local Businesses

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 No

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

Q4 Respondent skipped this question

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

Q5 Respondent skipped this question

If you wish to sign up for project updates, please provide an email address below.

Q6 Respondent skipped this question

If you wish, please provide your contract information below.

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 8:08:54 AM
Last Modified: Thursday, September 17, 2020 8:10:13 AM
Time Spent: 00:01:19
IP Address: 68.47.4.95

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	1

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4 **Respondent skipped this question**

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

Q5 **Respondent skipped this question**

If you wish to sign up for project updates, please provide an email address below.

Q6 **Respondent skipped this question**

If you wish, please provide your contract information below.

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 8:21:47 AM
Last Modified: Thursday, September 17, 2020 8:39:51 AM
Time Spent: 00:18:04
IP Address: 68.177.82.18

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	1
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	3

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3	Yes – please explain:
Do you have components or suggested improvements you want to see evaluated with the project?	Full access to local businesses on 58th

Q4

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

Stillwater Motors requires full access as our businesses success as well as community and patron easy of accessibility

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

██

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 9:25:41 AM
Last Modified: Thursday, September 17, 2020 9:32:28 AM
Time Spent: 00:06:46
IP Address: 174.20.125.60

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to School,
Drive to Local Businesses,
Bike to School,
Bike to Local Businesses

Q3

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

No

Q4

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

Please make a priority the safety and well being of the residents nearby and preserving the esthetics and quiet of the neighborhood.

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 17, 2020 9:42:58 PM
Last Modified: Thursday, September 17, 2020 9:46:08 PM
Time Spent: 00:03:09
IP Address: 76.113.139.14

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	2
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	1
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	4

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to School,
Bike to Local Businesses

Q3

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

Yes – please explain:
 Please consider a bike/walking trail close or parallel to Hwy 36 for access along Lake Elmo/Grant/Mahtomedi border to the river.

Q4

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

Respondent skipped this question

Q5

If you wish to sign up for project updates, please provide an email address below.

Respondent skipped this question

Q6

Respondent skipped this question

If you wish, please provide your contract information below.

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 18, 2020 12:13:39 PM
Last Modified: Friday, September 18, 2020 12:16:25 PM
Time Spent: 00:02:46
IP Address: 71.34.15.119

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	3
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	2
Route choice for users wishing to avoid Highway 36	1

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3

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

Yes – please explain:

Just having the connection would be a great alternative.

Q4

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

Respondent skipped this question

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

████████████████████

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 21, 2020 8:22:02AM
Last Modified: Monday, September 21, 2020 8:24:06AM
Time Spent: 00:02:03
IP Address: 75.168.73.35

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	3
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	2

Q2 **Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3 **No**

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

Q4

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

This connection is long overdue!

Q5 **Respondent skipped this question**

If you wish to sign up for project updates, please provide an email address below.

Q6 **Respondent skipped this question**

If you wish, please provide your contract information below.

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 21, 2020 1:54:04PM
Last Modified: Monday, September 21, 2020 2:17:00PM
Time Spent: 00:22:55
IP Address: 73.65.123.118

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	3
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	1
Route choice for users wishing to avoid Highway 36	2

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Drive to Local Businesses,

None (please explain below):

Although this new route would be convenient to access Highways 5 and 15 from the Sanctuary neighborhood (because we only have one way in and one way out currently) I don't think the trade-off of having 3600 additional cars that we'd have to deal with each day. Not to mention our school buses, trash trucks, delivery and contractor vehicles would need to fight this traffic.

Q3

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

Yes – please explain:

1. Scrap the plan entirely. Once the interchange is complete at Manning and Hwy 36, it will be a breeze to get on 36 and right off again onto Stillwater Blvd. I do not see how the flow would be improved. Cars traveling south on Manning, crossing over Hwy 36 would end up running into traffic from Sanctuary residents, people from the proposed HyVee, apartment, hotel, and then existing traffic around Kwik Trip, Stillwater Motors, etc. There already is terrible traffic in the area of 58th Street and Stillwater Blvd.

Q4

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

There is a proposed Greeway trail to connect Hwy 5/Stillwater Blvd with Manning to the north. In the documentation it said currently there is no connection. That is false. A pedestrian or bicyclist can use 55th street and access the trail at the end of it to connect to Manning (at the edge of the Sanctuary). That can be followed to cross Hwy 36 and continue north on Manning. Many people current use that route to run, bike, and walk. Just upgrade the path at the end of 55th Street and pave the gravel portion of Manning (south of 36) - it would be a WHOLE lot cheaper.

I believe it was said that 21% of the cars traveling on Manning (north of 36) either originated from Hwy 15 or is headed to Hwy 15. If my math is correct, we DO NOT need an additional nearly 3600 cars a day going so near our neighborhood. Especially when we have the proposed HyVee and apartment going in.

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

[REDACTED]

Q6

Respondent skipped this question

If you wish, please provide your contact information below.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 22, 2020 7:52:22AM
Last Modified: Tuesday, September 22, 2020 7:55:08AM
Time Spent: 00:02:46
IP Address: 174.53.173.222

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

- | | |
|---|---|
| Access to commercial and residential development in the project area | 4 |
| Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard | 3 |
| Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange | 1 |
| Route choice for users wishing to avoid Highway 36 | 2 |
-

Q2

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

- Drive to School,
 - Drive to Local Businesses,
 - Bike to Local Businesses
-

Q3

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

No

Q4

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

Respondent skipped this question

Q5

If you wish to sign up for project updates, please provide an email address below.

Email Address

████████████████████

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 22, 2020 11:03:58 PM
Last Modified: Tuesday, September 22, 2020 11:07:47 PM
Time Spent: 00:03:48
IP Address: 66.41.80.181

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	4
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	2
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	1

Q2 **Drive to Local Businesses,**
When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)? **Bike to Local Businesses**

Q3 **No**
Do you have components or suggested improvements you want to see evaluated with the project?

Q4 **Respondent skipped this question**
Do you have any other comments for the project team to consider?

Q5
If you wish to sign up for project updates, please provide an email address below.

Email Address

████████████████████

Q6

If you wish, please provide your contract information below.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 24, 2020 2:21:28 PM
Last Modified: Thursday, September 24, 2020 2:31:07 PM
Time Spent: 00:09:38
IP Address: 73.94.201.39

Page 1

Q1

Please rank the importance of the following components to be studied with this project (listed alphabetically) (1 = most important, 4=least important).

Access to commercial and residential development in the project area	1
Bike and Pedestrian access between Manning Avenue and Stillwater Boulevard	4
Local connectivity to relieve pressure on the new Highway 36/Manning Avenue Interchange	3
Route choice for users wishing to avoid Highway 36	2

Q2**Drive to Local Businesses**

When 58th Street is extended to Manning Avenue south of Highway 36, how will you use it (select all that apply)?

Q3

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

Yes – please explain:

I live at 1230 Bergmann Dr. As I understand it, the new road will connect with 62nd street and go to Manning Ave. This will be about 50 ft. from my front door. Right now there are trees and bushes there that hide what little traffic there is now as well as mute the sound. It is vitally important to me that these trees and bushes remain there as a sight/sound barrier. Also between 62nd and the field across from me is another strand of trees that I very much want saved. Right now what are your plans for taking these trees into consideration when the new road is built. I know this may seem like a small thing to you, but it is a major worry to me as it will affect the value and resale of my home as well as my enjoyment in it. If this natural barrier is going to be taken away, I will need to move to find a less congested spot. Any info you could give me on this would be appreciated. Diane Lajole

Attachment D:
Comments Received-

- City of Oak Park Heights: Business Impact Analysis – Highway 36 and Manning Interchange
- City of Oak Park Heights: DRAFT Manning Avenue Interchange Traffic Study



Stantec Consulting Services Inc.
733 Marquette Avenue Suite 1000, Minneapolis MN 55402-2309

July 28, 2020
File: 193801828-500.022

Attention: Oak Park Heights City Council
c/o Mr. Eric Johnson, City Administrator

City of Oak Park Heights
14168 Oak Park Boulevard
Oak Park Heights MN 55082

Reference: Business Impact Analysis – Highway 36 and Manning Interchange

Dear Mayor and Councilmembers:

The attached report represents Stantec's analysis of the potential impact on existing grocery stores from a prospective new Hy-Vee grocery store at the Highway 36 and Manning Avenue interchange.

Our methodology included research on the market context for grocery stores in this area. We interviewed real estate professionals who have a specialization in the grocery store market and are familiar with this location—as well as executive personnel from Cub Foods and Kowalski's Market. And we did a sales analysis that looked at the impact on existing store sales from the introduction of a new Hy-Vee store.

Our chief findings are the following.

- The introduction of a new Hy-Vee grocery store at the proposed location would have a significant negative impact on the sales of existing stores in the area. The estimated impact is such that it could result in the closure of Cub Foods and/or Kowalski's Market.
- The proposed service road linking Manning Avenue to Stillwater Boulevard would make a meaningful difference to Hy-Vee in the amount of grocery sales the store would make. It would have a corresponding negative effect on the sales of the existing grocery stores. In other words, a new Hy-Vee with a new service road would result in a greater decline in sales at existing stores than a new Hy-Vee without the new service road.

An additional consideration that goes beyond the scope of this analysis is the question of how much aggregate retail the area can support. It is a strong retail area in general, with lots of offerings for the surrounding community and destination shoppers. But there is some existing retail vacancy, even prior to the pandemic. And if the retail area is stretched further by the Hy-Vee store being built, and retail stores or strip malls filling in the space between the Hy-Vee store and Stillwater Boulevard, the retail area might be getting overbuilt. The consequence of retail development that gets ahead of overall customer demand is that it results in additional vacant retail spaces somewhere, as the weakest stores in previously developed areas go out of business. Again, this was not studied in the current analysis, but is a relevant consideration.

July 28, 2020

Oak Park Heights City Council/o Mr. Eric Johnson, City Administrator

Page 2 of 2

Reference: Business Impact Analysis – Highway 36 and Manning Interchange

If you have any questions, need additional information, or wish to discuss this analysis further, please contact me.

Regards,

Stantec Consulting Services Inc.



Thomas Leighton, AICP, EDFP

Senior Urban Planner, Economic Development Specialist

Phone: 612-712-2154

Tom.Leighton@stantec.com

Attachment: Business Impact Analysis – Highway 36 and Manning Interchange

c. file

Lee Mann, City Engineer

BUSINESS IMPACT ANALYSIS HIGHWAY 36 AND MANNING INTERCHANGE

July 2020



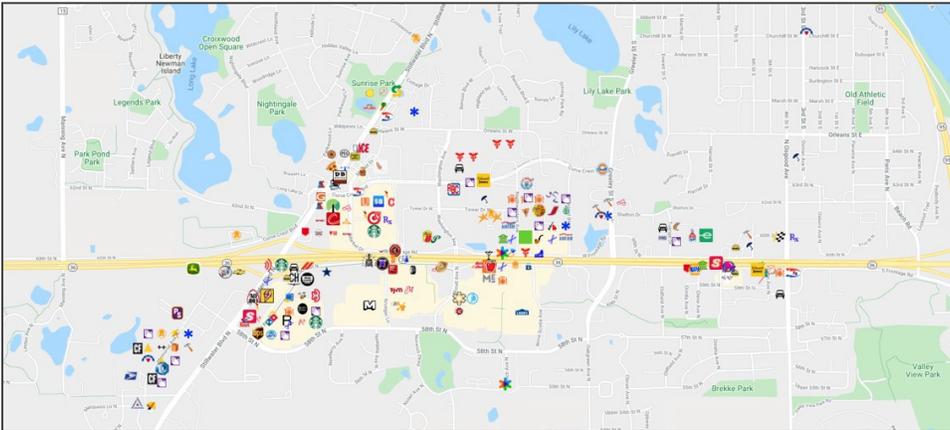
SECTION 1: COMPETITIVE CONTEXT

Destination Retail In and Near Oak Park Heights

A Hy-Vee store at the southeast quadrant of the future STH 36/Manning Avenue interchange would represent a significant new grocery store addition to the existing large-scale destination retail area to the east of Manning Avenue on the north and south sides of Highway 36. The map at left gives a sense of the existing concentration of retailers by

showing the logos of national retail businesses in the area. The area encompasses multiple shopping centers such as Stillwater Market Place, Oak Park Commons, Oak Park Heights, Oak Park Ponds, and Valley Ridge Center. Anchor businesses include Target, Walmart, Menards, Lowe's, Cub Foods, Kohl's, and T.J. Maxx. Taken together, the retail businesses in the area comprise over 2.1 million square feet of retail floor area.

National Retailers In and Near Oak Park Heights



Source: Costar

Overarching demand metrics for the area indicate a strong retail market. For the 131 retail properties in the area that are tracked by Costar, the average market rent peaked at \$17.33 in recent months. The occupancy rate was 97%. Those metrics have weakened since March, due to the pandemic, but they signal a strong market for the retail area relative to many Twin Cities retail centers.

Retail businesses have been particularly hard hit in recent months due to the COVID-19 pandemic. Many have closed temporarily, and some have and will go out of business. The high level of uncertainty concerning how long it will take for conditions to recover adds an additional challenge for businesses. Costar forecasts a decline in market rents in the Oak Park Heights area to around \$15.30 over the next six months, and a decline in occupancy to 95%. It anticipates a reestablishment of baseline conditions over a period of one to two years. This may be quicker or take longer dependent on the course of the pandemic and associated economic shocks to the economy. On resumption of relative normalcy, some changes to the retail market are anticipated. The mix of retail businesses in destination retail areas like this one is likely to be somewhat modified because of COVID-related shifts in consumer preferences, and the staging of store reopenings.

The introduction of the proposed Hy-Vee store would impact the existing grocery stores in and near Oak Park Heights by reducing their customer numbers, sale volumes and gross revenues. The relative impact for the grocery stores would vary by store and is dependent on how directly they compete with the Hy-Vee store for the same customer demographic within the same relative trade area.

The table below provides information relative to store sizes and target markets for the national grocery store chains in and near Oak Park Heights.

	Cub Foods	Target	Walmart	ALDI	Kowalski's Market	Hy-Vee
Store Size	90,000 s.f.	117,000 s.f. (14,000 s.f. groceries)	220,000 s.f. (50,000 s.f. groceries)	16,000 s.f.	20,000 s.f.	97,000 s.f. (proposed)
Targeted Customer Market	Cub Foods is a conventional supermarket that appeals to all age groups looking for a traditional grocery store at competitive prices.	Target caters to middle class family and single households. Shoppers are 60% female. 60% of shoppers are between 18 and 44 years old, with average household income of \$65,000.	Compared with Target, Walmart has more shoppers who earn \$50,000 or less, including many who earn less than 25K per year. Walmart's shoppers are older, female and white.	ALDI targets both men and women in low to middle-income households, positioning itself as the most economical grocery store, offering products 30% cheaper than most grocery stores	Kowalski's targets more educated, higher income shoppers. It provides high quality service and products, with numerous specialty items	Hy-Vee is a traditional grocer that appeals to a similar demographic as Cub, but it provides more ready-to-eat and other options than Cub, and store formats and options can be tailored to the demographics of the area.

Source: Internet trade sources such as US Grocery Shopper Trends 2019, Numberator Insights, PYMNTS, Business Pundit, Star Tribune

SECTION 2: STRUCTURED INTERVIEWS

The market dynamics relative to introducing a Hy-Vee store at Highway 36 and Manning Avenue were explored through four structured interviews. The conversations focused on the competitive aspects of the six national chains in terms of their trade areas and target customer markets, what share of Hy-Vee customers would be new customers to the area versus customers that previously shopped at the existing stores in the area, and the impact that construction of the service road would have on these dynamics.

The interviewees were four commercial real estate professionals who focus on the retail sector and have a special expertise in the grocery store subsector, as well as representatives from Cub Foods and Kowalski's Markets, as noted below.

- **Deb Carlson, Cushman & Wakefield.** Ms. Carlson is a commercial real estate broker, with special expertise in grocery stores.
- **David Daly, CBRE.** Mr. Daly is a commercial real estate broker, with special expertise in grocery stores.
- **David Livingston, DJL Research.** Mr. Livingston is a market researcher and analyst, with special expertise in grocery stores.
- **Curt Hoffman, M & H Properties.** Mr. Hoffman is a retail property owner. He owns Oak Park Ponds, the neighborhood shopping center that includes the Kowalski's grocery store in Oak Park Heights.
- **Darren Cardell.** Mr. Cardell is a Senior Vice President with CubFoods.
- **Michael Oase, Kowalski's Markets.** Mr. Oase is Chief Operating Officer of Kowalski's Markets.

There was a dominant perspective among the interviewees on most aspects of Hy-Vee's impact on local grocery stores. The following key observations and opinions were largely shared. A more complete set of observations and perspectives can be found in the report appendix.

Existing conditions. The area is currently well served by a set of complementary grocery stores, and the grocery sections of Target and Walmart. These grocery offerings meet the needs of a broad range of households.

Hy-Vee. A new Hy-Vee store in this location would have a large trade area encompassing residents in a three to five mile radius. The majority of store sales will derive from existing area customers, and thus equate to a reduction in sales at the competing grocery stores. Less than half of store sales will be from new customers to the area.

Cub Foods. The Cub Foods store in Stillwater is one of the most successful stores in the Cub Foods network. It has great customer loyalty, and is highly supported by the surrounding community. Cub Foods is a direct competitor with Hy-Vee. They have similar trade areas. They market to the same customer demographic, and employ the same

pricing strategies. The impact on Cub may be in the neighborhood of 30% of sales. With a financial impact on that scale, the eventual closure of the store can't be ruled out.

Kowalski's. Although Kowalski's targets a different customer demographic than Hy-Vee, it would nevertheless be impacted by a Hy-Vee store coming to the area. The Kowalski's store is close to the prospective Hy-Vee site. Hy-Vee has some options that are more upscale than what Cub Foods offers, such as better perishables, more ready-to-eat options, and in-store dining. Those features may appeal to Kowalski's shoppers. The impact on Kowalski's may be in the neighborhood of 15% of sales. With a financial impact on that scale, the eventual closure of the store can't be ruled out.

Other grocery stores. Target and Walmart will be less impacted by the Hy-Vee store. Aldi will be minimally impacted.

New service road. A service road connecting from Manning Avenue to Stillwater Boulevard is beneficial to Hy-Vee because it improves the ease of access for customers coming from the north and south on Stillwater Boulevard. It also improves its ability to attract customers who are in the area to shop at other stores, such as the Walmart or Lowe's stores to the East. From the perspective of the existing grocery stores, construction of the service road would increase Hy-Vee's impact on their existing sales.

SECTION 3: SALES ANALYSIS

A detailed analysis is not possible within the scope of this high-level study. However, an initial rough analysis of the potential impact on existing grocery store sales provides relevant information.

If we start with an assumption that one-third of Hy-Vee sales will derive from new customers to the area, and two-thirds will be from customers who would otherwise have shopped at the existing grocery stores in the area, we can estimate the loss of sales at the existing grocery stores.

Several broad assumptions are made for this initial analysis, are as follows.

- **Sales volumes correspond to store floor area.** This is clearly true in general terms as bigger stores do a greater volume of sales than smaller sales. Having said that, gross sales per square feet of floor area does differ to some degree between different grocery store chains, and between individual stores.
- **The impact on each of the existing stores is the same.** In reality, some stores will lose greater market share than others, and a more detailed analysis would attempt a closer estimate of the differential impacts for different stores.
- **Annual sales at existing grocery stores are \$568 per square foot of floor area.**

That's the median sales per square foot for US grocery stores in 2018, per the USDA Economic Research Service.

Given these assumptions, the table at left shows that the five national grocery store chains in the area offer an aggregate 190,000 square feet of grocery-related floor area, and have an estimated \$108 million in total annual sales.

	Retail Floor Area (s.f.)	Grocery-Related Floor Area (s.f.)	Annual Sales
Cub	90,000	90,000	\$51,120,000
Target	117,000	14,000	\$7,952,000
Walmart	220,000	50,000	\$28,400,000
Aldi	16,000	16,000	\$9,088,000
Kowalski's	20,000	20,000	\$11,360,000
Total	463,000	190,000	\$107,920,000

	Retail Floor Area (s.f.)	Grocery-Related Floor Area (s.f.)	Annual Sales	Reduction in Annual Sales, Original Stores
Cub	90,000	90,000	\$38,139,267	
Target	117,000	14,000	\$5,932,775	
Walmart	220,000	50,000	\$21,188,482	
Aldi	16,000	16,000	\$6,780,314	
Kowalski's	20,000	20,000	\$8,475,393	
Hy-Vee	64,667	64,667	\$27,403,770	
Total	527,667	254,667	\$107,920,000	
Original Stores			\$80,516,230	25%

The second table shows the impact of the new Hy-Vee store. It two-thirds of Hy-Vee's anticipated 97,000 square feet of floor area—representing the share of store sales to customers that are already shopping in the area at one of the other five grocery stores. current \$108 million in area sales has been

reallocated between Hy-Vee store and the pre-existing grocery stores. The analysis shows that the addition of the Hy-Vee store results in an overall reduction in sales at existing stores of around 25%.

This quick exercise suggests that the impact of a new Hy-Vee store on sales at existing grocery stores in Oak Park Heights and Stillwater may be greater than the 15% that was estimated by one of the interviewees. The overall reduction in sales may plausibly be 25% or greater.

Note that the overall loss in sales to existing stores will be experienced differently by individual stores. Based on this research, the Cub Foods and Kowalski's stores are likely to bear a disproportionate share of the impact on sales, since those are the grocery stores that are most directly competitive with the new Hy-Vee store.

APPENDIX

The following represents a consolidated set of observations and opinions from the six individuals who were interviewed as part of this study. Each is a statement or close paraphrase from one of the interviewees. Note that in some instances interviewee comments may reflect differing or contradictory perspectives from one another.

Competitive Impacts on Specific Stores

Cub Foods

- The Cub in Stillwater is a real anomaly. It does more business than you would ever imagine. It has great customer loyalty. It draws from all over.
- Cub Foods has its corporate headquarters in Stillwater and really works to be a good community citizen, contributing to local causes, etc.
- This Cub Foods was renovated relatively recently. It's a high volume store. But the chain is struggling.
- Cub Foods was bought by United Natural Foods. It's probably not going to last. They took on too much debt.
- Of the grocery stores in the area, Hy-Vee competes the most directly against Cub Foods. They compete for the same demographic.
- Cub Foods and Hy-Vee use similar marketing strategies, provides a similarly broad product mix, and targets an almost identical demographic. Cub and Kowalski's are more complementary.
- Hy-Vee at this location would have a little broader trade area only because they have fewer stores in the region.
- The Hy-Vee will impact Cub Foods the hardest.
- Hy-Vee will appeal to Wisconsin customers over Cub because it's different. There aren't any Hy-Vee stores in Wisconsin.
- Hy-Vee is competitive with both Cub and Kowalski's. Hy-Vee is very price competitive, like Cub. And big. They have better perishables than Cub, in store dining, etc. But Hy-Vee will offer a lot of things Cub doesn't and can't. In those regards it is more like Kowalski's, which is more upscale. It will impact both.
- Might take a 30% to 35% hit in sales.
- If a store closes, it will be the Cub.

Kowalski's

- Kowalski's trade area is two to three miles, drawing heavily from Oak Park Heights, Lake Elmo and Stillwater.
- This Kowalski's struggled to establish itself initially, but has stabilized in recent years.

- Hy-Vee offers some of the same things as Kowalski's. But Kowalski's has tremendous service and quality, and if customers want that kind of environment they won't find it at Hy-Vee.
- Hy-Vee is competitive with both Cub and Kowalski's. Hy-Vee is very price competitive, like Cub. And big. They have better perishables than Cub, in store dining, etc. But Hy-Vee will offer a lot of things Cub doesn't and can't. In those regards it is more like Kowalski's, which is more upscale. It will impact both.
- Kowalski's could lose around 15% in sales
- Kowalski's will lose sales.
- The Hy-Vee will have an impact on Kowalski's but to a lesser extent than Cub, because Kowalski's is an upscale store.
- Kowalski's will be significantly damaged. It's not a strong Kowalski's to begin with.
- Despite the new competition, I think Kowalski's will be all right.
- Kowalski's, they do pretty well. They're a survivor.

Target

- Target is a bit weak in their grocery business. They can be impacted pretty well. They never do very well with the perishables. They have very low sales per square foot on the grocery end. They're not a very strong competitor—although they do better in the Mpls area than in the rest of the country.
- Target and Walmart will get hit less than Cub and Kowalski's. A lot of their customers are shopping there because they are also doing retail shopping.
- Hy-Vee will have twice the impact on Cub and Kowalski's and Target than it will on Walmart.
- Hy-Vee will impact all of the existing stores, including Target and Walmart.

Walmart

- The only store that won't be impacted is Walmart. Hy-Vee will have twice the impact on Cub and Kowalski's and Target than it will on Walmart.

Aldi

- This Aldi has never been a strong Aldi. It did a little better when the bridge was built.
- There will be no impact on Aldi.
- Aldi won't be hit at all.
- All of the grocery stores in the area will see an impact.

Other Hy-Vee Stores

- A new Hy-Vee in this location will take some business from Hy-Vee stores in other locations.

Customer Attraction and Impact on Sales

- 75% of customers of the customers of the new Hy-Vee will come from the existing stores in the area. 25% will be from new customers to the area.
- Two-thirds to three-quarters of Hy-Vee sales will come from customers of the nearby stores. One-third to one-quarter will be new customers to the area.
- The Hy-Vee will reduce sales at the competing stores in the area by as much as 15%.

Service Road

- If the service road helps Hy-Vee, it hurts the competing grocery stores.
- The service road makes a difference. If it's built, it increases the impact on the existing grocery stores.
- I would assume that it would make a difference. If you're driving north on Stillwater Blvd, and you're on the fence about the Hy-Vee vs Kowalski's, the lack of a service road may be a decider.
- The impact on Kowalski's is a little less if the service road isn't built because shoppers from the south would have to get on the highway to get to Kowalski's
- Shoppers from Stillwater will find it easier to cross Highway 36 on Stillwater Boulevard and take the service road to Hy-Vee. So Hy-Vee really wants that service road.
- If I'm Hy-Vee and the service road isn't built, I'm not going to go there. It makes me disconnected from all of the retail synergies.
- The service road connection would be beneficial to the non-grocery store retailers, because they can benefit from the customers that are drawn to the Hy-Vee store.
- The service road will carry less than 5,000 cars a day. I don't know if it has any impact on Hy-Vee if the service road is built. If people are going to Hy-Vee, they're comfortable getting on the highway. *[In actuality, traffic volumes are estimated to be over 10,000 cars per day on the proposed service road.]*

Other Comments

- A Hy-Vee at this location has the disadvantage of having no adjacent complementary retail
- Adding a Hy-Vee to the area would be awesome for the consumer
- All of the non-grocery retailers in the area including the restaurants would like having the Hy-Vee come to the area, because it would draw additional customers to the area. The service road connection would be beneficial to them as well because that increases the spin-off benefit to them.

- Because of the emphasis of the Hy-Vee store on ready-to-eat offerings, it may have a detrimental impact on the existing restaurants in the area as well as grocery stores.
- Retail is generally overbuilt in the area. The market is not big enough to support it. That's causing a lot of empty retail space. The old Herbergers building is still vacant on the Stillwater side.
- Hy-Vee doesn't need a subsidy. They have lots of cash compared to other grocery chains, and very little debt. If the site stands on its own two feet, and it probably will, they'll go in anyway. But they'll fight for the subsidy anyway.
- Local governments have a responsibility to not facilitate new grocery store development in areas that are already saturated with grocery stores, so they don't put existing stores out of business.

To: Mayor and City Council,
Eric Johnson, City Administrator
City of Oak Park Heights

From: Pat McGraw, PE
Adam Capets, EIT
Stantec

Reference: **Manning Avenue Interchange Traffic Study - DRAFT** Date: August 18, 2020

EXECUTIVE SUMMARY

At the City of Oak Park Heights request, a traffic study was conducted on the proposed Manning Avenue interchange and southern frontage road connection between Manning Avenue and Stillwater Boulevard. The study focused on the impacts the interchange, the proposed developments and the proposed southern frontage road have on the surrounding road network. The study utilized data and assumptions in the Washington County/SRF traffic study related to the proposed interchange, developments and south frontage road.

Two scenarios were analyzed with the proposed development in place – one including the proposed frontage road and one without the proposed frontage road. Both scenarios were analyzed using forecasted volumes for the year 2040 during the PM peak-hour of traffic. The study measured performance based on queue length, delay experienced per vehicle, and the level-of-service (LOS, a letter grade A – F assigned based on delay; A – D are typically acceptable in an urban environment, E or F are not acceptable) was determined for each movement (ex. northbound left, eastbound through, etc.). The analysis presented the following:

- The proposed development creates a draw for traffic and negatively impacts surrounding intersections under both scenarios (with or without the southern frontage road), with the Stillwater Boulevard & 58th Street intersection being impacted the most. The intersection experiences high delay and queueing for several movements, performing at LOS E or F. This includes movements that lead to/from the development. The Manning Avenue and 62nd Street intersection also has movements that experience high delay under both scenarios, performing at LOS E or F.
- Under the scenario without the frontage road, the network overall had a reduction in performance. The movements at the following intersections experienced changes in performance between the two scenarios (green or red text indicate an improvement or a reduction in performance, respectively, when the frontage road is excluded):

1. Manning Ave & Westbound TH 36 Off-Ramp/N Frontage Rd (1)

- a. With the frontage road, the westbound left performed at LOS F, the westbound through performed at LOS D, and the westbound right performed at LOS C.
- b. Without the frontage road, all westbound movements performed at **LOS F**. Also, the queue was measured to be 1320 feet, which reaches the TH 36 through lanes and can potentially cause interactions with freeway traffic, without modifications at the top of the ramp.

2. Manning Ave & Eastbound TH 36 Ramps/S Frontage Rd (2)

- a. With the frontage road, the eastbound left performed at LOS E, the eastbound through and right movement performed at LOS F, the westbound left performed at LOS E, the westbound through and right performed at LOS C, and the southbound left performed at LOS F.

Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

- b. Without the frontage road, the eastbound left performed at LOS E, the eastbound through performed at LOS C, the eastbound right performed at LOS B, all westbound movements performed at LOS F, and the southbound left performed at LOS D.

3. Manning Ave & 62nd St(3)

- a. With the frontage road, all westbound movements performed at LOS F, the eastbound left performed at LOS F, the eastbound right performed at LOS E, and the southbound left performed at LOS E.
- b. Without the frontage road, the westbound left and through movements performed at LOS F, the westbound right performed at LOS A, the eastbound left performed at LOS F, the eastbound right performed at LOS B, and the southbound left performed at LOS A.

4. Stillwater Blvd & 58th St/S Frontage Rd (4)

- a. With the frontage road, all eastbound movements performed at LOS F. The westbound left performed at LOS E, the westbound through performed at LOS F, and the westbound right performed at LOS D. The northbound left performed at LOS F, the northbound through performed at LOS E, and the northbound right performed at LOS B.
- b. Without the frontage road, the eastbound left performed at LOS F, the eastbound through performed at LOS E, and the eastbound right performed at LOS C. All the westbound and northbound movements performed at LOS F.

5. Stillwater Blvd & Eastbound TH 36 Ramps (5)

- a. With the frontage road, the eastbound left performed at LOS E, the eastbound through performed at LOS F, and the eastbound right performed at LOS C.
- b. Without the frontage road, all eastbound movements performed at LOS F. Also, the queue was measured to be 1317 feet, which reaches the TH36 through lanes and can potentially cause interactions with freeway traffic, without modifications to the top of the ramp.

6. Stillwater Blvd & Westbound TH 36 Ramps (6)

- a. With the frontage road, the northbound left performed at LOS C.
 - b. Without the frontage road, the northbound left performed at LOS F.
- The study also included analyzing an auxiliary lane on the eastbound direction of TH 36 between the Manning Avenue interchange and the Stillwater Boulevard interchange under the scenario without the frontage road. Without the auxiliary lane, the merge area at the on-ramp performed at LOS C and the split area at the off-ramp performed at LOS D. With the auxiliary lane, both areas performed at LOS B. Although the performance improves with the auxiliary lane, LOS C & D are considered acceptable. However, the queue length on the eastbound Stillwater Boulevard off ramp, with its current configuration at Stillwater Boulevard, with the added traffic from the development, in the scenario without the southern frontage road, is 1317-feet. The queue would reach the TH 36 through-lanes,

Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

absent modifications to the configuration at the top of the ramp, such as the addition of a second right turn lane.

BACKGROUND

Washington County initiated a study in 2017 for the replacement of the Trunk Highway 36 (TH 36) & Manning Avenue (CSAH 15) intersection with a grade separated interchange. In addition, there is significant development planned for the southeast quadrant of the interchange. Subsequently, Washington County with their consultant SRF, have also developed a layout for a southern frontage road connection between Manning Avenue and Stillwater Boulevard (CSAH 15) connecting to 58th Street in Oak Park Heights. This traffic study conducted by the City of Oak Park Heights and Stantec, analyzes the traffic impact of the interchange and development on the surrounding road network with and without a southern frontage road connection, and also reviews the addition of an auxiliary lane along eastbound TH 36 between Manning and Stillwater Boulevard.

EXISTING CONDITIONS

TH 36 is a principal arterial highway connecting the Twin Cities metro area with the cities of Stillwater and Oak Park Heights as well as Western Wisconsin. The posted speed limit on TH 36 in the vicinity of the TH 36 & Manning Avenue intersection is 60-65 mph and the daily traffic volume is approximately 41,000-42,000 vehicles per day. The daily traffic volume on Manning Avenue is approximately 16,800 vehicles per day on the north leg, and 500 vehicles per day on the south leg. The existing TH 36 & Manning Avenue intersection is signalized. See **Figure 1** for the existing geometric layout of the intersection. Bike and pedestrian facilities are limited in the intersection vicinity, with one multi-use trail running north to south along Manning Avenue and a marked crosswalk crossing the east side of the intersection.

Figure 1 – Existing Conditions



Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

PROPOSED GEOMETRY

Washington County's preferred alternative for the interchange consists of a grade-separated interchange with two signalized intersections at the ramp termini. The TH 36 eastbound and westbound off-ramps are traditional diamond interchange-style ramps. The TH 36 eastbound on-ramp is a loop in the southwest quadrant. There are two separate on-ramps for TH 36 westbound traffic – a loop in the northeast quadrant for northbound Manning Avenue traffic, and a traditional ramp for southbound traffic. The existing north frontage road/60th Street (NW Quadrant) intersects Manning Avenue at the proposed westbound off-ramp intersection. See **Figure 2** for the proposed geometric layout of the interchange. Due to the proximity of the interchange with the Stillwater Boulevard interchange to the east, an auxiliary lane connecting the westbound on-ramp at Stillwater Boulevard to the westbound off-ramp at Manning Avenue is proposed. An auxiliary lane in the eastbound direction was considered but is not proposed.

Washington County is also proposing a southern frontage road connection between Manning Avenue and Stillwater Boulevard. The frontage road would intersect Manning Avenue at the proposed eastbound off-ramp intersection and connects to Stillwater Boulevard at the existing 58th Street signalized intersection in Oak Park Heights. The frontage road is proposed as a median-separated section with four lanes on the western half and two lanes on the eastern portion in Oak Park Heights. Pedestrian and bike facilities are proposed, with a multi-use trail connection on the north side and a sidewalk connection on the south side. The existing unsignalized intersection of 58th Street & Memorial Avenue is proposed as a roundabout. The existing eastbound 58th Street approach to Stillwater Boulevard would be reconfigured and business access would be reduced. See **Figure 3** for the proposed geometric layout of the southern frontage road. Washington County's traffic study indicates that the daily trips on the southern frontage road will be 17,000 to 21,700 (2040) on the 4-lane portion to the west and 11,000 to 12,000 (2040) on the 2-lane portion, west of Memorial Avenue. Including the existing volume, the daily trips on the portion of the southern frontage road between Memorial Avenue and Stillwater Boulevard will be 16,000 to 17,000 (2040).

Developers are proposing to develop sites within Stillwater Township limits in the southeast quadrant of the proposed interchange. The proposed developments are commercial and the primary traffic generator within the development is a proposed Hy-Vee grocery store. Several accesses for the sites are proposed along the southern frontage road, as shown in **Figure 3**.

August 18, 2020

Mayor and City Council, Eric Johnson, City Administrator

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Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

Figure 2 – Proposed Geometric Layout, Interchange

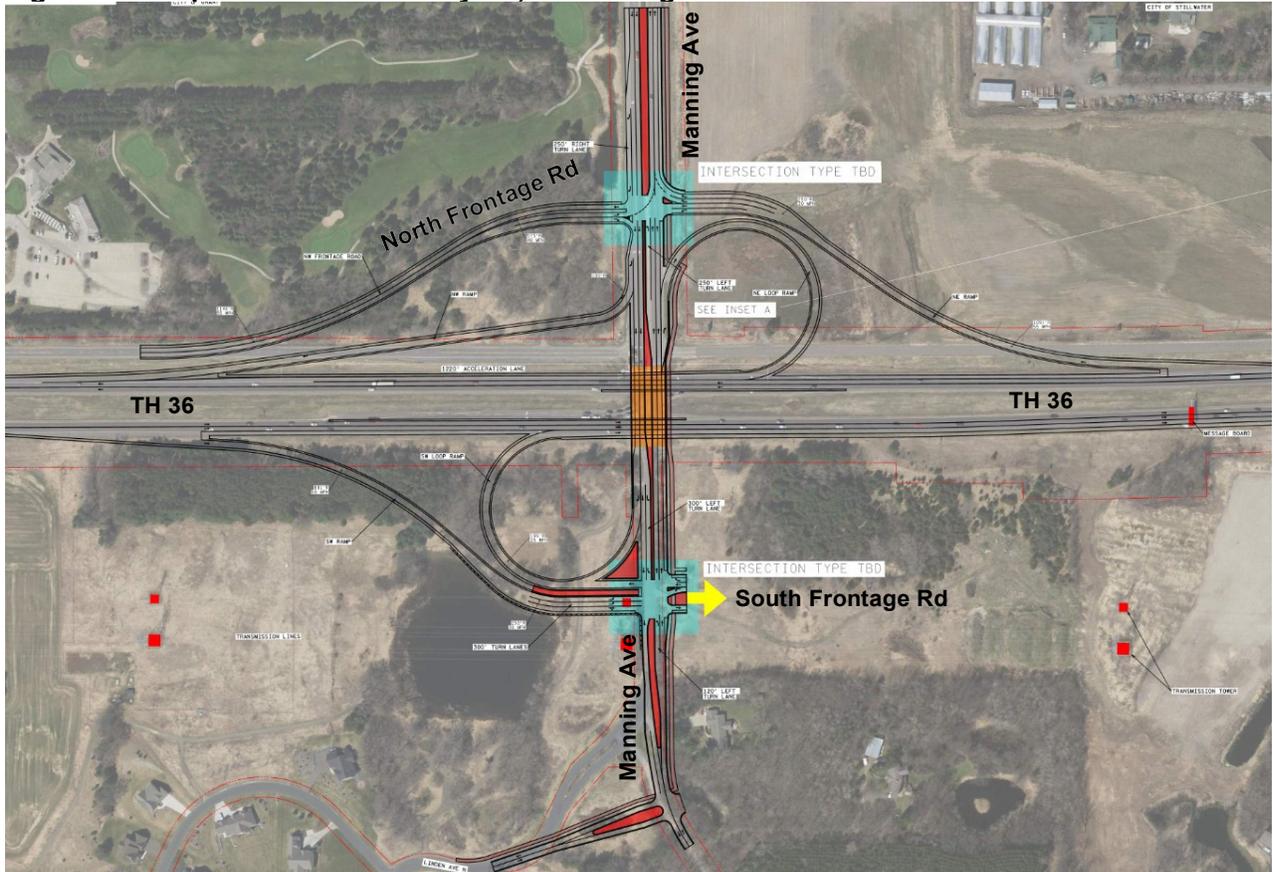
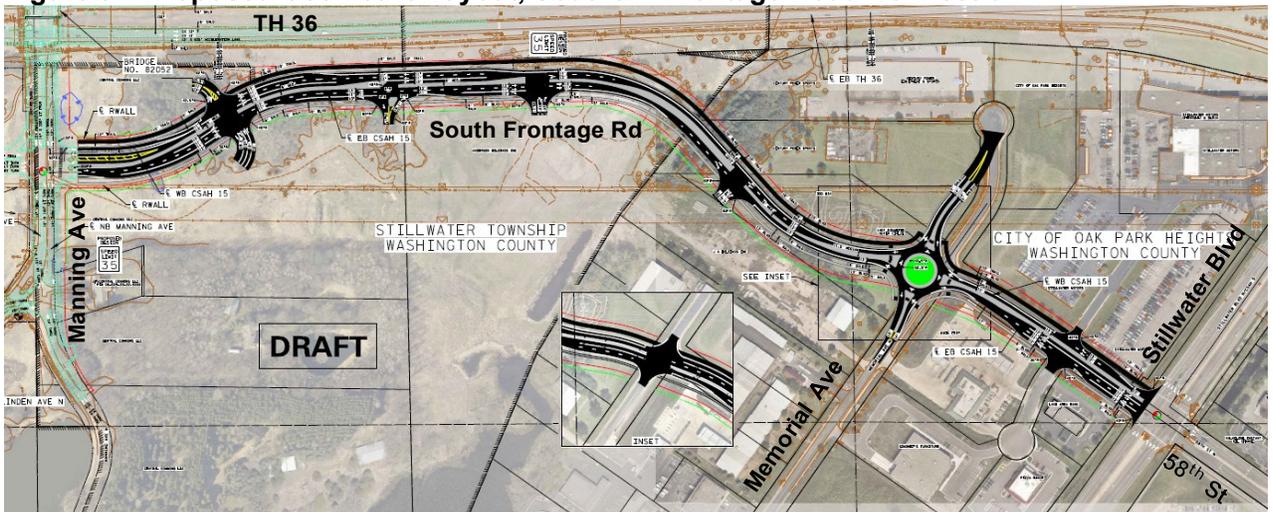


Figure 3 – Proposed Geometric Layout, Southern Frontage Road Connection



Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

METHODOLOGY

The analysis conducted by the City of Oak Park Heights is supplemental to the analysis conducted by Washington County. The Oak Park Heights analysis takes a further look at the effects that the Manning Avenue interchange, the southern frontage road, and the proposed developments have on the surrounding road network. **The primary purpose of the analysis was to gain additional information regarding the performance of the network, with the proposed development in place, with the southern frontage road included (Scenario 1) and without the southern frontage road included (Scenario 2).** The addition of an eastbound auxiliary lane on TH 36 between the Manning Avenue and Stillwater Boulevard interchanges was also analyzed to determine its effect on TH 36 performance in the case without the southern frontage road. The no-build (no development, no interchange) forecast was also modeled for comparison purposes.

Both scenarios were analyzed under the highest volume case – forecast year 2040 during the PM peak hour. Two Synchro 10 models were developed to reflect each scenario. For Scenario 1, the initial Manning Avenue Interchange model developed by SRF was expanded to include several surrounding signalized intersections, including Stillwater Boulevard from 58th Street to Curve Crest Boulevard, TH 36 & Washington/Norell Avenues, and Manning Avenue & 62nd Street. The traffic volume generated by the proposed development plus the existing volume diverted through the southern frontage road were routed through each new intersection and added to the respective intersection traffic counts. For Scenario 2, Scenario 1 was modified by removing the southern frontage road. The traffic volume from the frontage road was rerouted to use TH 36 and was added to the respective intersection traffic counts. The signal timing plans used in Scenario 2 were identical to Scenario 1. All data and assumptions were provided by Washington County/SRF.

SimTraffic 10 was used to simulate the models and collect delay, Level-of-Service (LOS), and queue data. The data was recorded as a performance average over five runs. Each run consisted of 15 minutes of traffic seeding and one hour of data recording.

The data received assumed that 31% of the development-generated traffic volume would utilize the southern frontage road to reach the development. It was assumed that 97% of the development volume using the frontage road originates from Stillwater Boulevard from the north and south and 58th Street rather than from TH 36. This assumption results in 490 inbound and 480 outbound vehicle trips during the forecast year PM peak hour. Additionally, the frontage road is expected to divert existing traffic volume destined for Manning Avenue or Stillwater Boulevard away from TH 36. The data received assumed that 60% of all vehicles originating from Oak Park Heights and Stillwater Boulevard south of TH 36 would divert to the frontage road. This results in 127 inbound and 127 outbound non-development related vehicle trips during the forecast year PM peak hour.

Since Synchro has limitations with freeway analysis, Highway Capacity Software (HCS) models were utilized to analyze the performance of TH 36 and the interchange ramps. The HCS models reflected four variations of the two scenarios – Scenario 1a: Scenario 1 (with the frontage road) without an eastbound TH 36 auxiliary lane, Scenario 1b: Scenario 1 with an eastbound TH 36 auxiliary lane, Scenario 2a: Scenario 2 (without the frontage road) without an eastbound TH 36 auxiliary lane, and Scenario 2b: Scenario 2 with an eastbound TH 36 auxiliary lane. The original HCS models were provided by SRF and were modified by adjusting freeway ramp volumes and the inclusion of the eastbound auxiliary lane.

RESULTS

The result of the analysis with the traffic from proposed development, with and without the presence of the south frontage road, on the surrounding road network, follow. The results reflect The Scenario 1 and Scenario

Reference: Manning Avenue Interchange Traffic Study - DRAFT

2 Synchro/SimTraffic analysis LOS and Queue Length tables are attached to this memo in Appendix A. Aerial maps with LOS graphics are shown in Appendix B.

According to the Synchro results, several key intersections and movements performed differently between Scenario 1 with the frontage road, and Scenario 2 without the frontage road. The intersection numbers correlate with the aerial maps in Appendix B.

Manning Avenue & North Frontage Road/Westbound TH 36 Off-ramp (1)

The westbound approach of the intersection has reduced performance in Scenario 2, performing at LOS F compared to LOS D in Scenario 1, and much higher delay for all westbound movements due to the higher volume diverted to the approach. The westbound left-turn movement still performed at LOS F in Scenario 1, but with less delay. The westbound approach 95th percentile queue is 1320 feet in Scenario 2, which reaches the TH 36 through lanes and can potentially cause interactions with freeway traffic. The southbound through movement performance improved in Scenario 2 from LOS E to LOS A. Overall intersection performance decreased from LOS D to LOS F.

Manning Avenue & South Frontage Road/Eastbound TH 36 Ramps (2)

The westbound approach movements of the intersection reduce in performance from LOS C & E to LOS F in Scenario 2 due to the higher volume diverted to the approach. Conversely, the eastbound through and right-turn movements improve from LOS F to LOS C & B in Scenario 2 due to the increased phase time caused by the westbound movement volume. The southbound left-turn movement improves in Scenario 2 from LOS F to LOS D. Overall intersection performance decreased from LOS D to LOS F.

Manning Avenue & 62nd Street (3)

The intersection has eastbound and westbound movements for both scenarios that performed at LOS F due to the intersection being unsignalized combined with a high main street through volume. The eastbound/westbound movement performance is better in Scenario 2 with less delay, but still performed at LOS F. The southbound left-turn movement performance improved in Scenario 2 from LOS E to LOS A, likely due to a difference in platoon timing and distribution from the upstream signal.

Stillwater Boulevard & 58th Street/South Frontage Road (4)

The eastbound approach of the intersection operates at LOS F for all movements under Scenario 1 due to the addition of frontage road and development traffic. In Scenario 2, the eastbound left-turn movement operates at LOS F, but with less delay. The westbound and northbound approaches reduce in performance in Scenario 2 from LOS E to LOS F due to the increase in traffic on certain movements, particularly the northbound through and the westbound right-turn movements. Overall intersection performance decreases from LOS E to LOS F in Scenario 2.

Stillwater Boulevard & Eastbound TH 36 Ramps (5)

The eastbound approach of the Eastbound Ramps intersection reduces in overall performance from LOS B in Scenario 1 to LOS F in Scenario 2. While the eastbound left-turn and through movements operate at LOS E & LOS F in Scenario 1, the delay is much lower. The eastbound approach 95th percentile queue is 1317 feet in Scenario 2, which reaches the TH 36 through lanes and can potentially cause interactions with freeway traffic, absent modifications to the configuration at the top of the ramp, such as the addition of a second right turn lane. .

Reference: Manning Avenue Interchange Traffic Study - **DRAFT**

Stillwater Boulevard & Westbound TH 36 Ramps (6)

The northbound left-turn movement of the Westbound Ramps intersection degrades from LOS C to LOS F in Scenario 2. These reductions in performance are due to the higher volume diverted onto TH 36.

TH 36 Freeway/Ramps, Auxiliary Lanes

According to the HCS Analysis results, removing the frontage road in Scenario 2 also affects the performance of the freeway portion of TH 36 and the on-/off-ramps of the Manning Avenue and Stillwater Boulevard interchanges.

- For the westbound direction of TH 36, the on-/off-ramps and weaving section of the auxiliary lane performed at LOS B in all scenarios. The addition of the diverted traffic volume does not have a negative effect.
- In Scenario 2a, the eastbound TH 36 on-ramp and merge area from Manning Avenue degrades from LOS B to C when compared to Scenario 1a, and the eastbound TH 36 off-ramp and diverge area to Stillwater Boulevard degrades from LOS C to D.
- If an auxiliary lane is added to the eastbound direction between Manning Avenue and Stillwater Boulevard in Scenario 2b, the combined weaving section improves in performance and operates at LOS B. The eastbound auxiliary lane added in Scenario 1b also performed at LOS B. The merge and diverge sections in Scenario 1a performed at an acceptable LOS. However, the queue length on the eastbound Stillwater Boulevard off ramp, with its current configuration at Stillwater Boulevard, with the added traffic from the development, in the scenario without the southern frontage road, is 1317-feet. This queue would reach the TH 36 through lanes and potentially cause interactions with freeway traffic, absent modifications to the configuration at the top of the ramp, such as the addition of a second right turn lane.

CONCLUSIONS

The findings regarding the impact of the traffic generated by the proposed development under the proposed Manning Avenue interchange project, with and without the proposed southern frontage road, are as follows:

1. With the added traffic from the proposed development and without the southern frontage road, the queue on the eastbound TH 36 off-ramp at Stillwater Boulevard would exceed storage capacity. The queue would reach the TH 36 through-lanes, absent modifications to the lane configuration at the ramp terminal, such as the addition of a second right turn lane.
2. With the added traffic from the proposed development and without the southern frontage road, more volume is diverted through the network to reach the freeway which results in several turning movements performing at LOS F. Additionally, some movements of the proposed ramp terminal intersections of the Manning Avenue interchange performed at LOS F without the southern frontage road connection, particularly the westbound off-ramp and the westbound development access approaches. See Appendix B.
3. With the added traffic from the proposed development and with the southern frontage, the traffic volume has negative impacts on two intersections in the existing road network:

Reference: Manning Avenue Interchange Traffic Study - DRAFT

- In its current status, the Stillwater Boulevard & 58th Street intersection has some existing performance concerns. The addition of the traffic generated by the development degrades the performance of the intersection. The performance of the intersection, with and without the south frontage road are LOS E and LOS F, respectively. The geometry of the intersection limits the type of signal timing plan that can be utilized. The current operation is split-phase between the eastbound and westbound approaches. Further analysis should be undertaken to determine what geometric and signal timing changes would mitigate the increase in volumes at this intersection.
 - With the southern frontage road, the eastbound approach fails significantly in performance, while the westbound through and northbound left movements also fail due to the development generated traffic and rerouted local traffic. Connecting the southern frontage road to the eastbound approach of the intersection generates more volume than the split-phase operation can handle.
 - Without the southern frontage road, all westbound and northbound movements fail along with the eastbound through and left movements.
- The Manning Avenue & 62nd Street intersection is currently unsignalized with side-stop control. The through volume in both scenarios was high enough to significantly impact the performance of the 62nd Street approaches. Conversion to signal control at this intersection may be warranted.

In summary, the proposed development at the southeast corner of the proposed Manning Avenue interchange generates significant additional traffic and its impact on the overall road network creates the need for the proposed southern frontage road connection. The proposed development along with the proposed southern frontage road negatively impacts the operations at the Stillwater Boulevard & 58th Street intersection.

August 18, 2020

Mayor and City Council, Eric Johnson, City Administrator

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Reference: Manning Avenue Interchange Traffic Study - DRAFT

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Attachment: Appendix A – LOS and Queue Length Tables
Appendix B – Aerial LOS Maps

c. Lee Mann (Stantec)

Appendix A - Intersection LOS and Queue Lengths

Table 1 - Scenario 1 LOS and Queue Lengths							
Intersection	Direction	Movement	PM				
			95 % Queue	Delay/ Vehicl	MVMT LOS	LOS	LOS
Manning Ave & 62nd St	EB	Left	72'	210.0	F	F (139.7)	E (55.9)
		Thru	72'	0.0	A		
		Right	32'	38.1	E		
	WB	Left	1369'	1486.1	F	F (1218.9)	
		Thru	1369'	1706.7	F		
		Right	346'	462.8	F		
	NB	Left	15'	8.3	A	A (4.1)	
		Thru	0'	4.3	A		
		Right	4'	2.6	A		
	SB	Left	222'	39.3	E	C (25.4)	
		Thru	639'	25.1	D		
		Right	625'	23.1	C		
Manning Ave & N Frontage Rd/WB TH 36 Off-ramp	EB	Left	23'	42.3	D	C (25.6)	D (37.7)
		Right	28'	19.2	B		
	WB	Left	288'	91.4	F	D (41.5)	
		Thru	666'	53.3	D		
		Right	302'	26.5	C		
	NB	Left	26'	17.5	B	A (9.9)	
		Thru	120'	9.8	A		
	SB	Thru	984'	55.9	E	D (54.8)	
Right		60'	5.1	A			
Manning Ave & WB TH 36 On-ramps	NB	Thru	30'	1.7	A	A (1.3)	A (4.8)
		Right	0'	0.2	A		
	SB	Thru	126'	11.1	B	A (7.7)	
		Right	0'	0.9	A		
Manning Ave & S Frontage Rd/EB TH 36 Ramps	EB	Left	450'	59.5	E	E (74.6)	D (54.4)
		Thru	713'	107.5	F		
		Right	713'	92.5	F		
	WB	Left	18'	71.8	E	C (29.1)	
		Thru	196'	29.4	C		
		Right	293'	28.4	C		
	NB	Left	15'	26.8	C	C (33.3)	
		Thru	52'	37.8	D		
		Right	52'	20.4	C		
	SB	Left	486'	164.3	F	E (59.2)	
		Thru	658'	40.0	D		
		Right	0'	2.4	A		

Intersection	Direction	Movement	PM				
			95 % Queue	Delay/ Vehicl	MVMT LOS	LOS	LOS
Stillwater Blvd & S Frontage Rd/58th St	EB	Left	299'	333.9	F	F (263.0)	E (74.7)
		Thru	776'	224.9	F		
		Right	133'	158.0	F		
	WB	Left	538'	68.4	E	E (62.7)	
		Thru	538'	88.2	F		
		Right	482'	48.1	D		
	NB	Left	485'	142.0	F	E (75.9)	
		Thru	785'	69.2	E		
		Right	377'	19.7	B		
	SB	Left	182'	35.0	C	C (23.5)	
		Thru	183'	22.3	C		
		Right	163'	12.4	B		
Stillwater Blvd & EB TH 36 Ramps	EB	Left	332'	71.0	E	D (50.7)	B (19.9)
		Thru	332'	81.6	F		
		Right	255'	23.2	C		
	NB	Thru	200'	13.7	B	B (12.8)	
		Right	101'	9.5	A		
	SB	Left	120'	27.2	C	B (10.2)	
Thru		181'	8.3	A			
Stillwater Blvd & WB TH 36 Ramps	WB	Left	134'	50.5	D	D (39.6)	B (11.9)
		Thru	134'	50.9	D		
		Right	75'	17.0	B		
	NB	Left	231'	33.8	C	A (9.9)	
		Thru	152'	5.7	A		
	SB	Thru	151'	9.9	A	A (9.4)	
Right		90'	8.0	A			
Stillwater Blvd & Curve Crest Blvd	EB	Left	41'	54.2	D	C (29.4)	C (28.6)
		Thru	77'	55.6	E		
		Right	105'	19.4	B		
	WB	Left	523'	76.6	E	E (59.3)	
		Thru	523'	85.3	F		
		Right	129'	2.2	A		
	NB	Left	79'	58.6	E	B (19.2)	
		Thru	247'	22.0	C		
		Right	93'	9.1	A		
	SB	Left	202'	56.4	E	C (23.1)	
		Thru	240'	17.3	B		
		Right	16'	3.3	A		
TH 36 & Norell Ave/ Washington Ave	EB	Left	647'	121.7	F	F (89.7)	E (76.0)
		Thru	1333'	89.6	F		
		Right	615'	62.5	E		
	WB	Left	588'	89.9	F	E (59.7)	
		Thru	975'	60.2	E		
		Right	592'	27.2	C		
	NB	Left	427'	94.5	F	F (80.2)	
		Thru	326'	74.0	E		
		Right	326'	69.5	E		
	SB	Left	266'	64.7	E	E (73.5)	
		Thru	238'	79.8	E		
		Right	10'	26.7	C		

Table 2 - Scenario 2 LOS and Queue Lengths

Intersection	Direction	Movement	PM				
			95 % Queue	Delay/ Vehicle	MVMT LOS	LOS	LOS
Manning Ave & 62nd St	EB	Left	35'	68.4	F	D (41.1)	A (7.3)
		Thru	35'	0.0	A		
		Right	23'	11.3	B		
	WB	Left	175'	155.2	F	F (112.7)	
		Thru	175'	111.3	F		
		Right	28'	7.5	A		
	NB	Left	16'	7.6	A	A (3.2)	
		Thru	0'	3.4	A		
		Right	3'	1.6	A		
	SB	Left	22'	8.3	A	A (2.4)	
		Thru	0'	2.4	A		
		Right	0'	1.4	A		
Manning Ave & N Frontage Rd/WB TH 36 Off-ramp	EB	Left	31'	47.5	D	C (24.5)	F (83.3)
		Right	27'	15.1	B		
	WB	Left	349'	503.0	F	F (396.8)	
		Thru	1320'	413.9	F		
		Right	506'	294.0	F		
	NB	Thru	96'	4.1	A	A (4.3)	
SB		Thru	179'	5.3	A	A	
	Right	5'	1.7	A	A (5.3)		
Manning Ave & WB TH 36 On-ramps	NB	Thru	3'	0.8	A	A (0.6)	A (0.8)
		Right	0'	0.3	A		
	SB	Thru	0'	1.1	A	A (1.0)	
		Right	0'	0.7	A		
Manning Ave & Dev. Access/EB TH 36 Ramps	EB	Left	413'	60.2	E	D (48.0)	F (83.3)
		Thru	351'	21.4	C		
		Right	351'	14.2	B		
	WB	Left	154'	157.4	F	F (199.5)	
		Thru	1165'	219.7	F		
		Right	428'	160.8	F		
	NB	Left	15'	25.5	C	D (37.7)	
		Thru	58'	44.6	D		
		Right	58'	15.7	B		
	SB	Left	412'	52.3	D	C (28.1)	
		Thru	357'	28.6	C		
		Right	0'	2.5	A		

Intersection	Direction	Movement	PM				
			95 % Queue	Delay/ Vehicl	MVMT LOS	LOS	LOS
Stillwater Blvd & 58th St	EB	Left	350'	138.3	F	F (112.3)	F (121.9)
		Thru	521'	75.7	E		
		Right	47'	23.6	C		
	WB	Left	2006'	92.2	F	F (197.3)	
		Thru	2006'	98.9	F		
		Right	2073'	265.4	F		
	NB	Left	494'	135.4	F	F (149.6)	
		Thru	914'	162.0	F		
		Right	602'	83.6	F		
	SB	Left	188'	33.0	C	B (19.7)	
		Thru	168'	13.2	B		
		Right	49'	4.2	A		
Stillwater Blvd & EBTH 36 Ramps	EB	Left	1317'	579.4	F	F (421.9)	F (93.2)
		Thru	1317'	230.5	F		
		Right	502'	257.7	F		
	NB	Thru	776'	52.6	D	D (45.1)	
		Right	309'	14.8	B		
	SB	Left	133'	34.4	C	B (10.3)	
Thru		133'	6.9	A			
Stillwater Blvd & WB TH 36 Ramps	WB	Left	104'	50.3	D	D (40.3)	D (41.6)
		Thru	104'	38.5	D		
		Right	94'	23.8	C		
	NB	Left	466'	215.5	F	E (69.1)	
		Thru	1083'	13.0	B		
	SB	Thru	135'	9.4	A	B (10.6)	
Right		185'	12.1	B			
Stillwater Blvd & Curve Crest Blvd	EB	Left	53'	54.7	D	C (30.1)	C (26.6)
		Thru	78'	54.9	D		
		Right	101'	20.2	C		
	WB	Left	451'	70.6	E	D (54.7)	
		Thru	451'	82.7	F		
		Right	78'	2.2	A		
	NB	Left	76'	47.0	D	B (15.6)	
		Thru	207'	18.2	B		
		Right	88'	6.9	A		
	SB	Left	184'	55.1	E	C (22.1)	
		Thru	260'	17.0	B		
		Right	20'	3.5	A		
TH 36 & Norell Ave/ Washington Ave	EB	Left	619'	121.4	F	F (87.2)	E (77.5)
		Thru	1298'	86.9	F		
		Right	607'	64.0	E		
	WB	Left	607'	90.4	F	E (61.7)	
		Thru	1057'	62.7	E		
		Right	567'	27.0	C		
	NB	Left	543'	123.8	F	F (89.2)	
		Thru	391'	69.6	E		
		Right	364'	62.1	E		
	SB	Left	322'	81.5	F	F (81.0)	
		Thru	345'	81.0	F		
		Right	8'	20.8	C		

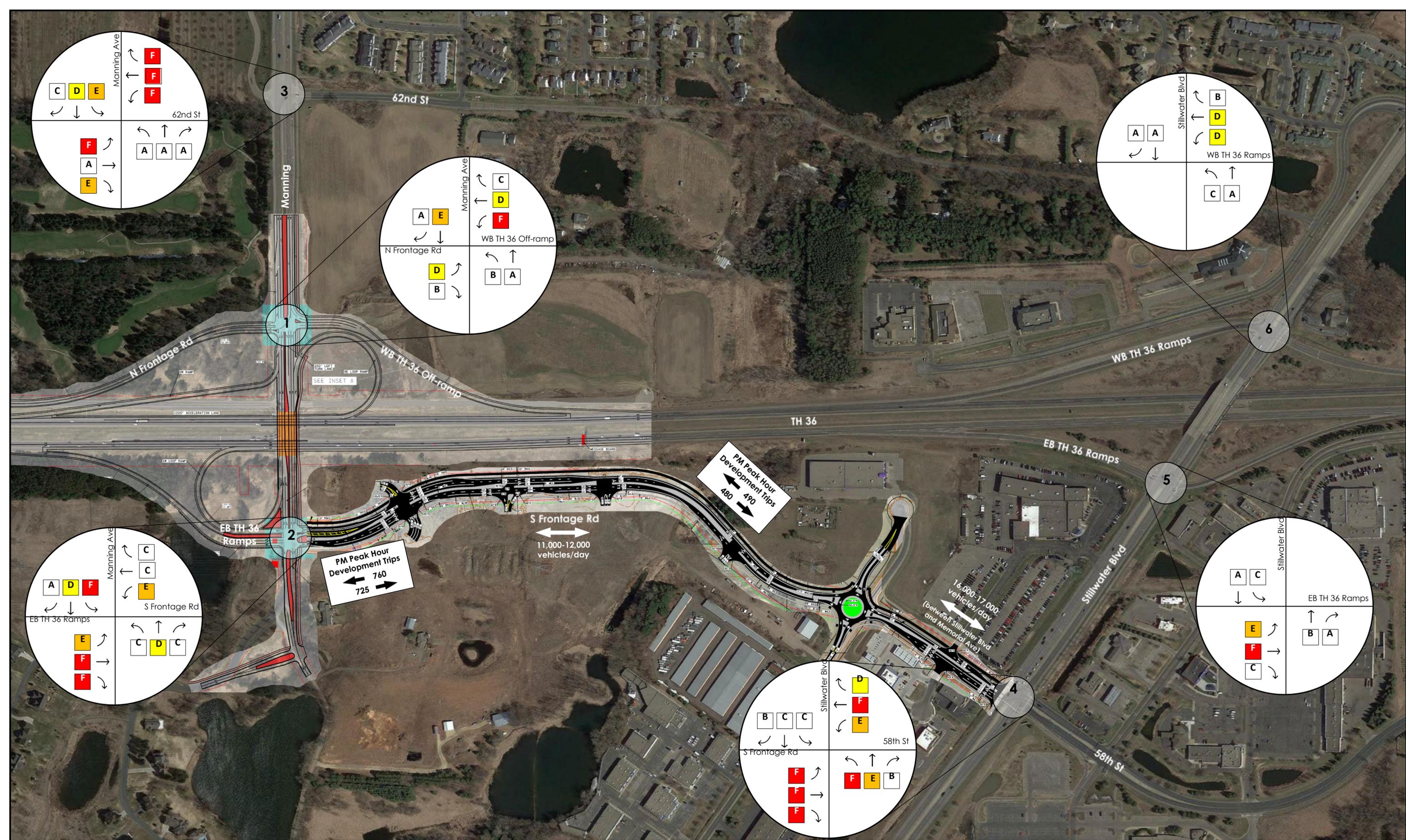


Traffic Model Level-of-Service Results – Existing Conditions (2017 PM Peak)

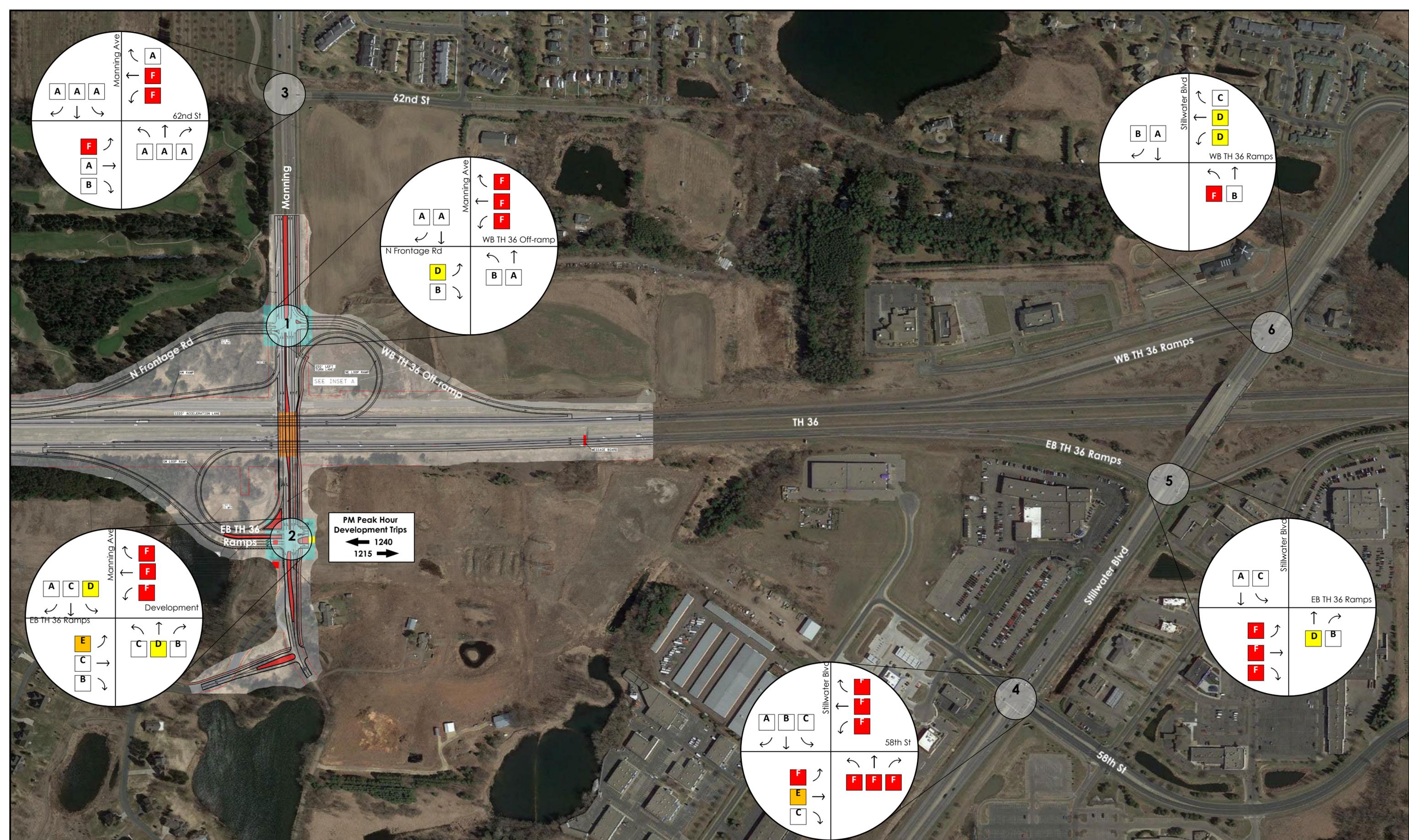
Washington County, Minnesota
Manning Avenue Interchange Traffic Study

Date: 07/28/2020

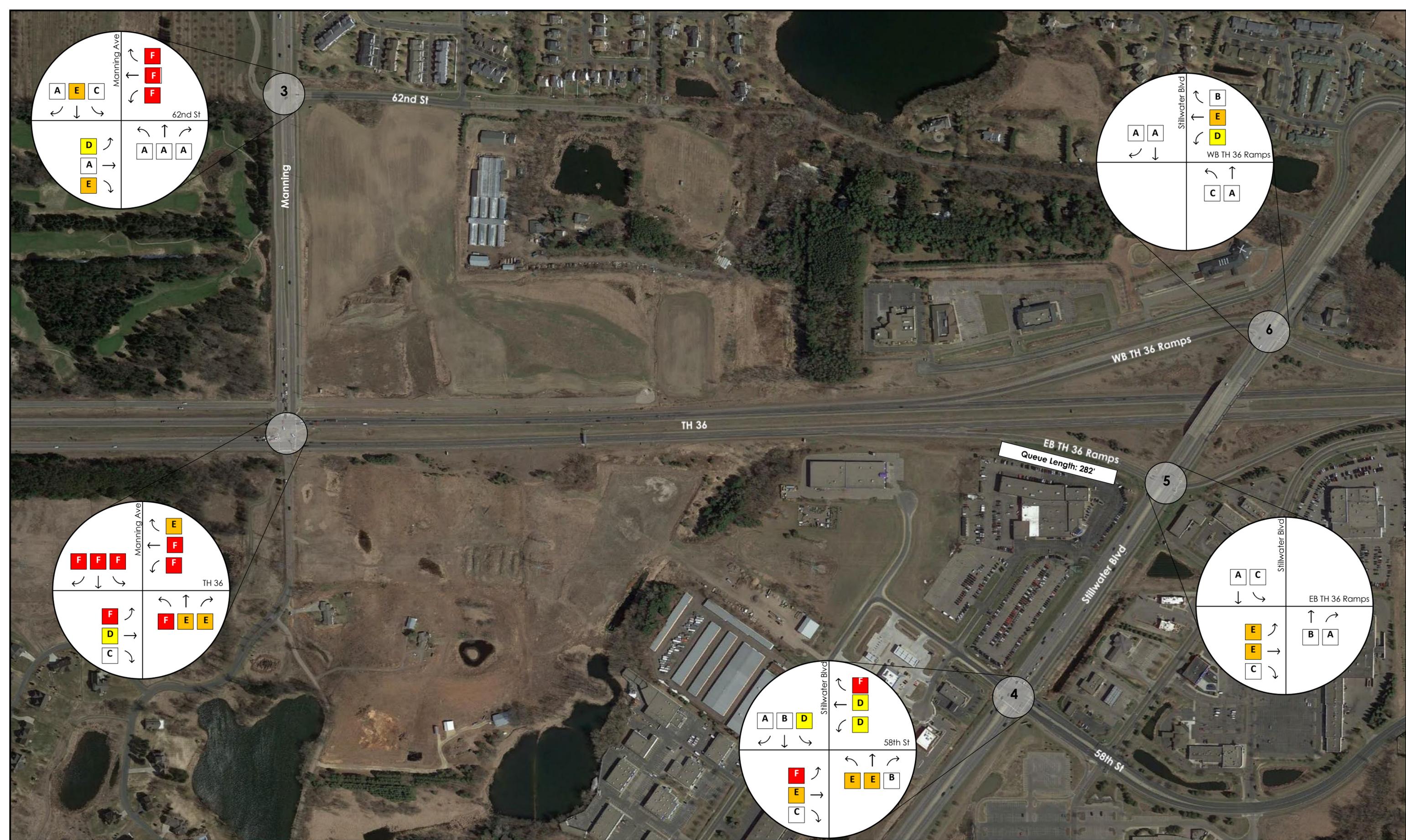




Traffic Model Level-of-Service Results – Scenario 1, With Frontage Road (2040 PM Peak)



Traffic Model Level-of-Service Results – Scenario 2, Without Frontage Road (2040 PM Peak)



Traffic Model Level-of-Service Results – Forecast No-Build (2040 PM Peak, No Development)

Washington County, Minnesota
 Manning Avenue Interchange Traffic Study

Date: 07/28/2020

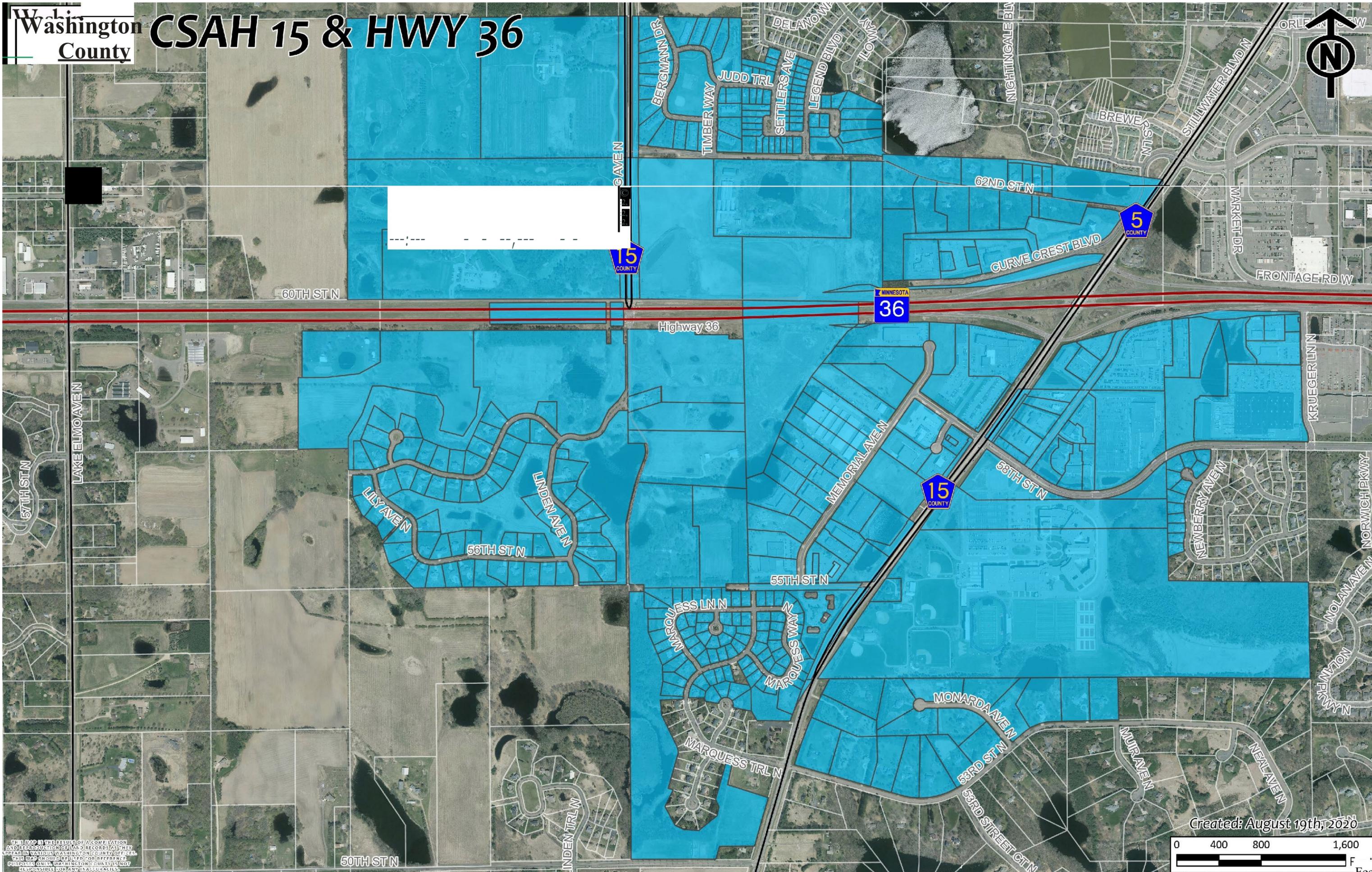


Attachment E:
Online Map Comments

OBJECTID	Comment	Vote	GlobalID	created_us	created_date	last_edited	last_edited_date	Name (Opt	Address (O	Phone Nu	City (Optio	x	y
6	No option for roundabouts? They seem to work well in other places that have recently been redone.		992c16f7-d248-4499-	9/14/2020	13:31	9/14/2020	13:31	Mike	651-278-2	Mahtomed	-92.8629	45.03707	
7	We live on Hwy 5 (Stillwater Blvd N) between the fairgrounds and Hwy 36. There was a significant increase in traffic along this route when the new bridge was open. If the Hwy 15 traffic can be diverted from this section of road, it would be safer.		242df4dc-264a-4b97-	9/18/2020	15:27	9/18/2020	15:27				-92.8563	45.02591	
8	We reside in Carriage Station as noted on the map. With the opening of the bridge and the increased traffic, there is more traffic noise. Evergreen tree plantings along the new roadways would help and be more aesthetically pleasing than barriers.		a196de5a-751c-4e56-	9/19/2020	12:22	9/19/2020	12:22				-92.8621	45.02828	
9	What's the cost? Who and how is it going to be paid for? Also what is the design?		568c3ee0-6c5c-413f-a	9/22/2020	4:18	9/22/2020	4:18				-92.8587	45.03458	
10	Unclear? I'm not understanding what the proposed solution is to connect the roadway north/south?		a70417dd-19d4-4eea-	9/22/2020	13:00	9/22/2020	13:00	Brent Voig	3645 Whit	651470526	Stillwater	-92.8484	45.03532
11	During Manning 36 meeting comments was made that the road should be adjacent and parallel to the power line easement to use as little green space as possible is this the proposed alignment?		f416bd58-0cf3-4b23-b	9/23/2020	6:55	9/23/2020	6:55				-92.8614	45.03336	

Attachment F:
Mailing Boundary Map

CSAH 15 & HWY 36



THIS MAP IS THE RESULT OF A COMPILATION AND REPRODUCTION OF LAND RECORDS AS THEY APPEAR IN VARIOUS WASHINGTON COUNTY OFFICES. THIS MAP SHOULD BE USED FOR REFERENCE PURPOSES ONLY. WASHINGTON COUNTY DOES NOT BE RESPONSIBLE FOR ANY INACCURACIES.

Created: August 19th, 2020

