

Purpose and Need Public Comment Period Summary (DRAFT)

TRUNK HIGHWAY 36 AND LAKE ELMO AVENUE/CSAH 17
INTERSECTION STUDY



July 15, 2022

ALLIANT ENGINEERING, INC. | 733 S Marquette Ave, Suite 700, Minneapolis, MN 55402



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1. Introduction

This report summarizes the Purpose and Need public comment period for the Trunk Highway 36 and Lake Elmo Avenue/CSAH 17 intersection study. The public comment period was held online from June 6th, 2022 to June 21st, 2022.

1.1 Project Overview

The TH 36 and Lake Elmo Avenue (CSAH 17) intersection has experienced safety and capacity issues. The intersection has been studied in the past by the County, MnDOT, and the City of Lake Elmo to identify potential improvements. With the award of federal funds and the need to complete the environmental process, a fresh and comprehensive look at the intersection is being conducted. As a result, Washington County has identified this project to investigate options for access and intersection types. Through a combination of technical analysis, education, outreach, and collaboration, the alternatives developed will be vetted with the stakeholders. The project will culminate in the selection of a preferred alternative to achieve municipal approval and a preliminary design that sets the stage for final design and construction projects to bring the intersection safely and efficiently into the future.

1.2 Public Comment Period Purpose

The purpose of the public comment period was to solicit and receive public input on the project's draft Purpose and Need statement. The Purpose and Need may be updated if warranted based on this input.

1.3 Advertisement

Advertisement for the public comment period included a postcard to residents and businesses in the area, an email notification to subscribers, a Washington County press release, social media advertisements, and announcements in the Cottage Grove Journal, Stillwater Gazette, Star Tribune, and Pioneer Press. Images of these advertisement efforts are shown in **Appendix A**.

The postcards resulted in 58 QR scans that led people to the webpage. The email sent out by Washington County was opened by 161 people. The Facebook post was seen by 9,474 people and the Facebook ad reached 4,735 people and was shared by Washington County. The Nextdoor post was seen 4,501 times, and the Twitter post had 253 impressions.

2. Public Comment Period Structure

This public comment period was run completely online over the course of two weeks. The goal was to reach members of the public conveniently. The online content consisted of a StoryMap, which summarized the draft Purpose and Need technical document. The StoryMap was launched on June 6th, 2022, linked on the Washington County website, and was live until June



21st, 2022. The webpage also provided the public with links to the detailed Purpose and Need technical report and the full list of evaluation criteria.

The public was asked to get involved by participating in a brief questionnaire after viewing the storyboard, or by directly contacting the project manager by phone or email. The online content remained viewable following the close of the comment period on June 21st, 2022. Members of the public may still contact the project team by email or phone, which is listed on the website.

3. Public Comments

The sections below provide an overview of the public comments. All public comments (with private information redacted) are available in **Appendix B**.

3.1 Comment Options

There were multiple ways that the public could provide comments: a questionnaire on the StoryMap, a comment form on the project homepage, and direct contact with the project team.

3.1.1 Questionnaire

In the questionnaire that was available online, participants were asked to rate their agreement, as it pertains to the project, with the need for vehicle safety, the need for vehicle mobility, the need for walkability/bikeability, and the project purpose statement. Additionally, the public was asked to provide any additional feedback or suggestions. There was also an optional section to provide demographic information which is discussed in the Title VI section of this summary.

3.1.2 Online Comment Form

A general online comment form that is standard for Washington County projects has been made available throughout the project, including during this comment period.

3.1.3 Direct Contact with the Project Team

Participants were encouraged to sign up for email updates and were provided with email and phone contact information for the Washington County project manager.

3.2 Summary of Comments Received

Input was received from 271 people via the questionnaire. Additionally, there was one voicemail to the project manager and one comment form submitted via the County website.

Figure 1 shows a breakdown of how people responded to the project's stated need for improved vehicle safety. 96% of respondents agreed or strongly agreed with the vehicle safety need.

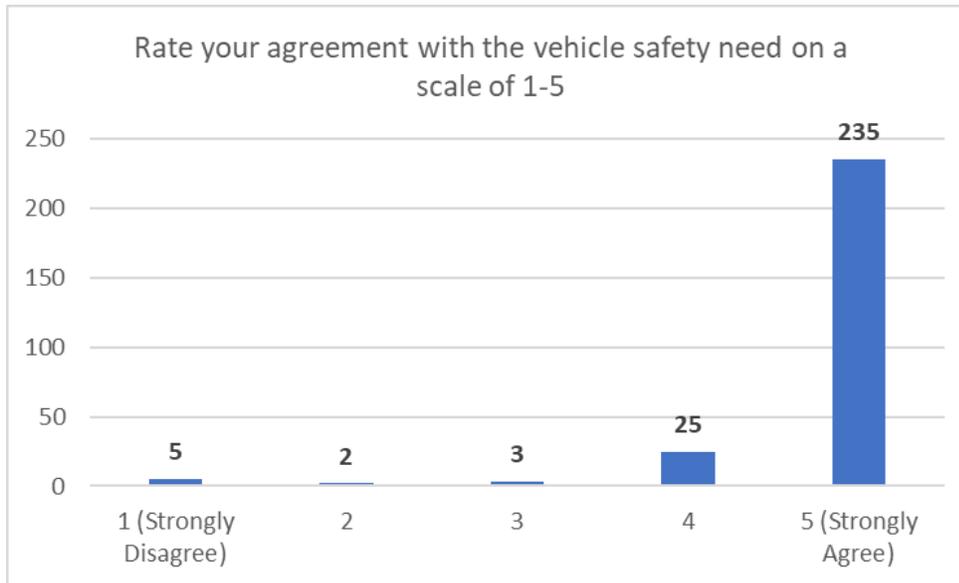


Figure 1. Vehicle Safety Need

Respondents were also asked how they felt about the project's need for improved vehicle mobility. **Figure 2** shows that 90% agreed or strongly agreed with the vehicle mobility need.

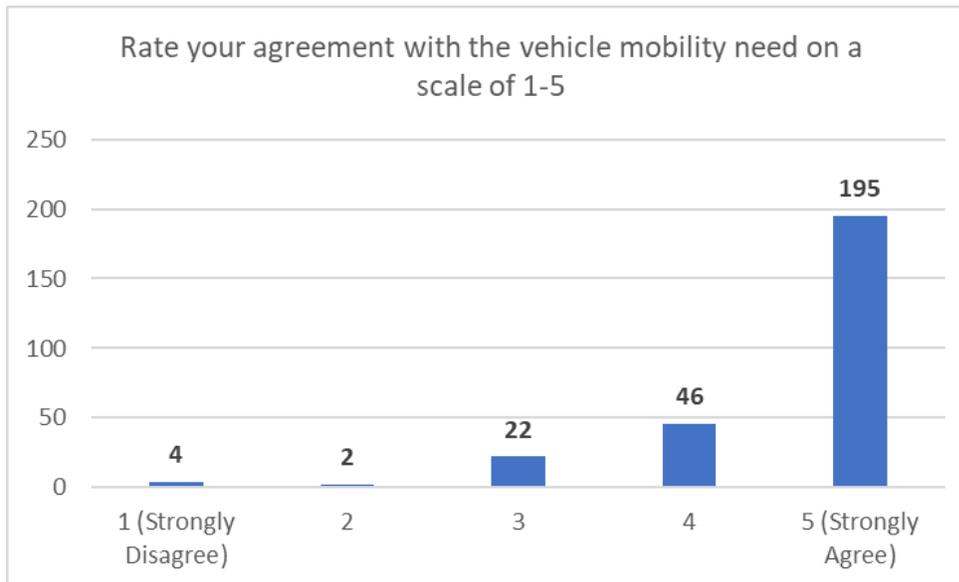


Figure 2. Vehicle Mobility Need



Beyond the two primary needs identified in the summary, the questionnaire asked respondents their opinion on the secondary need, walkability and bikeability. This had less importance to respondents, only 52% agreed or strongly agreed with the need. See **Figure 3** for a breakdown of the responses.

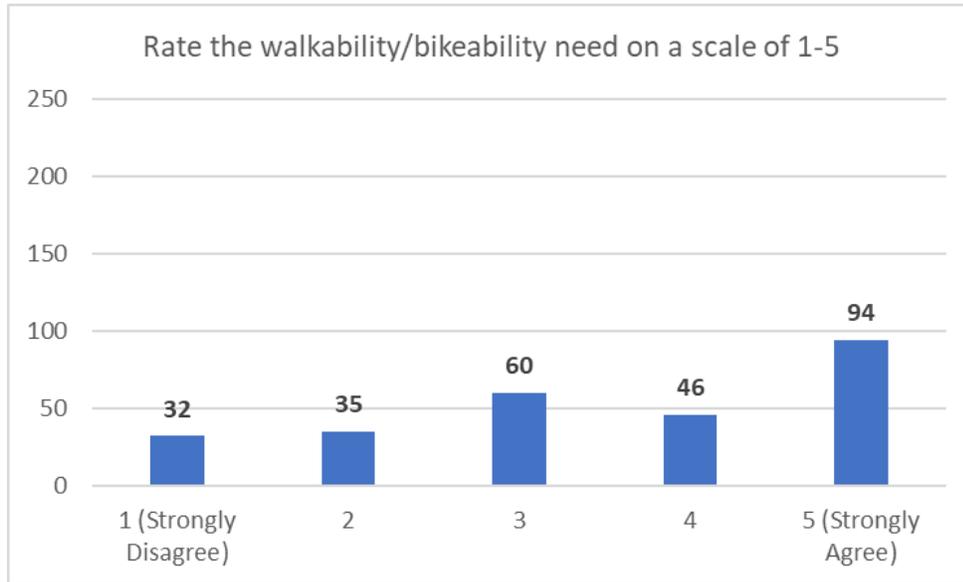


Figure 3. Walkability/Bikeability Need

The questionnaire also asked respondents how much they agreed with the statement “The purpose of the project is to improve vehicle safety, vehicle mobility, and bikeability/walkability in the Hwy 36 and Lake Elmo Avenue/County State Aid Highway (CSAH) 17 intersection area.”

Figure 4 shows that 83% of the respondents agreed or strongly agreed with the purpose statement.

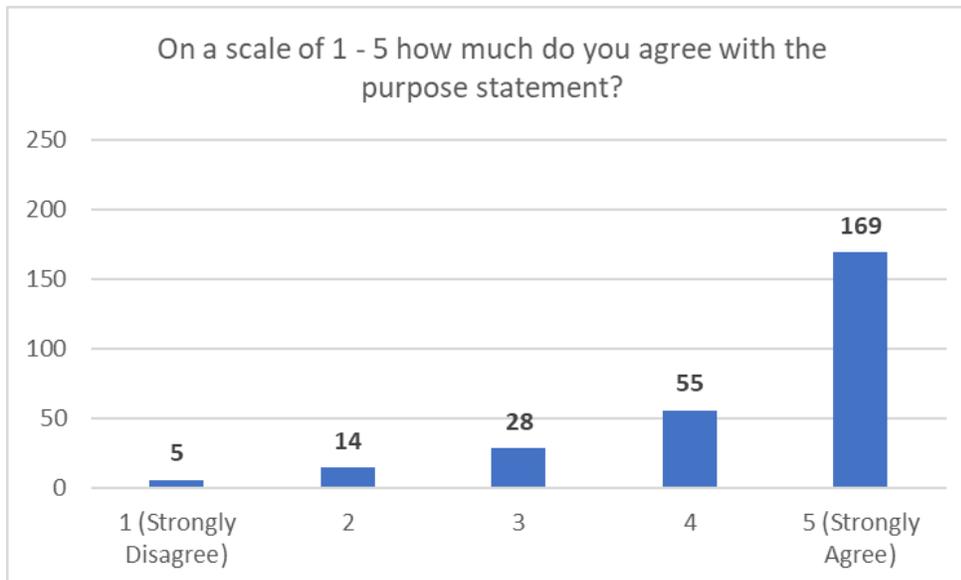


Figure 4. Agree with Purpose Statement



Respondents were also asked to provide input on any needs that they felt were missed, along with any additional comments or considerations. The full list of public comments can be found in **Appendix B**. Additional public input can be found in **Appendix C**. Key takeaways from this part of the questionnaire, along with comments from the comment form and direct contact with project staff, include:

- Agreement with Purpose and Need. The respondents generally agree with the stated Need and Purpose of the project. Many respondents commented relief that the safety and mobility of the intersection was being addressed.
- Connectivity of Lake Elmo Avenue. Many respondents shared their desire to be able to safely and efficiently cross TH 36 via CSAH 17.
- Access to TH 36. Many respondents voiced the need to retain the ability to access TH 36 from CSAH 17, while others wanted to close access.
- Varied feedback on bikeability and walkability. Many respondents voiced support for improving pedestrian and bike connection and safety. One cyclist called the project manager to voice support for a safer way for bikes to cross TH 36. Other respondents indicated that bikeability and walkability were of low concern.
- Speed concern (especially excess speed on TH 36 and safety concerns)
- Impacts to property from intersection improvements (loss of land, viewshed, bothersome noise)
- Environmental concerns
- Frontage road too close to the intersection
- Difficulty seeing traffic signals/drivers not paying attention along TH 36
- Impact on businesses (access and construction).

Improvement suggestions or components that came up often include:

- Construct an overpass/underpass with no access to TH 36.
- Construct an overpass/underpass with access to TH 36.
- Construct a roundabout to improve traffic flow
- Reduce speeds
- Improve pedestrian/bicycle access
- Improve frontage road(s)
- Traffic control change (signal removal, conversion to a two-way stop-controlled intersection, warning lights for signal)



4. Demographics and Title VI

For compliance with Title VI of the 1964 Civil Rights Acts and non-discrimination in the public engagement process, optional questions related to demographics were included in the questionnaire. Between 88-92% of respondents answered these optional questions depending on the question. These results were compared to the census data (ACS 2019 5-year) for each city to determine if a representative group of people participated.

In general, the respondent data closely matches city-wide data for the two cities. In Lake Elmo, potential exceptions are people who identify as Hispanic or Latino, people who speak a language other than English at home, and low-income populations in Elmo where survey responses were notably less than the percentages in the population. Another exception is people who identify as male in the questionnaire were less than the percentage of the population for both cities. **Figure 5** through **Figure 9** compare survey responses to data for each city.

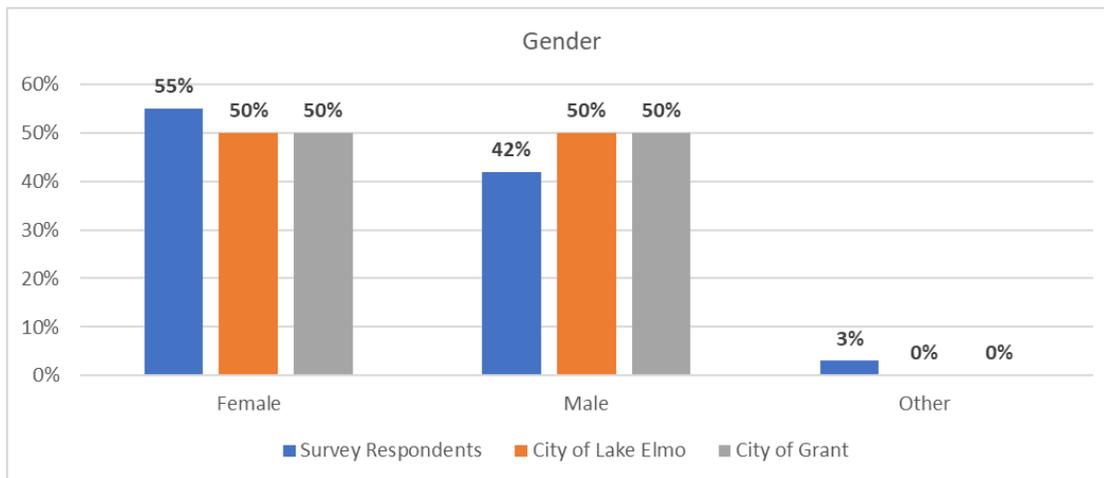


Figure 5. Gender (Survey Respondents and ACS 2019 5-year data for each City)

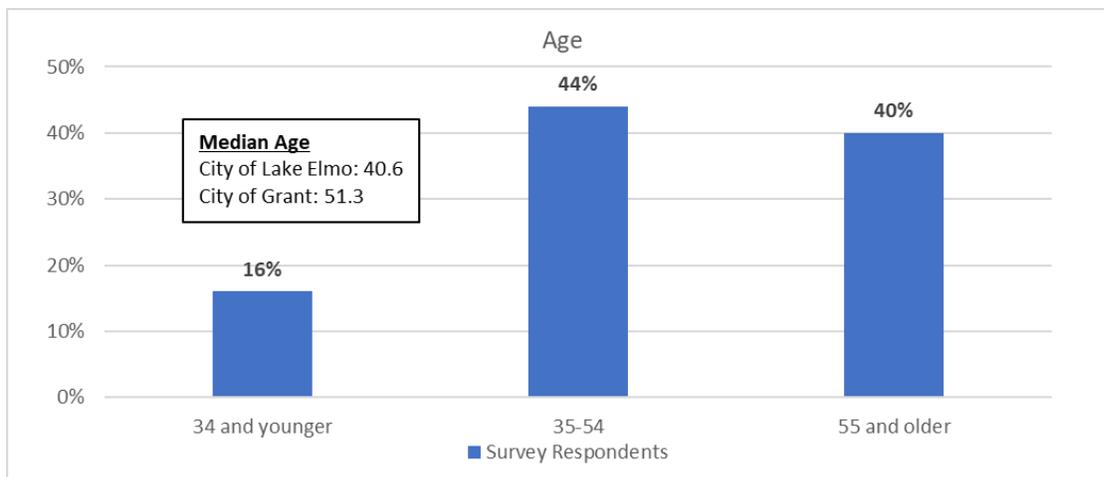


Figure 6. Age (Survey Respondents and ACS 2019 5-year data for each City)



Purpose and Need Public Comment Period Summary

Trunk Highway 36 and Lake Elmo Avenue/CSAH 17 Intersection Study

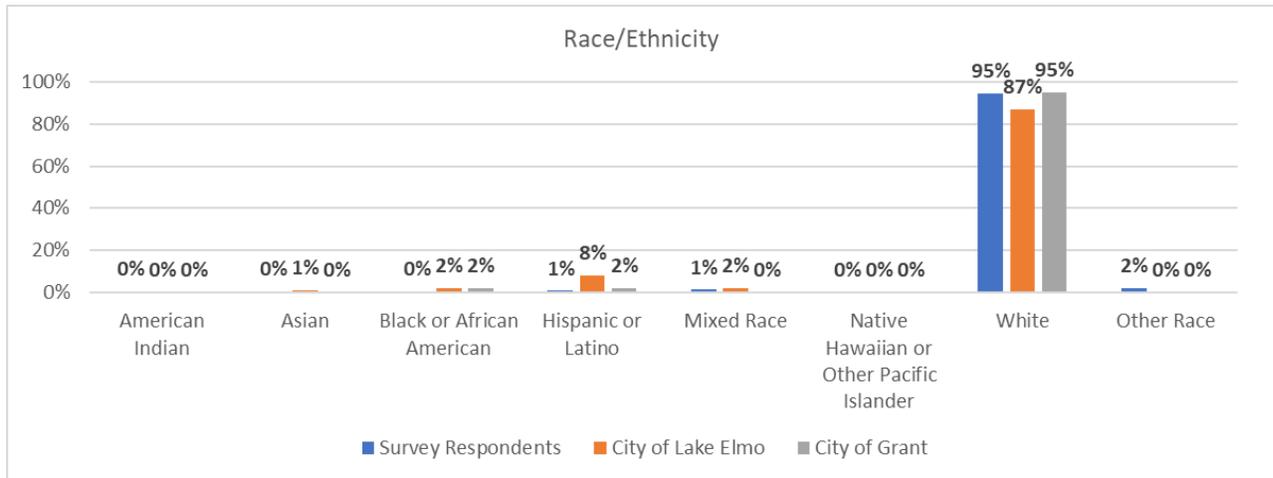


Figure 7. Race and Ethnicity (Survey Respondents and ACS 2019 5-year data for each City)

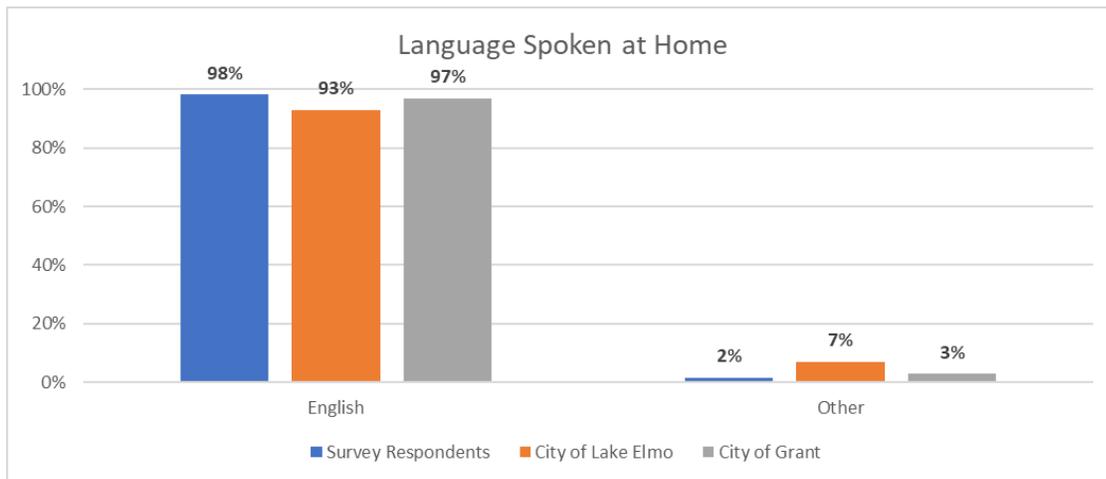


Figure 8. Language Spoken at Home (Survey Respondents and ACS 2019 5-year data for each City)

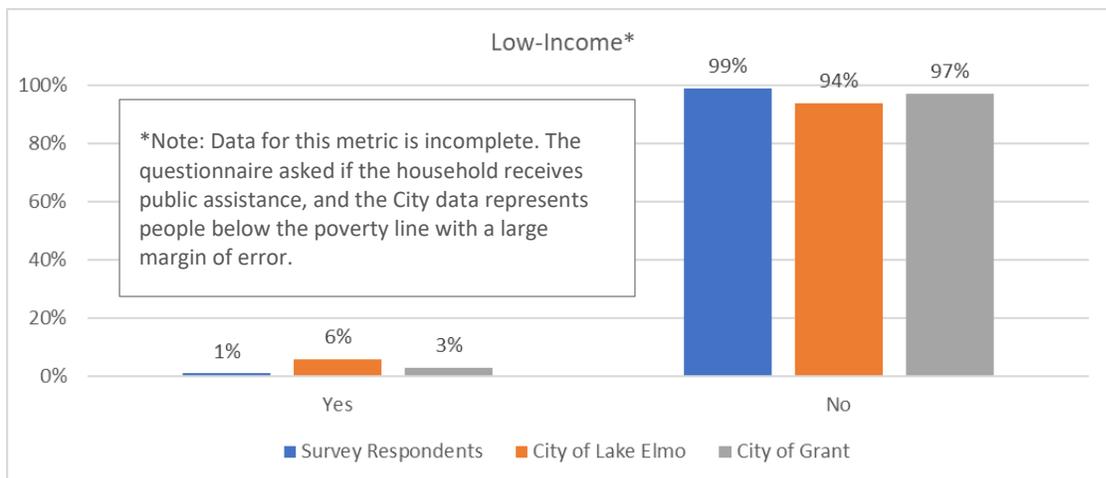


Figure 9. Low-Income (Survey Respondents and ACS 2019 5-year data for each City)

Appendix A

ADVERTISEMENT



Trunk Highway 36 and Lake Elmo Avenue/CSAH 17 Intersection Study

Email notification



Purpose and Need Document

Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is asking for the public's feedback on a draft Purpose and Need Document and draft Evaluation Criteria for potential improvements to the intersection of Highway 36 and County Highway 17.

The draft Purpose and Need Document and draft Evaluation Criteria have been prepared as part of the environmental documentation phase of the project and will be used to help evaluate alternatives for improvements.

Online Open House

Visit our online open house anytime on the project website: June 6, 2022 – June 21, 2022 to review the information and provide comments.

Online Open House

There will be no formal presentation or discussion during the online engagement.

The project manager Kevin Peterson is also available to answer any questions concerning the project at 651-430-4330 or kevin.peterson@co.washington.mn.us.

More information on this project can also be found on the project website:

Cottage Grove Journal and Stillwater Gazette Announcements

Cottage Grove Journal 6-9-2022

Feedback requested on study for Hwy. 36/Lake Elmo Avenue project

Washington County, in partnership with the Minnesota Department of Transportation and the cities of Grant and Lake Elmo, is asking for the public's feedback on a draft Purpose and Need Document and draft Evaluation Criteria for improvements to the intersection of Highway 36 and County Highway 17, or Lake Elmo Avenue. The Purpose and Need statement explains why the project is being undertaken and the main objectives of the project. The "need" describes the transportation problems to be addressed by the project. The "purpose" is a broad statement of the intended transportation results of the project. Together, the purpose and need serve as a tool to determine how well the project alternatives meet the project's needs. The draft documents have been prepared as part of the environmental documentation phase of the project and will be used to help evaluate alternatives for improvements. An online open house between June 6 and June 21 will provide an opportunity for members of the public to comment on the document. There will be no formal presentation or discussion during the online engagement. See co.washington.mn.us/LakeElmoAve and provide comments before the comment period closes June 21 or contact the project manager Kevin Peterson at 651-430-4330 or kevin.peterson@co.washington.mn.us.





Pioneer Press Article

LOCAL NEWS

Washington County: Feedback sought on study for Minnesota 36/Lake Elmo Avenue project



Cars line up on Minnesota Highway 36 at the Lake Elmo Avenue intersection in an undated courtesy photo, circa November 2021. Washington County and Minnesota Department of Transportation officials are working on a plan to improve safety at the Highway 36/Lake Elmo Avenue intersection. Washington County, in partnership with the Minnesota Department of Transportation and the cities of Grant and Lake Elmo, will host an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) intersection 4 to 6 p.m. Tuesday, Nov. 9, 2021 at River Valley Church, 5900 Lake Elmo Ave. N. in Lake Elmo. (Courtesy of Washington County Public Works)

By **MARY DIVINE** | mdivine@pioneerpress.com | Pioneer Press
PUBLISHED: June 19, 2022 at 6:59 p.m. | UPDATED: June 21, 2022 at 9:00 a.m.

Washington County New Release



NEWS RELEASE

Our Mission: Providing quality services through responsible leadership, innovation and the cooperation of dedicated people

Date: June 2, 2022
Contact: Yvonne Klinnert, Communications Specialist, Senior
Phone: 651-430-6026, after hours 952-807-3723
E-mail: yvonne.klinnert@co.washington.mn.us

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www.co.washington.mn.us

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Social Media

Washington County, MN Government
June 6 at 7:00 PM · 🌐

Washington County, in partnership with the Minnesota Department of Transportation and the City of Grant and the City of Lake Elmo - Government, is asking for the public's feedback on a draft Purpose and Need Document and draft Evaluation Criteria for potential improvements to the intersection of Highway 36 and County Highway 17. Visit our online open house anytime now - June 21 to share your feedback.



STORYMAPS.ARCGIS.COM
Highway 36 & Lake Elmo Ave Intersection Improvement Project
Purpose and Need

Learn more

Washington County
Washington County Public Works · 7 Jun

We Want Your Feedback. Washington County, in partnership with the Minnesota Department of Transportation and the Cities of Grant and Lake Elmo, is asking for the public's feedback on a draft Purpose and Need Document and draft Evaluation Criteria for potential improvements to the intersection of Highway 36 and County Highway 17. Visit our online open house anytime now - June 21 to share your feedback.

<https://storymaps.arcgis.com/stories/294879755b6d447592b18df08af38eef>



Highway 36 & Lake Elmo Ave Intersection Improvement Project
storymaps.arcgis.com

Washington County MN @WashingtonCoMN · Jun 6

Washington County, in partnership with @MnDOTMetro, the City of Grant & @lakeelmomn is asking for feedback on a draft Purpose and Need Document & draft Evaluation Criteria for potential improvements to the intersection of Hwy 36 & Lake Elmo Ave thru 6/21.



storymaps.arcgis.com
Highway 36 & Lake Elmo Ave Intersection Improvement Project
Purpose and Need

Postcard



Highway 36 & County Highway 17 (Lake Elmo Avenue) Intersection Improvement Project

We Want Your Feedback



Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is asking for the public's feedback on a draft Purpose and Need Document and draft Evaluation Criteria for potential improvements to the intersection of Highway 36 and County Highway 17.

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co.washington.mn.us/LakeElmoAvenue

Online Open House

Visit our online open house anytime on the project website: **June 6, 2022 – June 21, 2022**.

There will be no formation presentation or discussion during the online engagement. Visit the link to learn more and provide feedback anytime before it closes on June, 2022.

Kevin Peterson | Project Manager
651-430-4330 | Kevin.Peterson@co.washington.mn.us





Appendix B

PUBLIC COMMENTS





The notes below show the written comments from respondents to the questionnaire. They were prompted with the question "Are there any needs you feel were missed, or do you have any additional comments about the purpose and need, additional considerations or evaluation criteria?" Themes from these comments have been summarized in the report body.

- We need the ability to use the frontage road to cross HWY 36 at lake Elmo Ave, as well as gain access to Hwy 36 in both directions.
- I live very close to that intersection, so I am very concerned about the impact on the homeowners in this area.
- All locals know it is a treacherous intersection and something needs to change. Happy it is being addressed
- Make the intersection like the project at Manning and Hwy 36
- As a local resident who uses Lake Elmo to access Highway 36 I wanted to thank you for putting up a sign asking motorists on Lake Elmo coming from the north not to block the intersection. Many some motorists do not know the regulations and continue to block the frontage road.
- Remove the bike stuff, since bicycles do not pay taxes that support road work and I could support this project.
- I have written the DOT for the last 38 years about concerns on 36, and always get the same pat answer: "Not enough blood." We live just north of 36 between DeMontreville and Keats. Speed limits are crazy. Going east from 694, the speed limit (ignored) is 55. Within less than a mile, it goes to 65 (completely ignored,) despite the DeMontreville and Keats exits. Within a couple of miles, the speed limit is 60 (ignored,) and then, 50 as 36 enters Stillwater. The Highway 36 bridge has exacerbated problems immensely. The bridge benefits Wisconsinites who tailgate, flash lights, and go 80 mph despite speed limit signs. Entering or exiting on DeMontreville means taking one's life into one's hands. Traffic noise has increased geometrically with the new bridge, as well. I have no hope that the DOT will heed my concerns any more than it has for the last 38 years. Why you bother with asking the public's advice almost is laughable. But I've known people who've been killed along 36.
- With speeds up to 65 mph coming from both directions, it is insane to even consider biking, walkability at this intersection. The visibility of the intersection when traveling eastbound, esp. early morning is terrible.
- Emphasize the need for bicycle accessibility and safety.
- Highway 36 needs to be separated from Lake Elmo Road. No stop lights! Bike, pedestrian, and car traffic must be carried over 36. 65-70 mph speeds are too dangerous for stopping in this intersection. Absolutely no frontage road access!
- There is generally too much traffic at this intersection. More public transportation would be a real benefit.
- Reduce speeds and volume on lake Elmo ave....please
- Lighting and visibility
- Safety is critical. There have been several fatal accidents at that intersection, where Hwy 36 traffic rear-ended stopped traffic at the light. The lights need to be removed and an overpass installed.
- Walkability and biking are low priority
- Build a bridge and eliminate the signal lights. Make 36 a freeway with limited access.



- 1. Better access for area neighborhoods. 2. Convert Keats Ave north of MN 36 to a county road linking it to MN frontage road. 3. Reconfigure MN 36 & Keats to accommodate better north/south traffic.
- This is a dangerous intersection with a red light on a high-speed highway. Safety improvements are definitely needed. The focus on vehicle mobility seems unnecessary. Traffic delays at this intersection are usually minimal and not a major concern. There is a freeway with a 70 mph speed limit about 5 miles to the south. Speeding traffic along Hwy. 36 even faster should not be a significant concern of this project.
- I do not rate bikeability and pedestrian safety of lesser importance than vehicle safety and mobility. Pedestrians and bikes get shortchanged outside the cities (and often within the cities too). Use this opportunity to set biking and walking as just as important as driving.
- I support bike ability but a busy highway such as 36, does not need a walking path near it. I would recommend emphasis on a bike path, not a walking path
- There needs to be an overpass at this intersection and if not, the intersection should be closed and connected on the north and south sides to the Manning access points.
- I frequently (8 months of the year) bicycle through this intersection, northbound and southbound. The present signals are very unfriendly to this movement.
- Anything less than grade separation would be foolish
- Lessen traffic using frontage road and Lake Elmo Ave as short cuts to Manning Ave. There are many vehicles who prefer taking lake Elmo Ave to Manning because of all the stop lights on manning (even prior to detour of hwy 36)
- What about the Keats entrance and exit points from 36? I think The addition of, or longer acceleration/deceleration lanes are important to safety at this intersection.
- Turn lane traveling east to west and turning south on Lake Elmo need to be longer. Not enough space to slow down from 65mph without disrupting the flow of traffic. The amount of U-turns also take away from the amount of traffic the light allows through.
- Remove stoplight at Lake Elmo
- Currently this is a busy intersection however or has it been because of Manning road bridge reconstruction?
- Our roads are dangerous. The fast growth surpasses the roads capabilities. Improvements are needed BUT keep in mind how it affects residents daily life. Our peaceful life is forever changed because our street has become a cut through to those in developments that are designed with one outlet. They get the quiet streets and we get their traffic. Roads can be created that slow traffic and actually look beautiful. A separate walking path not a shoulder, planted medians and roundabouts a rather than lights would keep traffic slow, walking less dangerous and people not speeding through a short cut to somewhere else.
- Please make sure to remember that bikes and walking are legitimate forms of transport, not just recreational activities.
- I would like to see the intersection gone. The highway can go straight through- either similar to leets or a simple bridge bypassing the road. It's too heavily used making lake Elmo Ave road dangerous, too many shoulder padding with bikers on the side and blind hills.
- I cannot wait to see the final solution. Traffic at this intersection is terrible, and using the frontage road (60th St N) is the worst part about living in Grant for me. (Not kidding!)
- Ensure that any overhead electrical cables in that area are rerouted underground (have seen those come down twice onto the road from tall semis hitting them) creating live wires on the hwy and people driving all over to get around the live wires. Insane that those are that low



over a hwy with this much traffic. There needs to be a separate access point to the little pumpkin patch/greenhouse on 36. When that place is busy during key summer times- it is dangerous as cars back up onto hwy 36 trying to get into that parking lot. How someone has not died in that section is beyond me with people driving 65+ in the left lane and 0 in the right plus merging. Changing the speed limit is not the answer. Better would be to access that joint off 17 and get it completely off of 36. If there is a frontage road put in- make sure it doesn't impact mobility on 36 like Newell did before they ripped that out. That entire highway (36) should have 0 stoplights on it- at least until you get past Stillwater Blvd if not the entire way to the new bridge.

- I believe there should be an overpass at this intersection. While it will be a costly project, it will virtually eliminate the accidents in the area. Biking and walking are a far less priority for me, but if an overpass is constructed then a path could be included to accommodate those needs. It is a very dangerous intersection and with the new river crossing finished in Stillwater the traffic levels on Hwy 36 have increased dramatically, thus causing even more problems with this intersection. There should not be any stoplight's on a road with 65 mph traffic. The Manning Ave intersection with Hwy 36 was not much better but has been resolved with the overpass at that one
- It's a pretty big catch-all, so hard to disagree. It's a pretty ugly intersection all around.
- A under the road bicycle and snowmobile tunnel away from the intersection. 1/2 mile east of intersection. should do.
- I would consider having a safe bike crossing at this intersection to be a high priority.
- NOISE reduction and safety concerns with increased traffic on Lake Elmo Avenue. Speed Limit concerns- county road 2 miles long- reduce speed to 45mph and restrict trucks and large transportation vehicles that impact safety
- There are very few residents who actually live around that intersection or who would use a walkable intersection to traverse between their home and anyplace they would want to go regularly. Walkability should not be elevated as high as it is.
- This would be a great place to link up existing trails to me areas and parks. Please add safe ways to cross over the highway!
- Any bike path considerations should go beyond just the intersection. Should connect to a nearby trails like Brown's Creek and possibly provide a trail to Lake Elmo park.
- Keep all business' at intersection in tack so no one has to move.
- How about a round-a-bout or is H 36 too busy for a round-a-bout? They're everywhere in the Boston area and there is much more traffic there than Hwy 17 & 36. We have lived on 5424 Lake Elmo Ave North for 23 years. Moved in 1998 and now the traffic is so dangerous when turning left into our private road or even turning right onto our private road. No one abides by the 55 MPH, avg. speed between the hours of 7-10 AM and 4-& 6 PM are 65 MPH. When pulling out of our private road onto LE Ave. North, it's a gamble as to seeing a vehicle coming at you heading South from Hwy 36 when we want to head South on LE Ave. Once they cross Hwy 36 heading South on LE Ave, they speed up and are already going 60-65 MPH at our 5424 Lake Elmo entrance to our private road. It's dangerous, it's noisy now with all kinds of trucks, etc. We cannot sit on our screened in porch that faces LE Ave in the AM or PM (rush hours) because it's too noisy. You are invited to sit on our porch at those hours and try to have a conversation with us so you experience it for yourselves. This is very seldom a Wash. Cty sheriff monitoring this section of LE Ave North. We need a speed trap or some kind of deterrent to reduce the speed. When going into Stillwater, we avoid going to Hwy 36 in the



rush hour AM and rush hour PM and go on 50th street instead to go into Stillwater from 5424 Lake Elmo Ave North.

- The walkability/bikeability need is part of the overall purpose, but is clearly secondary consideration in this formulation. I think it should be co-equal with the movability need. Safety is #1, the other two are secondary. While I exclusively drive this route (I live at LEA and 69th St), I see tremendous use by bikes that could be enhanced as a value to the county - both "tourist" bikers who love our terrain and commuter bikers, including public school students, who need to be encouraged. (For example, this year we had no bus service for our SAHS student, but it was far too dangerous to allow him to bike.) We're behind in planning for non-car transit in this county - this is an opportunity to catch up. Reviewing comments from Open House, I would strongly encourage some immediate amelioration efforts, including decreasing TH36 speed limits to 55 around what is now the only traffic light for miles, adding the flashing "prepare to stop" signal both EB and WB approaching LEA. Out of scope, we take our lives in our hands every time we turn into 69th Street. People barrel along and do not believe we are turning off their commute route. A left turn lane at the top of the hill on NB LEA would be very helpful to mitigating the danger.
- Exits
- Environmental concerns of highway runoff (salt, oil, rubber, vehicle fluids, etc.) Minimal features were included in the current design. Potentially a nature crossing.
- What is the plan for the Keats Ave. Intersection?
- Are sound walls being considered? Vehicle noise along the corridor is getting louder and louder with increased traffic, particularly commercial traffic and illegally loud vehicles that use the highway particularly in the spring, summer and fall.
- To improve the safety of access to Hwy 36 at Keats Avenue, we need an acceleration lane on both sides of Hwy 36.
- The intersection of Keats Ave and MN 36 should also be part of this project. I have repeatedly contacted MNDOT and my elected representatives with no action being taken to even look at this intersection. All I want is an east bound acceleration lane. I can live with anything else. MNDOT has done excellent work on more recent projects: Hilton Trail, Hadley by Fleet Farm. Lake Elmo Avenue will be challenging. Keats Avenue can be quiet simple. My wife got hit at Keats Avenue two years ago. Please fix this before it happens again.
- Decrease death and noise.
- This is the only central major access to our city. The project must maintain access and be aesthetically pleasing as a gateway to Lake Elmo. The design will be challenging because of the topography and buildings.
- A bridge of some sort would be best - but I'm sure you know that.
- Should remove lights - make overpass or underpass. If keeping the lights - please put warning lights to alert drivers light is changing.
- This intersection needs to have on/off ramps and an overpass just like the intersection at Manning and 36. I can't believe this isn't already the plan, this intersection is a death trap and we avoid it whenever we can. Add that to the fact that the new bridge has created horrific volumes of out-of-control speeding traffic down 36 that is NEVER patrolled. We simply cannot believe that cars are allowed to go 60-75 miles an hour all up and down 36, especially when going from Osgood through Lake Elmo Avenue. Another frustration is how long the traffic lights stay green if you are traveling on 36, however if you are trying to cross 36 or turn, the lights stay green for mere seconds.



- I don't think walkability is important at all, as there is not a lot of pedestrian traffic in that area. Focus on cars.
- I drive 36 every day to get back-and-forth from work. I work in the cities. 36 in the afternoon is just a mess. Please do whatever you need to do to keep traffic moving and stop the back ups that happen every weekday afternoon at 17 and 36
- Lake Elmo Ave doesn't have much pedestrian and bicycle traffic. It shouldn't be in the mission statement.
- Terrifying intersection. I am fearful of being hit, rear ended, or in another type of crash there. People drive 70 miles an hour and suddenly there is a need to stop- the intersection needs to be reworked for safety. I am forced to drive it every day and it frightens me every time. I have witnessed a horrific accident there.
- This project should been included/completed with the Stillwater Bridge project.
- Impact on residents and businesses should be given stronger consideration. Any improvements will bring traffic, noise and road surface closer to homes and buildings and will impact them physically, financially and emotionally.
- I think lake Elmo ave definitely needs to be fixed traffic is often stopped because of that light for at least a mile up a blind hill
- 36 needs to be a freeway in its entirety to Wisconsin to improve safety.
- I think you captured the main reasons.
- Support of local businesses that currently reside on the south frontage road of Hwy 36. Easy semi truck access is needed to support Shipping/Receiving activities.
- The part of vehicle mobility is high. The need to go south on 17 from 36 west is important.
- Discourage new retail development.
- Consider subtraction, for example removal of access/intersection as a solution.
- Please don't change it into another bike lane mess.
- Make it happen with less clearing of trees!!!!!! There was an 80% increase in road noise penetration 2+ miles away from the County 15 intersection after those trees were cleared.
- This section needs larger stop light and taller. They are not visible until it is to late for semi's to stop.
- Something HAS to be done to make this intersection safer for cars. I would not even consider a bike here for how scary it can be for cars at times
- That intersection is a death trap
- I'm more concerned about the safety for cars, the speed limit is wayyyy to high for walkers/bikers to be near. I also think the speed limit should be addressed. It is way too high. People are flying thru yellow lights, im always scared when I have to be in the right hand turn lane (turning south on lake Elmo). 65 is way too high for the amount of traffic that now utilizes 36.
- Tie in either a frontage road from Keats to Lake Elmo Ave to eliminate pulling into / crossing full speed highway traffic. OR add acceleration lane to East Bound 36 from Keats.
- Anything less than an interchange with no stopping required for eastbound/westbound 36 through traffic is a failure. Do exactly what you are doing to 36 & Manning.
- Biking will not occur on Hwy 36. To spend money on bike lanes or other bike related items is a waste of taxpayer dollars. No safe bicyclist would bike on Hwy 36.
- That area is too rural to be spending money or altering design for bikeability and walkability
- Turn into a highway intersection like at Manning. No stop lights! And no roundabouts



- Flashing lights to alert drivers of a light change would be very helpful. Difficult to see the traffic lights, on 36, hanging from a wire. Why not use a yellow extended arm to support lights.
- I think you nailed it. Safety and eliminating congestion are paramount. Bikeability/walkability are a nice add that maximize the opportunity to improve user experience. I'd love to see more walkable/bikeable paths that increase connectivity all throughout areas of Lake Elmo. I think many residents would appreciate that as an amenity to our beautiful and growing city. I'm going on a tangent but walkability to downtown would be incredibly beneficial to residents and businesses. I see so much potential!
- Concerned about the impact on businesses.
- I have a concern with the amount of traffic that has increased on highway 36. I am wondering why county road 17 Lake Elmo avenue will remain open. The truck traffic trying to get to 694 has increased and makes highway 36 a place of increased hazards. Would a bridge be a better idea?
- The main traffic corridor to 36 should be on Manning Ave. With two lanes and straight pathway leading from the North this makes the most sense. To keep costs down and existing business at Lake Elmo Ave. 36 crossing eliminate access to 36. Have only a bridge over Lake Elmo Ave with no access to 36. This will make walking and biking much safer. Will also keep the scope of the project much smaller.
- Eliminate stop lights and somehow construct a bridge to go over lake Elmo Ave or have lake Elmo Ave go underground like McKnight Ave
- yes. you completely dropped the ball on the one-mile stretch leading to 36 on Lake Elmo avenue. the intersection of 69th street and Lake Elmo is a death trap. I know Wayne believes the sign solves the issue. Have you tried to pull out of there at rush hour or any other time of day? truly. Have you tried it? for 22 years I've been pulling out of that intersection. and it's fewer times that I haven't been nearly broadsided. for shame.
- How will the recreational trails ATV/Snowmobile be accommodated as they are on both the north and south side of 36?
- Utility cabling such as internet, cable TV interruptions to service being planned out?
- As a lifetime resident, and almost every day driver of this intersection. Vehicle safety and mobility need to be addressed and fixed. Walkability and bikeability should be a top concern. They are numerous bike trails in this area. Gateway trail, browns creek trail, lake Elmo park reserve to name a few. Having bikers and walkers at this intersection is only cause for future disruption.
- Lake Elmo Ave south side is too cramped. North side frontage road is too dangerous at intersection. Turn on red light to enter HWY 36 is very dangerous. Not sure volume of walk/bike traffic for intersection...
- Spend County and State money elsewhere.
- Detour of traffic on ct rd 17,
- I live in Grant but only use this intersection about twice a month. I do feel it's dangerous as people try to dodge stopping at the light. For cost savings I'd say to turn it back to a 2 way stop. It's not that heavy of traffic area to justify spending money for an overpass.
- The lights at this intersection need to be timed better - crossing over 36 on Lake Elmo Avenue 2 cars get into the intersection and the light is already turning yellow. Thus causing more cars to "rush" through and then end up going through a red light.
- Eliminate intersection, reroute traffic to Manning or put in a traffic roundabout.



- I'm glad this is being addressed, I cringe every time I have to go through this intersection. It is incredibly unsafe and unkind to bicycles, my son works at Cozzie's and I wouldn't dare send him on his bike to work. I'm glad this project is moving forward and this accident ridden site is being fixed. Thank you.
- I think the intersection of Hwy 36 and Keats needs to be addressed before worrying about bikers and walkers crossing the highway. Drivers have to go from a complete stop out onto the highway with cars going 60+ mph without even so much as an acceleration lane. The shoulder of the highway there is in poor condition at best and in the winter the shoulder is full of ice and snow making it further dangerous for drivers turning onto Hwy 36 from Keats. As far as Bikers and walkers are concerned there are plenty of country roads, neighborhoods and parks on either side of the highway. If more trails are needed for walkers/bikes, then focus on improving trails away from the highway.
- No other concerns
- Push the speed limit back to 55mph from 69 to Manning
- Quick as possible, cost effective as possible.
- No need for pedestrian/bike crossing. The last thing we need is another million dollar addition like 94 and Radio Drive (where I have yet to see anyone use the pedestrian bridge).
- Potential traffic volume on Cty Rd 17 if access to Hwy 36 continues. Particularly at 66th and 69th streets that have limited visibility.
- I think it's too early to tell with the change at Manning not being complete.
- I'd like to emphasize the importance of connecting the north side of 36 to the south side of 36 to make it safe for bicyclists to cross Washington County safely. Today, it feels like 36 divides the community in half.
- Safety!!!!
- Disagree with need for a frontage road on the south side of 36. North side is a mess at this intersection and you want to duplicate it? Doesn't make sense to me
- The bikability is of the utmost importance
- Is there consideration for future development and the traffic needs that might create?
- This needs reduced speeds. I live off of Keats and 36. Accidents all the time. The church has events all nights of the week and weekend and major traffic access issues. Also the semis and crotch rocket noise pollution is ridiculous. Please consider putting up the highway noise walls.
- Not sure how through put or flow fits into the established criteria, but I believe it is an issue. The volume passing is too high for the design.
- How will this affect businesses east of this intersection?
- Finally!
- Longer signal times to cross 36
- Thank you for considering bikes and pedestrians
- Manning interchange is getting an upgrade, this section of Lake Elmo and 36 is a nightmare to cross. So scary and especially NOW that tons of Lake Elmo KIDS will have to be bussed up this route every single day to Rutherford due to boundary changes. Let's make this safe for ALL of the Lake Elmo residents and MN/WI residents that travel this daily!
- I avoid this intersection as much as I can..and I live right off Lake Elmo Ave. It's scary and not safe. My son will take the school bus across it next year and I'm terrified for that. Something needs to change and soon before anyone else gets hurt or worse...



- Please time the lights to change at the same time. Sometimes you're sitting at a red light for 5+ minutes,
- This is a very dangerous intersection. The bridge that was proposed and funded to be built in 2014 was a big miss by Grant and Lake Elmo. Bridge with on and off ramps are needed. Or a bridge and ramps at Keats would be a workable solution.
- Additional consideration: all the construction traffic from so many road projects in this area is severely degrading all the roads in this area to the point we will need additional road projects from all of this. And it can't just be resurfacing, which constantly peels up in MN weather (lipstick on a pig). If you keep doing more road projects, you'll need to invest in fixing all the roads you are ruining around it in the process.
- Drivers do not pay attention to the light as much as they should. I have seen numerous drivers go through the red light and one almost hit me when I was turning.
- This just needs to be done so badly. We avoid this intersection at all costs. So dangerous. Should have been done years ago.
- Removal of the stop lights.
- This is a dangerous intersection. Improvements for everyone's safety is needed
- The viewshed and impacts on natural communities (e.g., wildlife movement) should also be considered. Please also consider the impacts on local communities/neighborhoods (e.g., increased traffic or noise in the area or through side streets)
- Overpass over Lake Elmo Ave with exits would be great
- The primary need is to eliminate eastbound and westbound traffic from having to stop at a light. Think of the bridge at McKnight and Hwy 36 that takes traffic right on by McKnight! Doing that here, would also allow north/south traffic to not have to stop.
- Because so many drivers use 36 for commuting, the 65 mph speed limit should be maintained to continue the correct flow of traffic.
- The criteria should more closely define and acknowledge the importance of protecting the property rights of land owners who could have their right to property taken away by this project.
- Move access to frontage road back from intersection. May be necessary to limit access to the east frontage road from the Manning Ave. end; and, access to the west frontage road be limited to the west end of the frontage road.
- I get the desire for walkability and bikeability however, even if considered AT the intersection, once through it, there is 'danger' in every direction - can't fix everything.
- One of the safety issues seems to occur with "blindspots" from the sun. I know you can't control the sun but it should be considered. If a signal remains, there should be a warning light BOTH directions alerting drivers that there will be a red light coming.
- Turns on and off the frontage road on the north side of 36 to get onto Lake Elmo avenue are a significant issue (particularly with the current detour related to the Manning construction). The increased traffic volume on Lake Elmo Ave has made this intersection much more concerning from a safety perspective.
- Highway 36 is a main thoroughfare through Washington County. This should be treated like any major highway with limited access and overpasses. This intersection, along with Geneva Avenue, Keats Avenue, Norell Avenue, Greeley Street, and Osgood Avenue should all be either removed or made into over/under passes. The congestion and safety concerns well out way the associated costs.



Appendix C

ADDITIONAL PUBLIC COMMENTS





Emailed Comment

“We are very supportive of the need for safe bicycling. Our family likes to bike around the area and it is very dangerous there. There is very little safety for bikes or pedestrians and drivers aren’t paying attention when we cross there.” – 6/25/22

Comment Form Submission

“We exit our neighborhood from Keats Ave and drive east on the frontage road . We then turn right from the frontage rd to Lake Elmo Ave to cross Highway 36 daily. It is crucial that we have access to cross Highway 36 at Lake Elmo Ave, as well as have access to Highway 36 East bound.” – 6/21/22

Voicemail Transcript (Abridged)

“I’d like to put in a strong word of support for some kind of easier way for bikes to get across. I’m a retired guy who does a lot of biking and getting across 36 is an issue in some places. Currently that light there the timing on it is so short. It’s a little dangerous for bikes going across 36. If there could be an overpass and underpass I’d like to put in a big word of support for that.” -6/21/22