

# Open House #3 Summary (DRAFT)

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



March 15, 2024

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



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## 1. Introduction

This report summarizes the third open house held for the Trunk Highway 36 and Lake Elmo Avenue/CSAH 17 intersection study. The open house was held in person and online in January 2024.

### 1.1 Project Overview

Washington County has identified several factors justifying the need for improvements at the Trunk Highway 36 and Lake Elmo Avenue/CSAH 17 intersection, including vehicle safety and mobility, and walkability and bikeability. The intersection has been studied in the past by the County, MnDOT, and City of Lake Elmo to identify potential improvements. With the award of federal funds and need to complete the environmental process, a fresh and comprehensive look at the intersection is being conducted. This project has been ongoing since 2021 and 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. The project is in the third and final step of the alternatives analysis process, with construction scheduled to begin in 2026.

This is a summary of the third open house for this project. The purpose of the first open house was to introduce the project, including goals and schedule, and solicit input on issues, needs, and concerns to inform the study and provide input to inform the Draft Purpose and Need. The purpose of the second open house was to present alternatives and evaluation results from Step 1 and 2 and solicit input on the six top-performing alternatives.

### 1.2 Open House Purpose

Based on input from the second open house, property owner meetings, local agency meetings, and technical analysis, the designs previously presented at the second open house were further refined through a feasibility assessment. The purpose of the third open house was to present the remaining three alternatives that will undergo detailed evaluation in Step 3.

### 1.3 Advertisement

Advertisement for the open house included a postcard to residents and businesses in the area, a posting in the City of Lake Elmo newsletter, a press release, a posting to the project website, an email notification to subscribers, and social media advertisements. Analytics and images of these advertisement efforts are shown in **Appendix A**.

There were three rounds of social media advertisements:

- The first round of social media advertisement ran for one week leading up to the in-person event and launch of the online open house. The paid Facebook ad had 11,088 impressions, the Nextdoor post 6,257 impressions, and the Twitter post had 183 impressions.



- The second round of social media advertisement launched the day of the in-person event and start of the online open house and ran for two weeks. The paid Facebook ad had 12,150 impressions, the Nextdoor post had 7,675 impressions, and the Twitter post had 285 impressions.
- The third round of social media was an organic (not paid) Facebook post on January 21<sup>st</sup>, 2024.

## 2. Open House Structure

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This open house had both an in-person and an online component with the goal of reaching many members of the public and providing options that would allow people to engage in a way that worked for them.

### 2.1 In-Person Component

On January 10<sup>th</sup>, 2024, the in-person open house was held from 4:00 p.m. to 6:00 p.m. at River Valley Christian Church, which is located at the study intersection in Lake Elmo. Washington County staff, partner agency staff (including City of Lake Elmo, City of Grant, Washington County, and MnDOT), and consultant staff attended to facilitate small group discussions about the three remaining alternatives.

Materials brought by the project team included a project handout, informational boards, a time-lapse video of vehicles using the intersection displayed on a large screen, and large maps where participants could view the alternative concepts and discuss with project team members. In addition, a questionnaire was utilized to receive additional comments and demographic information.

### 2.2 Online Component

Beginning on January 10<sup>th</sup>, 2024, the online open house was launched and was live on the Washington County website through January 24<sup>th</sup>, 2024 (two weeks). The online content included all the information that was provided on the open house handout and informational boards.

There were two ways for the public to get involved during the online open house. They could respond to the questionnaire that was also available at the in-person open house, or directly contact the project manager, Andrew Giesen, by phone or email.

The online content has remained viewable following January 24<sup>th</sup>, 2024, with the questionnaire closed. Members of the public may still contact members of 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 two ways that the public could provide comments: a questionnaire and direct contact with the project team.

#### 3.1.1 Questionnaire

In the questionnaire that was available in person and online, participants were asked what they liked and didn't like about the alternatives, and if they had any additional comments or questions. There was also an optional section to provide demographic information which is discussed in the Title VI section of this summary.

#### 3.1.2 Direct Contact with the Project Team

At the in-person open house, participants were encouraged to talk to project team members and staff from partner agencies. Participants could ask questions and discuss issues directly with the team and specific questions could be directed to subject experts.

Online, 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 over 120 people; 23 people responded to the questionnaire in person, and there were 97 online responses. The project team received 16 emails, and numerous others provided input through in-person discussions at the open house which was attended by over 110 people.

The primary purpose of the questionnaire was to receive specific input about what people like and don't like about the remaining alternatives to inform the selection of the preferred alternative. The project team reviewed the comments to understand the general sentiment of each respondent toward each alternative, and the results are shown in **Figure 1**.

Key themes of comments include:

- Enthusiasm for improved safety and mobility
- Concerns about timeline (requests to complete it as soon as possible)
- Suggestions for spot improvements such as red light warning lights at the existing intersection
- Concerns about residential property impacts (increased traffic, noise, property takings)
- Concerns about drainage pond in front of Discover Crossing neighborhood and associated tree removal

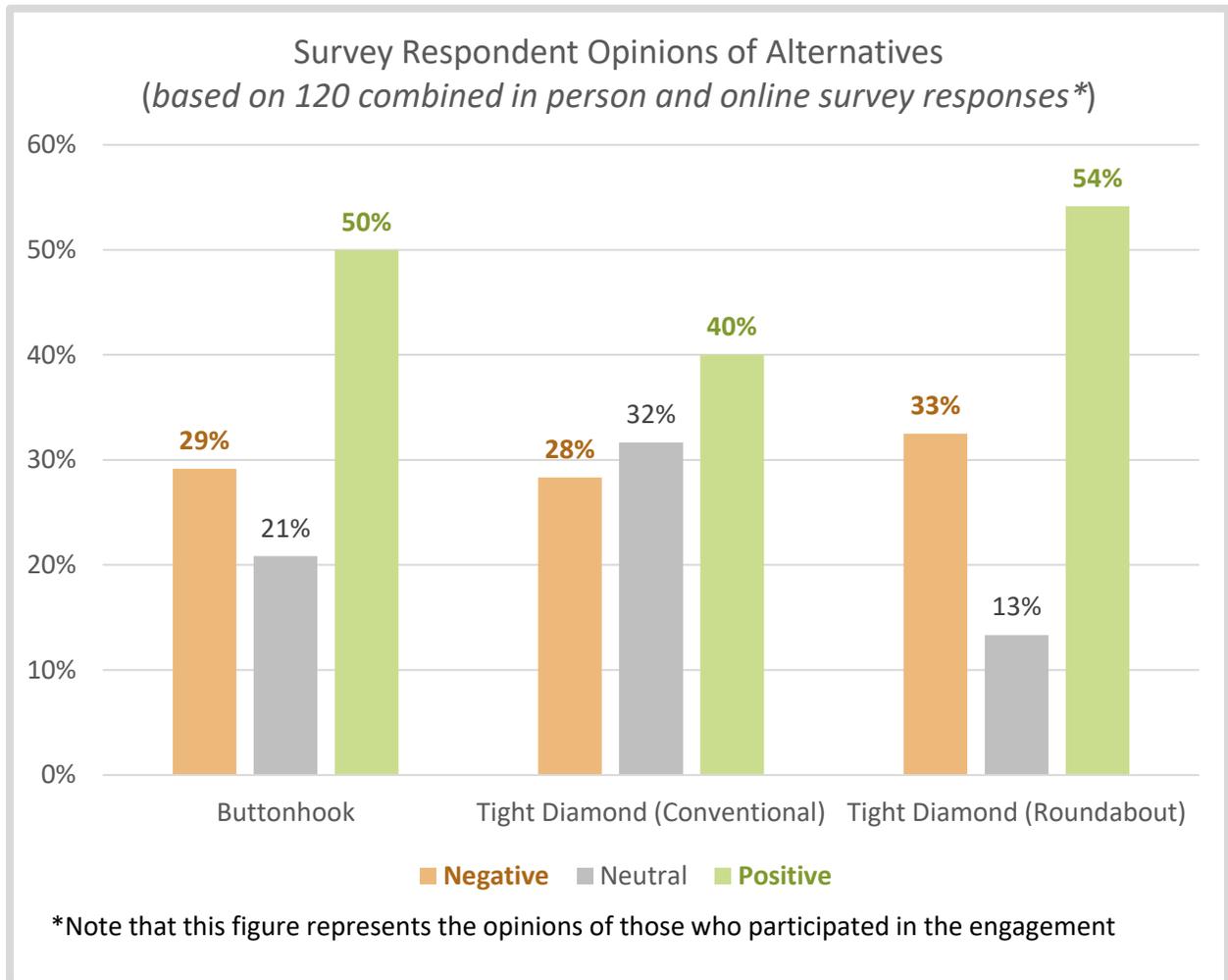


Figure 1. Survey Respondent Opinions of Alternatives

## 4. Demographics and Title VI

To ensure compliance with Title VI of the 1964 Civil Rights Acts and ensure non-discrimination in the public engagement process, optional questions related to demographics were included in the questionnaire. About 87% of online and 26% of in-person respondents answered these optional questions. These results were compared to the census data (ACS 2019 5-year) for each city to determine if a representative group of people participated. **Figure 2** through **Figure 6** compare survey responses to data for each city.

In general, the respondent data closely matches city-wide data for the two cities. Potential exceptions are people in Lake Elmo who identify as Hispanic or Latino and low-income populations where survey responses were notably less than the percentages in the population.

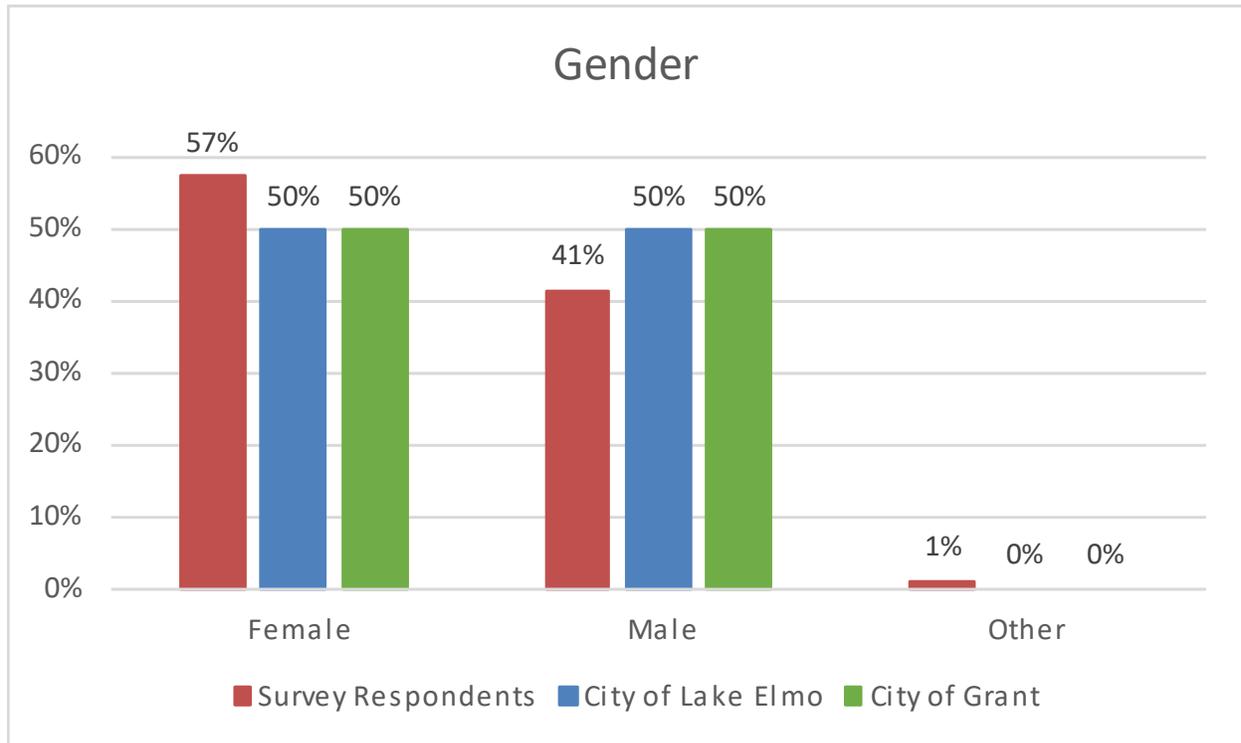


Figure 2. Gender (Survey Respondents and ACS 2019 5-year data for each City)

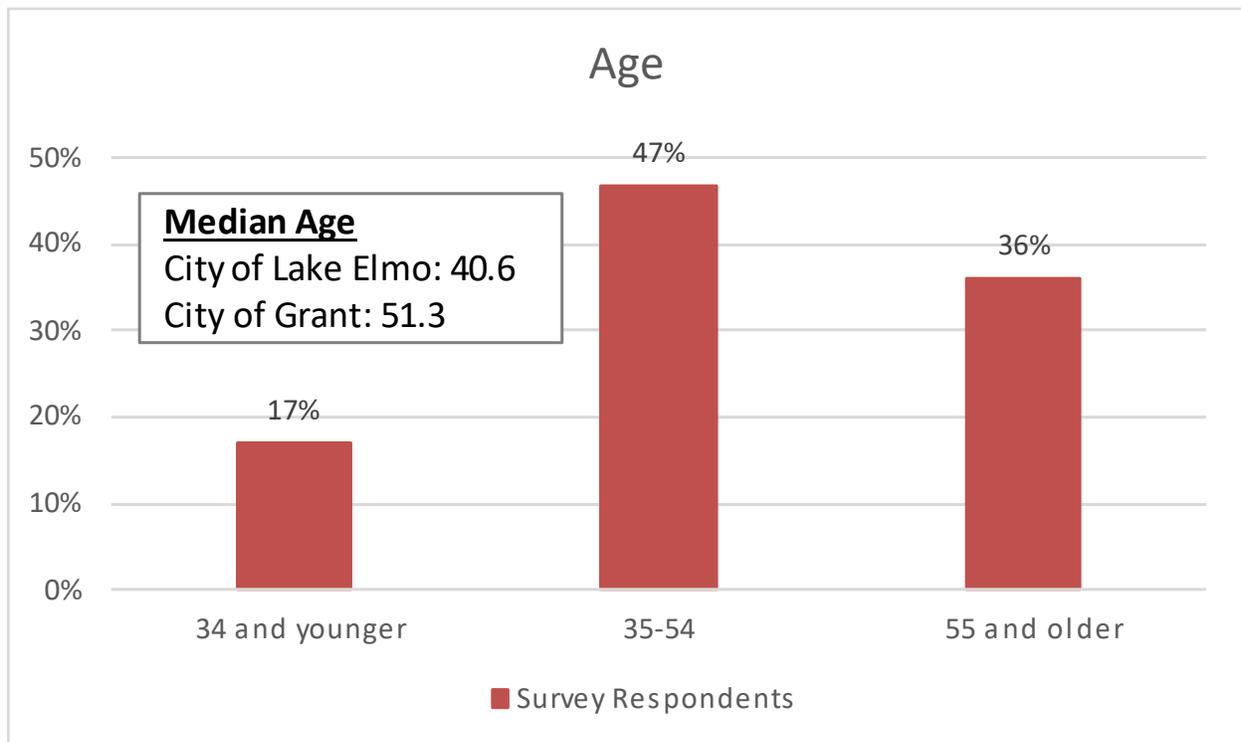


Figure 3. Age (Survey Respondents and ACS 2019 5-year data for each City)

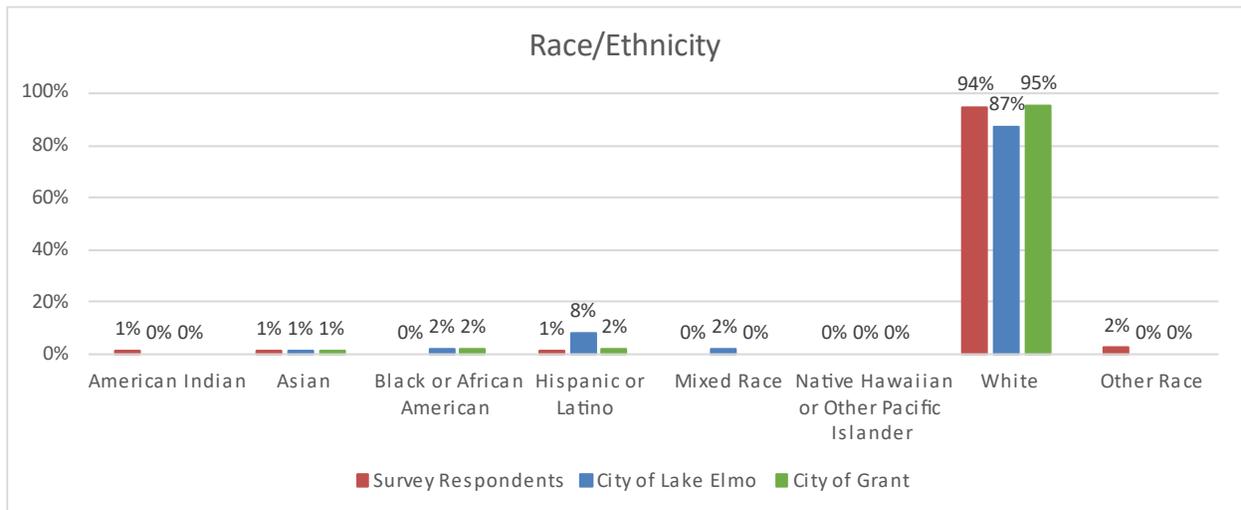


Figure 4. Race and Ethnicity (Survey Respondents and ACS 2019 5-year data for each City)

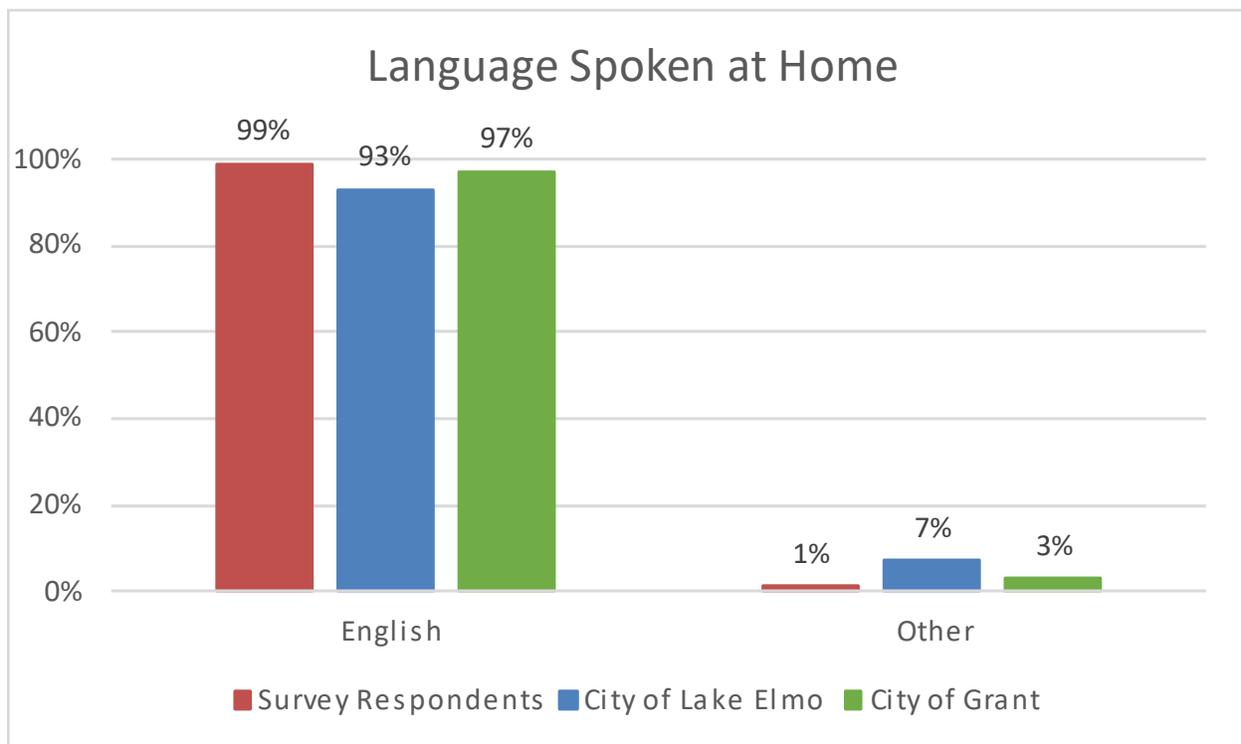


Figure 5. Race and Ethnicity (Survey Respondents and ACS 2019 5-year data for each City)

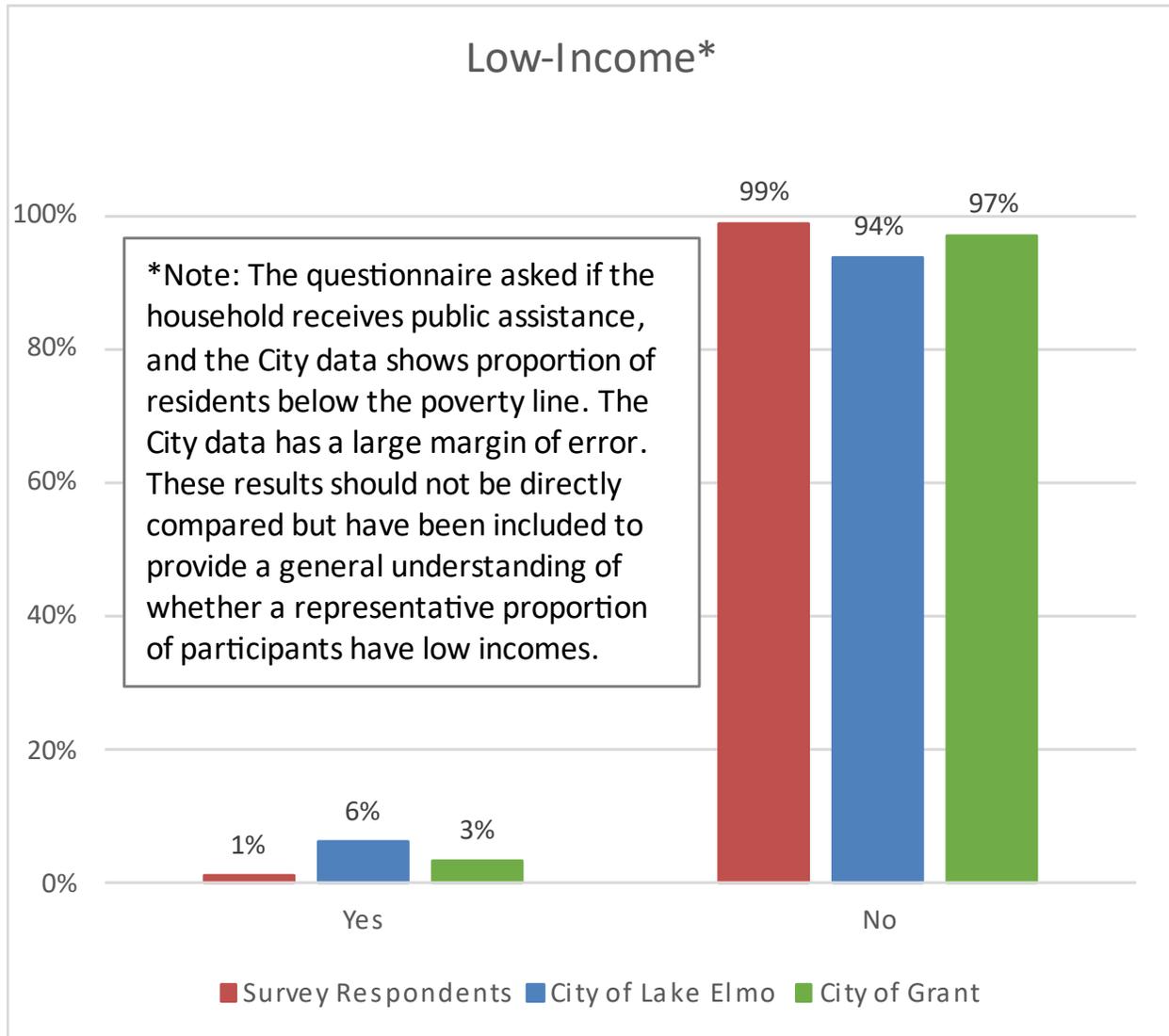


Figure 6. Low-Income (Survey Respondents and ACS 2019 5-year data for each City)

# Appendix A

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ADVERTISEMENT AND ANALYTICS

Highway 36 & Lake  
Elmo Avenue  
Intersection  
Improvement Project  
Online Engagement 3  
Analytics



# In-Person Open House Advertisement

## Facebook

### Advertisement Results

Post Impressions ⓘ <b>11,088</b>	Post reach ⓘ <b>6,509</b>	Engagement ⓘ <b>1,076</b>
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#### Interactions ⓘ

👍	❤️	😄	😮	😓	😡
22	0	0	0	0	0

😊 Reactions 22

💬 Comments 7

🖱️ Link Clicks 565

➦ Shares 11

🖱️ Other Clicks 471

**Washington County, MN Government** •  
January 3 at 12:16 PM · 🌐

Washington County, in partnership with the [Minnesota Department of Transportation](#), the [City of Lake Elmo - Government](#), and the [City of Grant](#), is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection. Join us to talk with the project team, view proposed design alternatives, and to learn about the schedule and next steps for the project. More information is available on the project website. [www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue)

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

**OPEN HOUSE**

**Wednesday, January 10 | 4 – 6 p.m.**  
(There will be no formal presentation)

River Valley Church  
5900 Lake Avenue N. | Lake Elmo, MN 55042



[www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue)

CO.WASHINGTON.MN.US  
Highway 36 & Lake Elmo Avenue Improvement Project | Washington County, MN - Official Website [Learn more](#)

👍 13 5 comments 11 shares

👍 Like    💬 Comment    ➦ Share

# Advertisement Information

## Performance

\$20.00 spent over 7 days.

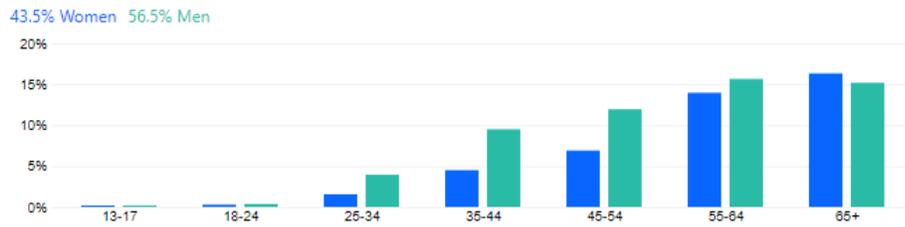
Link clicks	5,120
Reach	5,120
Cost per Link Click	\$0.04

## Activity

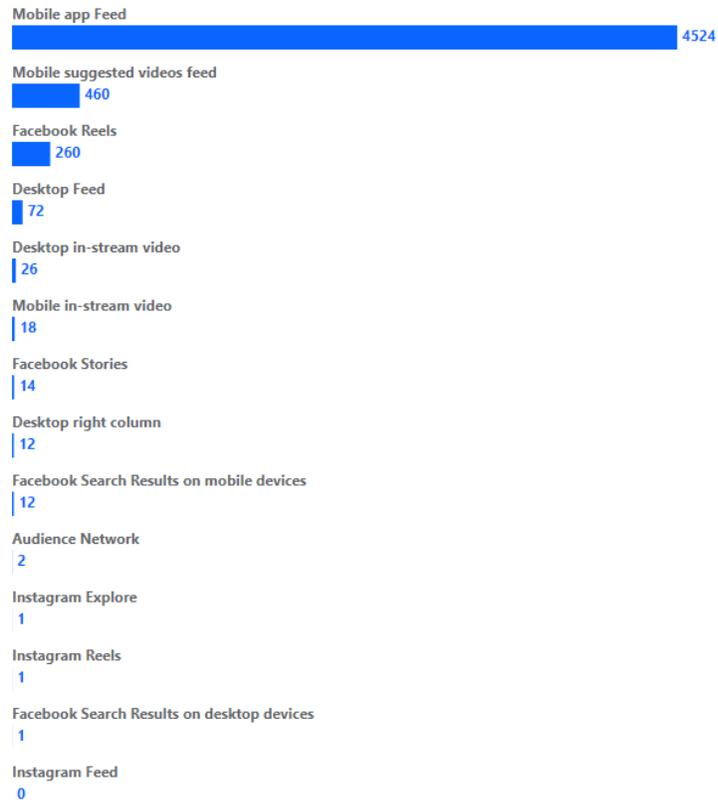
Post engagements	503
Link clicks	480
Post reactions	10
Post shares	7
Post saves	3
Post comments	3
Messaging conversations started	1

- Demographics

- 10-mile radius of Lake Elmo, MN, 10-mile radius of Grant, MN ages 18-65+
- Demographics reached:



- Placements:



## Nextdoor

- Impressions: 6,257
- Reactions: 6 reactions
- Comments: 4 comments



Washington County

Washington County Public Works • Edited 5 days ago



Washington County, in partnership with the Minnesota Department of Transportation, the City of Lake Elmo, and the City of Grant, is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection. Join us to talk with the project team, view proposed design alternatives, and to learn about the schedule and next steps for the project. More information is available on the project website. [www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue)

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

**OPEN HOUSE**

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River Valley Church  
5900 Lake Elmo Avenue N. | Lake Elmo, MN 55042



[www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue)



## Twitter

- Impressions: 183
- Engagements: 6
  - Link clicks: 6



**Washington County MN** @WashingtonCoMN · Jan 3



Washington County is hosting an open house to plan for future improvements to the Highway 36 & Lake Elmo Ave Intersection. Join us to talk with the project team, view proposed design alternatives & to learn about next steps for the project. [co.washington.mn.us/LakeElmoAve](https://co.washington.mn.us/LakeElmoAve)

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

**OPEN HOUSE**

**Wednesday, January 10 | 4 – 6 p.m.**  
(There will be no formal presentation)

River Valley Church  
5900 Lake Avenue N. | Lake Elmo, MN 55042

[ALT w.co.washington.mn.us/LakeElmoAvenue](https://w.co.washington.mn.us/LakeElmoAvenue)

Washington County

## Email Subscribers

- Delivered to 325
  - 274 opened



Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection.

Join us to view proposed design alternatives, and to learn about the schedule and next steps for the project.

### Online Engagement Information

If you were unable to attend the in-person open house, an online engagement is available to review the material shared at the in-person open house. Visit the online engagement anytime on the project website January 10 – January 24 to provide your feedback.

Click on the link below to view the online engagement.

[Online Engagement](#)

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

The project manager Andrew Giesen is also available to answer any questions concerning the project at 651-430-4336 or [andrew.giesen@co.washington.mn.us](mailto:andrew.giesen@co.washington.mn.us).

More information on this project can be found on the project website: [www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue).

## Project Website

A newsflash was published on the homepage of the project website.

## Highway 36 & Lake Elmo Avenue Improvement Project Open House scheduled for Jan. 10

### In-Person Open House Information

Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection.

Join us in-person or online to talk with the project team, view proposed design alternatives, and to learn about the schedule and next steps for the project.

#### [Open House #3 Postcard](#)

- When: Wednesday, January 10, 2024 from 4 - 6 p.m. (no formal presentation)
- Where: River Valley Church (5900 Lake Elmo Ave. N., Lake Elmo, MN)

### Online Engagement Information

If you are unable to attend the in-person open house on January 10, an online engagement will also be available on the project website with all of the information provided at the in-person open house. Visit the project website anytime between January 10 - January 24 to view the online engagement and provide your feedback.

<https://www.co.washington.mn.us/LakeElmoAvenue>

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

# Newspapers



NEWS RELEASE

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

**Date:** Dec. 15, 2023  
**Contact:** Yvonne Klinnert, Senior Communications Specialist  
**Phone:** 651-430-6026, after hours 952-807-3723  
**E-mail:** yvonne.klinnert@co.washington.mn.us

## Public invited to open house to review plans for Highway 36/Lake Elmo Avenue interchange

The public is invited to an open house from 4 to 6 p.m. Wednesday, Jan. 10, to review remaining alternatives being considered for a proposed interchange at Highway 36 and Lake Elmo Avenue, or County Highway 17.

The open house will be at River Valley Church, 5900 Lake Elmo Ave. N. in Lake Elmo. There will be no formal presentation at the open house.

The planned project will:

- Address the existing deficiencies, including the inadequate intersection spacing, increased congestion and delays, and safety concerns.
- Improve safety, capacity, and operation of the intersection and surrounding area.
- Maintain the long-term transportation goals of the Minnesota Department of Transportation, the county, and the cities of Grant and Lake Elmo
- Consider bicycle, pedestrian, and ADA facilities along the Lake Elmo Avenue corridor.

It is expected that design for the project will be done throughout 2024; construction is expected to begin in 2026.

For more information, contact Andrew Giesen, design engineer, at 651-430-4336 or [andrew.giesen@co.washington.mn.us](mailto:andrew.giesen@co.washington.mn.us).

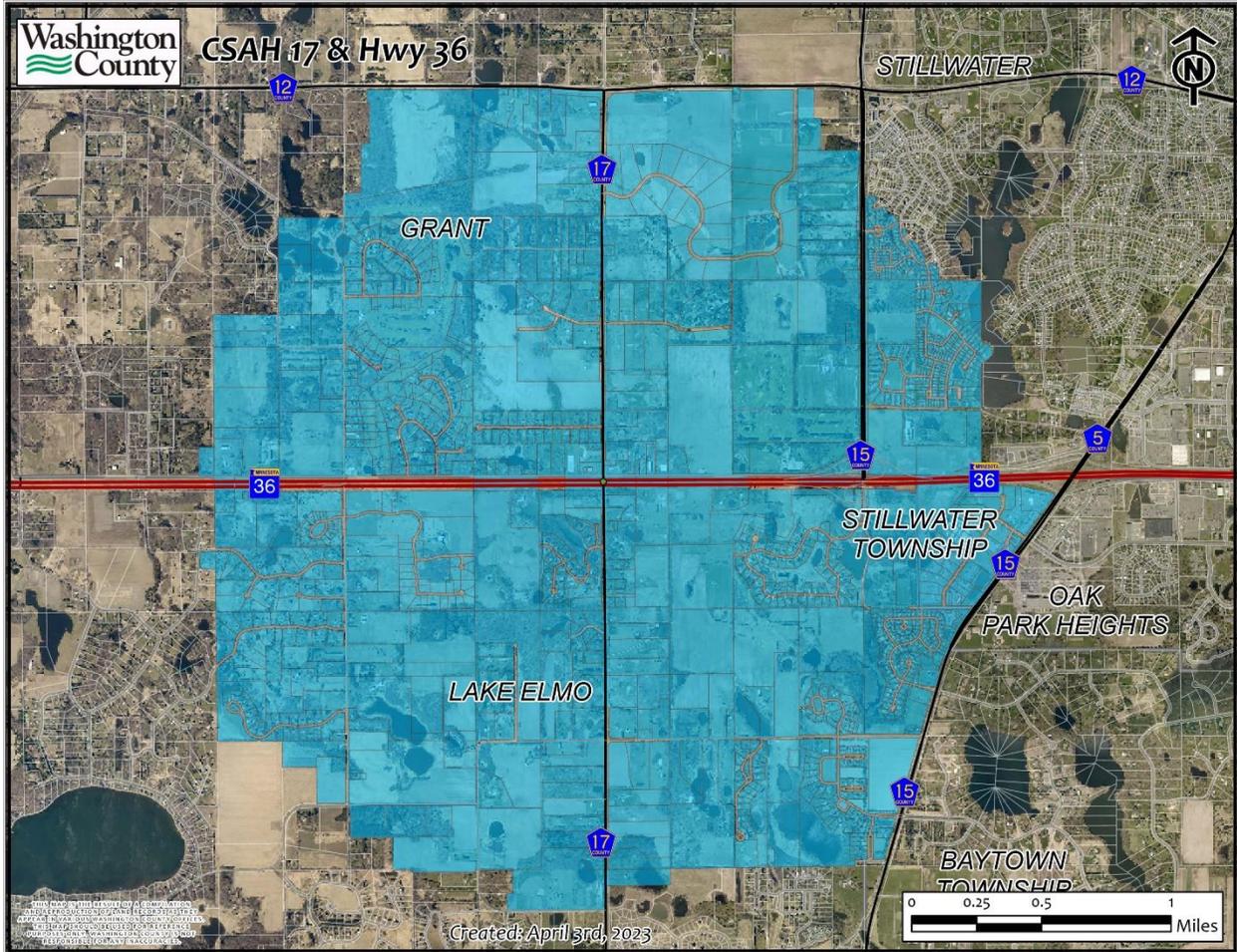
*A great place to live, work and play...today and tomorrow*

Government Center | 14949 62nd Street North | P. O. Box 6 | Stillwater, MN 55082-0006  
P: 651-430-6001 | F: 651-430-6017 | TTY: 651-430-6246  
[www.co.washington.mn.us](http://www.co.washington.mn.us)

*Washington County is an equal opportunity organization and employer*

# Postcard Mailer

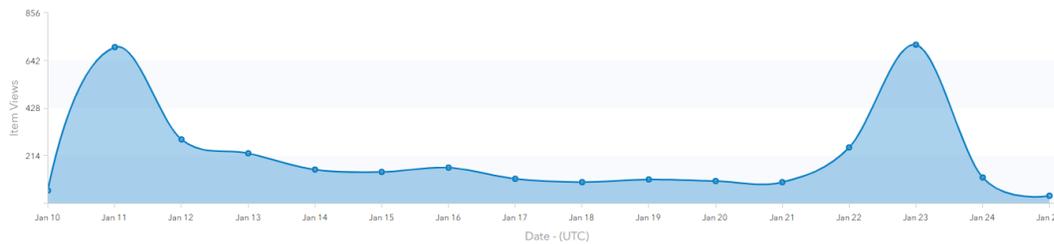
- [Mailed](#) to 1,157 addresses



# Online Engagement Advertisement

## Online Engagement

- Online engagement views: 3,345
- Average views per day: 238.93



# Facebook

Post Impressions ⓘ  
**12,150**

Post reach ⓘ  
**8,161**

Engagement ⓘ  
**2,051**

## Interactions ⓘ

					
52	1	2	0	0	2
	Reactions	57			
	Comments	27			
	Link Clicks	1,030			
	Shares	10			
	Other Clicks	927			



**Washington County, MN Government** ✓

January 10 at 6:00 PM · 🌐



If you were unable to attend the Highway 36 and Lake Elmo Avenue Improvement Project Open House is the City of Grant and the [City of Lake Elmo - Government](#), an online engagement is available with all of the information that was shared at the open house. Click on the link below anytime before January 24 to share your feedback.



STORYMAPS.ARCGIS.COM

**Highway 36 & Lake Elmo Ave Intersection Improvement Project**  
Online Engagement



 45

20 comments 10 shares

 Like

 Comment

 Share

## Advertisement Information

### Performance

\$20.00 spent over 14 days.



Link clicks



**826**

Reach

**5,649**

Cost per Link Click

**\$0.02**

### Activity

Post engagements



Link clicks



Post reactions



Post saves



Post shares



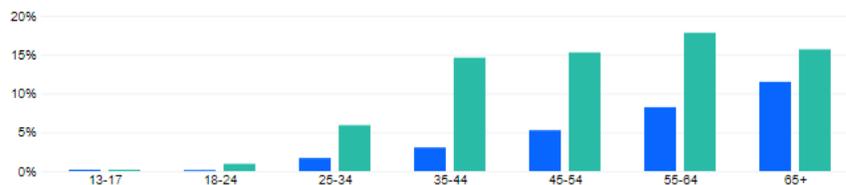
Post comments



- Demographics

- 10-mile radius of Grant, MN, 10-mile radius of Lake Elmo, MN ages 18-65+
- Demographics reached:

29.8% Women 70.2% Men



- Placements:

Mobile app Feed



Facebook Reels



Mobile suggested videos feed



Desktop Feed



Desktop right column



Mobile in-stream video



Facebook Search Results on mobile devices



# Facebook Reminder

Post Impressions **3,468**

Post reach **3,350**

Engagement **983**

### Interactions

Like	24
Love	0
Haha	0
Wow	0
Care	0
Angry	0

Reactions	24
Comments	5
Link Clicks	492
Shares	1
Other Clicks	461

**Washington County, MN Government**  
January 21

Don't forget to provide your comments on the Highway 36 and Lake Elmo Avenue Intersection Improvement Project! An online engagement is available to review all of the material that was shared at the in-person open house at the link below. Share your feedback before it closes on January 24.



STORYMAPS.ARCGIS.COM  
**Highway 36 & Lake Elmo Ave Intersection Improvement Project**  
Online Engagement

7 likes 1 share

Like Comment Share

## Nextdoor

- Impressions: 7,675
- Reactions: 5
- Comments: 3



**Washington County** ✓  
Washington County Public Works • 14 hr ago



If you were unable to attend the Highway 36 and Lake Elmo Avenue Improvement Project Open House in the cities of Grant and Lake Elmo, an online engagement is available with all of the information that was shared at the open house. Click on the link below anytime before January 24 to share your feedback.

<https://storymaps.arcgis.com/stories/eb89f98ebda245bd9cb8bbc0cbc3527c>



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



## Twitter

- Impressions: 285
- Engagements: 13
  - Link clicks: 11



**Washington County MN** @WashingtonCoMN • 14h



If you were unable to attend the Highway 36 & Lake Elmo Ave Improvement Project Open House in the cities of Grant & Lake Elmo, an online engagement is available with information shared at the open house. Visit the link before January 24 to share feedback.



From storymaps.arcgis.com

## Survey

- [97 responses](#) were received

## Email Subscribers

- Delivered to 332
  - 274 opened



## Highway 36 & Lake Elmo Avenue Intersection Improvement Project

Washington  
County

Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection.

Join us to view proposed design alternatives, and to learn about the schedule and next steps for the project.

### Online Engagement Information

If you were unable to attend the in-person open house, an online engagement is available to review the material shared at the in-person open house. Visit the online engagement anytime on the project website January 10 – January 24 to provide your feedback.

Click on the link below to view the online engagement.

[Online Engagement](#)

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

The project manager Andrew Giesen is also available to answer any questions concerning the project at 651-430-4336 or [andrew.giesen@co.washington.mn.us](mailto:andrew.giesen@co.washington.mn.us).

More information on this project can be found on the project website: [www.co.washington.mn.us/LakeElmoAvenue](http://www.co.washington.mn.us/LakeElmoAvenue).

## Project Website

A newsflash was published on the homepage of the project website.

## Highway 36 & Lake Elmo Avenue Improvement Project Online Engagement now live

Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, is hosting an open house to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection.

Join us to view proposed design alternatives, and to learn about the schedule and next steps for the project.

### Online Engagement Information

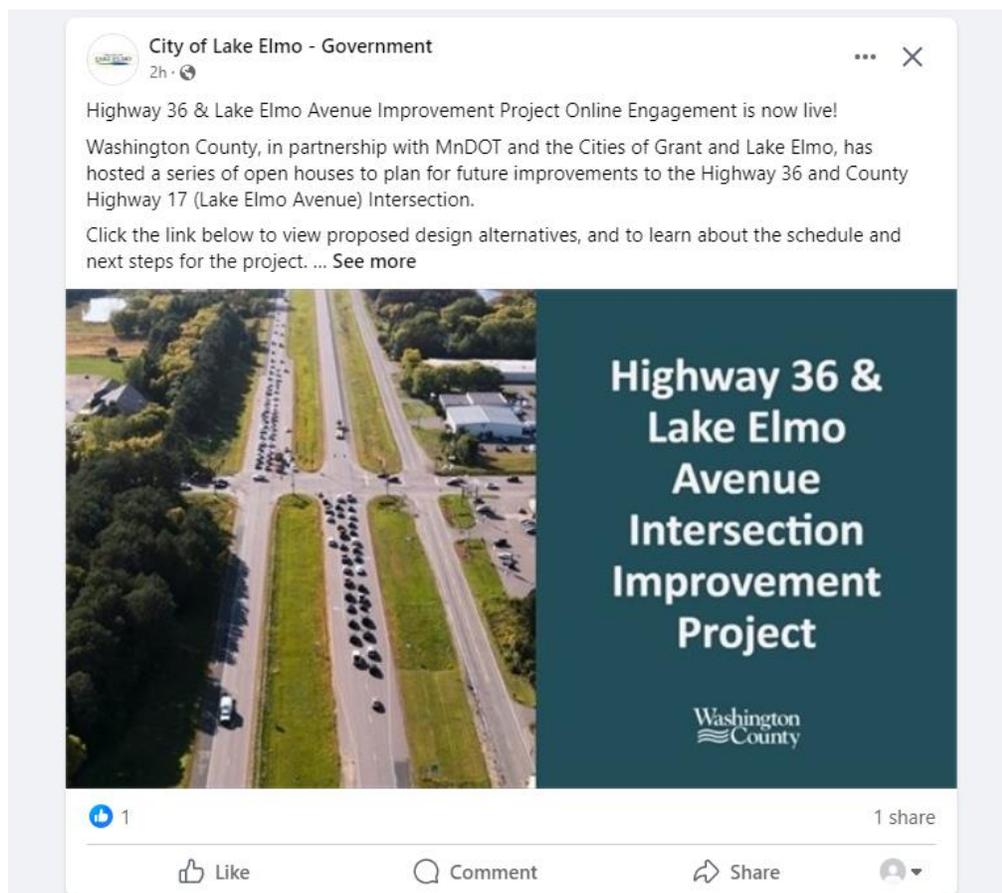
An online engagement is available for viewing with all of the information that was shared at the in-person open house on Wednesday, January 10. Visit the online engagement anytime on the project website January 10 – January 24 to provide your feedback.



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

## Other

The City of Lake Elmo shared information on their Facebook page.



Mainstreet Stillwater MN shared information to their Facebook page.

A screenshot of a Facebook post from the page 'Mainstreet Stillwater MN'. The post is 4 hours old and contains the text: 'Hey 36 and Lake Elmo intersection project. Big changes are coming and they're looking for your feedback!'. Below the text is a shared post from 'Washington County, MN Government', which is 18 hours old. The shared post contains the text: 'If you were unable to attend the Highway 36 and Lake Elmo Avenue Improvement Project Open House is the City of Grant and the City of Lake Elmo - Government, an ... See more'. Below the text is a thumbnail image of a road intersection and a link to 'STORYMAPS.ARCGIS.COM Highway 36 & Lake Elmo Ave Intersection Improvement Project Online Engagement'. At the bottom of the screenshot are the Facebook interaction buttons: Like, Comment, Share, and a profile picture icon.

Post was shared in the St. Croix Valley Mamas Facebook Group

A screenshot of a Facebook post in a group from the user 'Laura Bliss', posted 2 days ago. The post contains the text: 'There are 3 "final" options for the highway 36 lake Elmo Ave intersection construction plan, please take a minute to look at them and fill out the survey so we give them feedback! It closes on Jan 24. Thank you! (Survey is at the bottom.)'. Below the text is a shared post from 'Washington County, MN Government', which is 3 days old. The shared post contains the text: 'Don't forget to provide your comments on the Highway 36 and Lake Elmo Avenue Intersection Improvement Project! An online engagement is available to review all o... See more'. Below the text is a thumbnail image of a road intersection and a link to 'STORYMAPS.ARCGIS.COM Highway 36 & Lake Elmo Ave Intersection Improvement Project Online Engagement'. At the bottom of the screenshot are the Facebook interaction buttons: 15 Likes, 5 comments, Like, Comment, and Send.

The City of Lake Elmo shared information in their “Fresh” newsletter.



### Highway 36 & Lake Elmo Avenue Improvement Project

Online Engagement is now live!

Washington County, in partnership with MnDOT and the Cities of Grant and Lake Elmo, has hosted a series of open houses to plan for future improvements to the Highway 36 and County Highway 17 (Lake Elmo Avenue) Intersection.

Click the link below to view proposed design alternatives, and to learn about the schedule and next steps for the project.

An online engagement is available for viewing with all of the information that was shared at the most recent in-person open house on Wednesday, January 10. Visit the online engagement anytime on the project website January 10 — January 24 to provide your feedback. Project website link: [Lake Elmo Ave](#).

# Appendix B

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## PUBLIC COMMENTS

Date	What do you like about these alternatives?	Is there anything you do not like about these alternatives?	Do you have any other comments or questions for the project team?	OPTIONAL, what is your gender?	OPTIONAL, what is your age?	OPTIONAL, what is your race/ethnicity?	OPTIONAL, what language is most frequently spoken in your home?	OPTIONAL, does your household receive public assistance?
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response	Response	Response	Response	Response
1/24/24	I appreciate the end goal of trying to make this intersection safer given the current situation and help better align the highway to the traffic that it endures on a daily basis.	I do not agree with the decision to remove 4 of the previous 6 designs and replace them with 2 options that require a new frontage road on the north side of the intersection that backs up to residential properties on 62nd St N. This design was not included in any of the previous alternatives to allow residents to provide their input, and explicitly decides to leave businesses in the area untouched at the expense of residential property on 62nd St N. A stated goal of the project is to minimize property acquisition. All of the current design alternatives require purchase of the River Valley Christian Church on the south side of the intersection, however both of the current Tight Diamond designs also introduces property acquisition of portions of parcels to the north of the intersection as well. Instead, I recommend the project re-consider Design 5-A (Double Roundabout Interchange) - this design better utilizes the space south of the current intersection that will need to be acquired regardless, as well as saving funding that would be spent acquire residential properties such as 6120 Lake Elmo Ave. N. and 10838 60th St N.	While I appreciate the hard work all have completed to attempt to create a design where all parties are satisfied, I do not believe the current 3 alternatives meet the threshold of serving the needs of the community while also minimizing impact to nearby residents. Based on the Step 2 Evaluation results of the previous 6 alternatives, Design 5-A (Double Roundabout Interchange) scored as one of the highest remaining alternatives and indicated it would be retained for Step 3 Evaluation. However it has instead been replaced with the Tight Diamond Interchange design that adds cost and complexity with the introduction of an unnecessary frontage road in between businesses and residential properties on the north side of the current intersection. Furthermore, it is noted that the Step 3 Evaluation criteria awards alternatives that minimize property impacts and maintain access, however the 2 Tight Diamond Interchange replacement designs only introduce additional property acquisition of residential properties than was previously included in Design 5-A. I fail to see how either of these new alternatives are a better option than what has already been communicated and evaluated. I recommend the project team re-instate Design 5-A (Double Roundabout Interchange) as it was previously communicated and allow the public to provide their input on this design compared to the current 3 alternatives before any final design is chosen.	Male	34 and younger	White	English	Prefer not to answer
1/24/24	While I think the stop lights need to be removed as they are extremely unsafe, I dislike all three of these proposals. They all seem over complicated and don't provide enough space for folks exiting our entering 36 to do so safely.	Very complicated with many additional interactions and roads while at the same time relatively short entrance and exit roads from 36 for 65mph traffic.	Has adding frontage roads all the way down to Manning been considered and if so, why was it discarded? There is a lot of median space that is not utilized.	Female	35-54	White	English	No
1/24/24	These alternatives will all provide additional safety in our community. We see far too many tragic accidents happen at this intersection, and look forward to the additional safety measures for our residents.	We are not in favor of the current option for removing the tree coverage outside of Discover Crossing neighborhood (off Lake Elmo Avenue and 57th Street). For obvious reasons, we strongly believe that the planners should consider alternatives that take advantage of either existing ponds or of new land to be acquired for the project. Neighborhoods such as these are valuable to the Lake Elmo tax base and reputation. The buffer trees present provide not only an aesthetic value, but also reduce noise and increase the safety in the neighborhood. The 4 properties at the front of the neighborhood specifically benefit from the noise and safety aspects; however, it is important for the entire community. The presentation materials indicate that the three options considered will satisfy the criteria for Minimizing Property Impacts and Maintaining Access, Wetlands, and Threatened and Endangered Species. This implies that additional study has been undertaken, and yet the renderings continue to show a drainage pond at our entrance instead of a tree buffer. We would like to see the options and provide our input. Clearly our ultimate goal is that the entrance to our community remains unimpacted.	please provide a suitable alternative drainage and water management solution that leaves our entrance untouched.	Female	35-54	White	English	No
1/24/24	I like the ones that minimize impact to the surroundings. If the buttonhook option is chosen, please put a guardrail at the top. The Manning interchange is terrible. I think the one that looks like a conventional interchange would be best.	The on-line version of the drawings are very difficult to see. In person, it was clear that each option had a proposed drainage management pond in front of the Discover Crossing neighborhood. The 3rd round is very late to introduce this idea. It is unacceptable, and the team needs present options to the owners association that do not include an impact to the entrance to the neighborhood. So far, all conversations have resulted in vague comments about it being early. That is great--include the owners association in further consultation. Due process requires it. No trees should be cut down without it.	I expect that further consultation will be undertaken and that questions will be answered with more detail than "it's early." If it is early, then why do all of the drawing show that drainage management plan? Surely there must be alternatives.	Female	35-54	White	English	No
1/24/24	I do not like any of these alternatives, they should be one of the 6 that were proposed over the summer. The final 3 are not representative of the 6 that were initially proposed. In addition, all options negatively impact the residents located in Grant.	All, there should be other options that do not create a frontage rode basically cutting through residential yards. These options not only cause a huge impact to the grant residents but also diminish property values of residents who have lived here for over 40 years. Either cut the frontage road off and use manning or hilton as the on ramp and have lake elmo run under or over 36. Or push round a bout options to the south side of 36 as the church is already being removed which decreases impact to residents	The final 3 options must be re-evaluated as these are not feasible or logical options for the area	Female	34 and younger	White	English	No
1/24/24	I like the tight roundabout option. It would keep traffic flowing the most, especially during both peak and non peak times. It also looks like it would provide for the safest/smoothest pedestrian flow.	No	No	Female	34 and younger	White	English	No
1/24/24	Removal of stoplight at 36 & LE Ave Intersection	The layouts appear to show that the bridge portion of the road will be Highway 36 for all three alternatives (instead of Lake Elmo Avenue). My concern about this approach is that bridges tend to ice faster, and the higher volumes of traffic are on Highway 36. Would it make more sense to have the 'bridge' portion of the roadway be Lake Elmo Avenue instead of Highway 36 (similar to the Manning Avenue interchange that was recently redone .5 miles to the east)?	When will additional information be shared with the public about the final design selected?					
1/24/24	No traffic light, roundabouts, much safer	I don't like that all of them remove the stand of trees on the northwest corner of Lake Elmo and 57th St that separates Lake Elmo Ave from the houses on 57th St Cove North--can we plant some new trees or put up a sound barrier for these folks?		Female	35-54	White	English	No
1/23/24	Safety and impact on local area are being considered. Public input is being sought.	It's difficult to gauge the scale amd drivability from the images provided. I think the revised 36 & Manning intersection is problematic for southbound traffic approaching the frontage road/westbound on-ramp; turn signal communication is ineffective there due to the ramp starting immediately after tue frontage road. It's also only a matter of time before a vehicle fails to make that turn and goes off the embankment into westbound traffic. I hope the new interchange at Lake Elmo is more functional.	Can temporary measures (perhaps closure of tue tirn lane) prevent additional loss of life before the completion of this project?	Female	35-54	White	English	No
1/23/24	They seem safer	The roundabouts on a highway are a huge no. I would steer far away from that.	Stick with the stop lights. Please add the flashing lights further up the highway before the stoplights to give people time to slow down.	Female	34 and younger	White	English	No
1/23/24	They will improve safety	They threaten the mature trees in Discover crossing, a protected natural area. The roundabout options are unfriendly to bikers. There is no commitment to a sound or privacy barrier despite increasing projected traffic over time closer to residential areas	Kevin/Andrew - Thank you for the engagement to ensure due process and consultation with the affected communities as you consider alternatives for the Highway 36 and County Road 17 interchange. We have watched the planning for this project unfold with interest and support. In the previous evaluation steps, there was no indication that our neighborhood would be directly affected. In fact, our development is far enough away from the intersection that we could not fathom that any direct impact would be considered. Hence, we had not expressed opinions on this matter before now. That changed when the renderings shown at our latest annual HOA meeting on December 19, 2023 and again at the open house on January 10, 2024 all show a drainage system and the removal of all the buffer trees at the entrance to Discover Crossing. When our residents questioned the project representatives, answers were consistently a somewhat dismissive variation of "it's early, we haven't finalized it, there will be options." For obvious reasons, we strongly believe that the planners should consider alternatives that take advantage of either existing ponds or of new land to be acquired for the project. Neighborhoods such as these are valuable to the Lake Elmo tax base and reputation. The buffer trees present provide not only an aesthetic value, but also reduce noise and increase the safety in the neighborhood. The 3 homes at the front of the neighborhood specifically benefit from the noise and safety aspects; however, it is important for the entire community. The presentation materials indicate that the three options considered will satisfy the criteria for Minimizing Property Impacts and Maintaining Access, Wetlands, and Threatened and Endangered Species. This implies that additional study has been undertaken, and yet the renderings continue to show a drainage pond at our entrance instead of a tree buffer. We would like to see the options and provide our input. Clearly our ultimate goal is that the entrance to our community remains unimpacted. Our request is simple: please provide a suitable alternative drainage and water management solution that leaves the discover crossing entrance untouched.					
1/23/24	Only 4B is acceptable to me! It's the proposal that is less damaging to my neighborhood and Grant.	See above	No	Female	55 and older	White	English	No

Date	What do you like about these alternatives?	Is there anything you do not like about these alternatives?	Do you have any other comments or questions for the project team?	OPTIONAL, what is your gender?	OPTIONAL, what is your age?	OPTIONAL, what is your race/ethnicity?	OPTIONAL, what language is most frequently spoken in your home?	OPTIONAL, does your household receive public assistance?
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response	Response	Response	Response	Response
1/23/24	I like the overpass the best, I feel roundabouts would be too congested for this area	Roundabouts would be too congested	A detailed version instead of just a tiny picture would help understand the difference to me	Female	34 and younger	White	English	No
1/23/24	Better traffic flow for Lake Elmo Ave, especially northbound traffic onto westbound 36. Currently, only 2-3 vehicles can make it through a green arrow before having to wait for the next signal cycle. Also, traffic on 36 does not need to stop at a traffic signal.	I do not like the buttonhook ramps. The acquisition of property with homes or businesses is hard/sad. I do not like how many controlled intersections there are in Layout 7A.	The realigned north and south frontage roads on plan 7A seem to have quite large intersections with a lane for L, straight, and R traffic. It seems appropriate for traffic on Lake Elmo Ave but is all the space and pavement necessary on the lesser traveled frontage roads?	Female	55 and older	White	English	No
1/22/24	I like the roundabout option			Female	34 and younger	White	English	No
1/22/24	That something is finally being done about this Death Intersection.	Different comments for different alternatives.	Yes, I think option 2 with the diamonds is the best option. The button turns are too cumbersome & dangerous in winter. People around here still can't figure out roundabouts. Would rather not have a huge learning curve in our midst. Option 2 seems most efficient & effective for the area & for the drivers.	Female	35-54			Prefer not to answer
1/22/24	Fixing such a dangerous intersection!	Roundabouts	No	Female	55 and older	White	English	No
1/22/24	I like the option for safety	Seeing the church and the pumpkin patch disappear	Save the businesses that help build the community	Female	35-54	American Indian	English	Prefer not to answer
1/22/24	the grade separation with 36	I do not like the short on off access with the buttonhook design, I also prefer the alignment of the north frontage road in the diamond designs.	no	Male	55 and older	White	English	No
1/22/24	Any of these will greatly improve the safety of this intersection.	The overpass with button hook is my least favorite as it seems like getting onto either E or W 36 will be difficult as there's not enough room for highway speed acceleration to merge safely with the highway traffic.		Female	55 and older	White	English	No
1/22/24	The removal of the stoplight so 36 traffic flows freely is the priority for me.	People don't really follow the rules for roundabouts. Even though they are supposed to keep traffic moving, I fear that roundabouts will not work here and will still cause congestion and near misses as I see at Hilton Trail and 36.	I take Lake Elmo to get on 36 three days a week (heading west) and I just can't see the buttonhook intersections working at peak rush hour. That looks like it will be chaos as folks getting on and off at the same place jockey for the right of way. I believe the second option with the more conventional ramp and controlled intersections will be the most efficient way to keep cars moving on and over 36 during peak and off-peak times.	Female	35-54	White	English	No
1/22/24	Removal of light on 36, Access to businesses, bike/walker access. Prefer the roundabout option (#3)	Timeframe. Needs to be completed faster.		Female	35-54	White	English	No
1/22/24	Walkable options	No	No	Female	35-54	White	English	No
1/22/24	I like the roundabout option to keep traffic moving.	Would a roundabout option work for bike trails?	No	Female	35-54	Other Race	English	No
1/22/24	I like the overpass.	roundabouts		Female	55 and older	White	English	No
1/22/24	The button hook option is least intrusive to local businesses		How does effect the traffic at Keats?	Male	35-54	White	English	No
1/22/24	Cleaning up that backup would be great. It's a big time waster. I prefer the roundabout; it's so much smoother than stop and go.	Nothing in particular. They're all acceptable, and all better than the current.	No	Male	55 and older	White	English	No
1/22/24	Bike friendly			Female	35-54	White	English	No
1/22/24	Alleviates pressure on 36 and will still give lake Elmo access	No	Look at cottage Grove at Jamaica and hwy 61..that seems to have helped so much down there. As a school bus driver for Stillwater it will help drivers not get stuck in traffic	Female	34 and younger	White	English	No
1/22/24	I like option 1. It gets the stopped cars out of the way of moving traffic.	I just wish the timeline was shorter.	No	Female	35-54	White	English	No
1/22/24	Removing the dangerous stoplight.	I'm not a fan of the roundabouts. They can be blinding and take up more space.	Only that I would LOVE if this could be started sooner	Female	35-54	White	English	No
1/22/24	I like that they eliminate cross graphic and stop lights on 36. Big roundabouts would work well.	Make sure entrance and exit ramps are long enough to allow safe merging - this highway sees A LOT of traffic.	Look at the WI 94/65 Roberts exit for inspiration.	Female	35-54	White	English	No
1/22/24		Roundabouts next to the off ramps are tricky in winter climates Also the button hook ramps are too sharp for mn winters	I like the middle alternative the best	Female	34 and younger	White	English	No
1/22/24	No lights to stop at	Seems like disrupting a lot of business around the area	We desperately need a change!!!! Something, anything!!!!	Female	34 and younger	White	English	No
1/22/24	Love the option of an overpass	Need to keep the traffic moving so not sure that roundabouts are the best	No.	Female	35-54	Other Race	English	No
1/22/24	They keep the traffic moving by eliminating the E/W 36 signal light when crossing Lake Elmo Ave, which are a traffic and accident nightmare.	Don't care for the first option (overpass with buttonhook ramps) - needing to backtrack quite a bit when entering and existing Lake Elmo Ave. Seems like an inferior design when compared to the other two, more practical options.	Option 3 with the roundabouts in good - but my only concern is, is there too much traffic on Lake Elmo Ave to support roundabouts? Otherwise, option two (no roundabouts) is just as good. Option one (buttonhook ramps) is not good compared to the others and should be discarded.	Male	35-54	White	English	No
1/22/24	The one without intersections makes most sense. Why would you disrupt the flow of traffic further when proven methods like roundabouts that improve traffic flow are an option?	Wonky intersections and ramps in options 1 and 2.	This needs to happen ASAP and needs to be a TOP PRIORITY. My kids go through this intersection on their bus every day and it scares me to death. The numerous crashes and fatalities, the most recent a 5 year old girl who lost her life, are absolutely unacceptable. The money can be found. Have you looked at the nearly \$600 billion of the \$1 trillion available in the Infrastructure Law (IIJA) that's available for on-road projects and transportation? It is entirely possible the county can get money for this project through either the Inflation Reduction Act or the IIJA.	Female	35-54	White	English	No
1/22/24	I like the tight diamond interchange conventional intersections. It is logical, easy to navigate whether you're familiar with the intersections or not, looks like the safest options for both motor and pedestrian traffic while minimizing the impact to the environment.	I do not like the overpass with button hook ramps. It's confusing and hard to navigate. Especially for those unfamiliar with this type of structure. It also seems to have the biggest environmental impact on the surrounding land. The tight Diamond interchange with round about is my second choice but also seems like more potential for accidents than the tight Diamond traditional intersections. As a daily driver through this intersection the round about would make it quickest since I wouldn't have to wait for a light to change it still seems like a lot of exits on the south side of highway 36 but would do fairly well until it's all built up around there.	Thank you for putting out the designs and listening to resident feedback.	Female	35-54	White	English	No
1/22/24	I like that the intersection is changing to a controlled interchange.	The button hook requires back-tracking for eastbound frontage road traffic that wants to go eastbound on TH 36.	I prefer the roundabout option over the other two. I give the roundabout option a 5 out of 5, the button hook a 3 out of 5 and the tight diamond a 2 out of 5 because of the number of signals.	Male	55 and older	White	English	No
1/22/24	Like that it provides the goal of bringing safety to this intersection and that many alternatives were thought out in detail.	Unfortunate that the church will need to be bought out especially after they recently updated and did construction there. Also great impact to Country Sun Farm business and brings traffic to an area that has great interaction especially in the fall.	Was there ever any thought to grading 36 so that lake elmo would go underneath and would that have less of an impact	Male	35-54	White	English	No
1/22/24	The intersection is extremely dangerous in its current format, safety for all road users, not just cars seems to be being considered	Essentially this whole process is just a subsidy to development in Wisconsin that MN tax payers are finding	A separated bike lane would be preferable to having to rely on drivers yielding as they make their turns onto 36	Male	35-54	White	English	No
1/22/24	I like the alternatives and how they are changing for creating the safest changes for drivers and pedestrians.	No	We moved to Stillwater 6 years ago and I am always concerned about that intersection. I really like the fact the Manning intersection has been changed and greatly improved with the overpass and no traffic lights. Until this project is completed I wonder if a flashing light warning of the traffic signal ahead would help especially going east that would help people to slow down. Also the speed limit is 65 which seems to fast and after the light changes to 60. I heard there was another serious and deadly accident this weekend at that intersection.	Female	55 and older	White	English	No
1/20/24	I am filling out this survey as I just got news of another crash at this intersection. This project needs to be completed at a much sooner date than the current timeline.	Access for non-motorized traffic should NOT be important priority for the project team. No one should be near an intersection that has cars flying 60 mph. No peds currently use this intersection for crossing so why would this be a priority? Use manning bridge.	Why is this pushed back again? This needs to happen ASAP. Im so tired of hearing about accidents at this intersection. I avoid using this intersection. Your car literally shakes when in the turn lane and cars are FLYING by at 65+ speed. If the project cant happen sooner, the speed limit needs to be reduced. The frontage road is also a nightmare.	Female	34 and younger	White	English	No
1/20/24	I only like the overpass option. The two diamond interchanges are confusing but likely will slow traffic. The overpass option is a familiar option for motorists at other Hwy 36 interchanges.	The diamond interchange options are confusing and will likely slow traffic.		Male	55 and older	White	English	No
1/20/24	There is no stopping at the intersection of 36 and Lake Elmo Ave. Everytime I have to stop at this intersection, I fear that someone will ram into me.	I do not like option #3 with roundabouts. People do not know how to use them correctly. I have to be extra cautious when I enter one so that I don't get hit.	None.					
1/19/24	Excited for a safe connected pathway across the highway system for kids to get to schools - Rutherford since the rezoning.		Please consider connectivity for kids getting to and from school on bikes.	Female	35-54	White	English	No

Date	What do you like about these alternatives?	Is there anything you do not like about these alternatives?	Do you have any other comments or questions for the project team?	OPTIONAL, what is your gender?	OPTIONAL, what is your age?	OPTIONAL, what is your race/ethnicity?	OPTIONAL, what language is most frequently spoken in your home?	OPTIONAL, does your household receive public assistance?
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response	Response	Response	Response	Response
1/19/24	I like the roundabout option for consistency along 36. Manning and Hilton both have it and they work!	Please do not put the buttonhooks design in. They are an outdated design found on highways of yesteryear (see 100 and 280). The tight diamond will work now but is not sustainable for future growth. The spacing between ramp and frontage road intersections will cause a lot of delay like 36 and Rice many years ago.	No.	Male	34 and younger	Asian	English	No
1/19/24	I like the 4B alternative the most because it has the least effect on existing homes and businesses.	I am not a fan of roundabouts. The tight diamond affects more homes and bu		Male	55 and older	White	English	No
1/18/24	Having an overpass to eliminate the light at the intersection with 36	The traditional and one with roundabouts seem to take up a lot of land space	I prefer the overpass with buttonhook ramps	Female	55 and older	White	English	No
1/18/24	Safety. Stopping a large amount of traffic going 65mph is not safe. I wish this project was going to be completed faster. I worry about 16yr driving this road everyday.	Roundabouts. This appears to widen the road and the impact businesses around it.	Please expedite this project to make this road safe so we have less accidents and deaths with this dangerous intersection.	Female	35-54	White	English	No
1/17/24		I would appreciate the holding pond can be located elsewhere so we can save our trees in front of Discover Crossing.	Can we make a sidewalk from Discover Crossing north over to Grant for us bikers and runners?					
1/16/24	they look to improve traffic flow, as well as increase options for pedestrian usage.	they will certainly create a disruption during construction, and will sure to be expensive	would be great to really see an emphasis on cycling infrastructure for this project. crossing highway 36 on a bicycle is really scary right now.	Male	34 and younger	White	English	No
1/16/24	Removes the light from hwy 36	The tight diamond alternatives seem to building for a lot of new traffic. Grant and Lake Elmo don't really have a lot development planned. Button hook ramp alternative is right sized	4B is right sizing for what Lake Elmo Ave needs. Some access to ON/Off the highway but mostly just get the bridge in to let the highway flow.	Male	35-54	White	English	No
1/16/24	The tight diamond interchanges with traditional on/off ramps.	The buttonhook ramps are less ideal.	The tight diamond interchange with roundabouts would be our preference.					
1/16/24	the design with roundabouts, best for safety and preventing congestion	the button hook ramps, they don't seem to be as safe for picking up necessary speed		Male	35-54	White	English	No
1/16/24	I like the OVERPASS WITH BUTTONHOOK RAMPS the most. It takes less land from current business owners. The flow of traffic seems better.	I do not like how much land is being taken away on the North side of 36. maybe if you can move the frontage road on the Northeast side to align with property lines may work a little better. I also don't like adding additional intersection on Lake Elmo (Frontage road and on off ramps seems like a lot in this small area! the round abouts would make it flow better for Lake Elmo but not sure how it will flow if there continues to be a lot coming off of 36.	I think connecting the frontage road on the North and South sides of 36 would help future traffic a lot! It also let us get into the businesses without having to go on Hwy 36.	Female	35-54	White	English	No
1/15/24	Stoplight removal	Loss of many trees. Seems overbuilt. Wouldn't a tighter diamond (like McKnight and 36) minimize the ROW? Or why not just build an overpass with N and S service road connection to the new Manning interchange.	no	Male	35-54	White	English	No
1/15/24	Safer intersection with a priority to eliminate a current bottleneck by elimination of the traffic light.	I prefer the overpass with exits. Would not like the other 2	No	Male	55 and older	White	English	No
1/15/24	They are all good. The overpass is a must.	Choose the one that would have the least amount of traffic on the frontage roads on the North side of Hwy 36. We live off the frontage road and don't want to see increased traffic on the frontage road.	Something needs to be done about the parking at Cozzies. It is awful when they park on the frontage road, which is all the time. It's a dangerous situation right now	Male	55 and older	White	English	No
1/15/24	I do not approve of any of this construction which is unnecessary on such a small rural road and will just increase further traffic on an already overloaded road, it should be a dead end, no one is crossing and foot and bike paths are not necessary and don't exist in any other crossings on 36, makes no sense. In saying that, option 1 looks like the least intrusive, but still over the top.	Why are they all so large, what happened to just doing an overpass and using the frontage road on the other side? Stop this crazy traffic taking over lake Elmo avenue, it is a very small road!	Private neighborhoods and driveways will all be impacted by bike/pedestrian lanes and require further construction and destruction of trees that take 30-40 years to build and expose the freeway and powerlines.	Female	35-54	White	English	Yes
1/15/24	I like alternative 10 the most! Roundabouts are the way to go!! They produce better traffic flow, greater safety, and less waiting time to turn. Also, this alternative moves traffic faster at the frontage road crossing, and offers safer bike/pedestrian routes and safer entrances/exits for Highway 36.	I don't like buttonhook entrances and exits because of less distance to speed up and slow down and offers longer, less direct routes. I don't like stop/signal intersections on Lake Elmo Ave. because it causes less traffic flow (greater backup of traffic).	Be smart. Choose roundabouts.	Male	55 and older	White	English	No
1/15/24	Overpasses to have better flow on 36 and safer crossing on Lake Elmo Blvd	I do not believe roundabouts are safe for bicyclists. Difficult to navigate and usually poor visibility to see traffic.	I feel the timeline is rather lengthy as this intersection has had many accidents.	Female	55 and older	White	English	Prefer not to answer
1/15/24	Getting rid of the stop light	I am not a fan of round abouts, so I do not like the third option	Who/when is the final decision?	Female	55 and older	White	English	No
1/15/24			If additional funding is able to be secured, it would be great to have the southwest side of 36 to be extended to connect to Keats Ave. The right hand turn from Keats onto Highway 36 is a major safety problem.					
1/14/24	It will be safer to drive.	No	Not at this time.	Female	35-54	White	English	No
1/14/24	Minimal impact of existing property.	No	No	Female	55 and older	White	English	No
1/14/24	Reduced disruption of travel on Hwy 36 and also for the crossing Lake Elmo boulevard - improved safety	Alternatives 2&3 appear more streamlined for traffic, albeit, probably taking more adjacent land?	Completing sooner then later - don't "study" this your death (and cost over run)	Male	55 and older	White	English	No
1/14/24	I believe the traffic is just going to continue to grow, so if it is going to upgraded it should be number 3 with room for expansion.	The first two are just a band aid fix. the third one keeps traffic moving	If we are doing this project, We need to continue to south side service lane past the houses and to the next intersections, especially up to Keats Ave. The equipment will already there. The City of Lake Elmo needs to push hard to convince MNDOT to connect the two intersections when doing this project.	Male	55 and older			
1/13/24	No stop light on 36	No	No	Male	34 and younger	White	English	No
1/13/24	Constant flow of traffic on 36 no stop light.	Impact of current business's and jobs from local members of the community that may either be lost or have to be relocated.		Male	34 and younger	White	English	No
1/13/24	I Like that it solves both the intersection of Lake Elmo ave/36 but also solves the issue of access and getting across Lake Elmo Ave on the frontage road.		Could a bike path be added for safety of walkers/bikers	Female	35-54	White	English	Prefer not to answer
1/13/24	Elimination of issues stemming from frontage road intersections directly adjacent to a very busy hiway 36 intersection. Removing long wait times for local traffic transitioning to/from LE Ave and frontage roads. And improving safety by allowing free flow of traffic on 36.	Buttonhook ramps option requiring drivers to go west to access 36 east is counterintuitive and confusing.	Elimination of all traffic lights is ideal. Roundabouts seem like the safest and most time efficient option for drivers.					
1/12/24	The overpass with buttonhooks appears to be the simplest.	All the rounabouts		Male	35-54	White	English	No
1/12/24	I prefer the tight diamond interchange with roundabouts for its efficiency and keeping traffic flowing.	Two of the alternatives have traffic lights, which I do not prefer.	We live just up Lake Elmo Ave and look forward to not having to sit through an entire light cycle at eastbound 36.	Male	55 and older	White	English	No
1/12/24	No stoplights	Some are different on each side of the freeway.	Please consider the traffic circles option. Similar on both sides of the freeway.	Female	55 and older	White	English	No
1/12/24	The process of converting MN-36 to a limited access expressway continues to be a good idea. All three plans support this macro goal. However, there are some concerns about the localized impacts. (see other comments)	All three plans do not have the frontage road extended to connect Keats. This then requires that access at Keats and 36 remains open, continuing and increasingly dangerous problem. It is particularly challenging to move from Keats to 36 in wet or winter weather, as well as at night when it is harder to see which lane cars are in. Extending the SW frontage road to Keats is a must for any solution at Lake Elmo Avenue.	Thanks for the communication and open houses.					
1/12/24	See #3	See #3	We understand that these project proposals are to benefit the movement of traffic along Hwy 36 by people who do not live in our neighborhood, so that they may pass through it as quickly and unencumbered as possible. However, the price to be paid in our neighbor north of 36 in Grant, is too high. This is especially true of the proposed Tight Diamond Interchange- both (conventional intersections) and (roundabouts). The noise and congestion disruptions and the unnecessary destruction to properties these options would cause to a peaceful neighborhood is not acceptable. Not to mention the large loss in our property values. We have seen these configurations work in commercial areas, such as those further east on 36 in the Stillwater/Oak Park Heights business district, but they do not belong in a residential area. If this project cannot be canceled/postponed until a better alternative for the whole Co. Road 15, Lake Elmo Ave area can be designed: then, only the least damaging proposal to the neighborhood should be consider- 4B Overpass with buttonhook ramps.	Male	55 and older		English	No
1/12/24	The overpass with the buttonhooks is the safest and least disruptive to business and homeowners option.	The other options don't remove the hazardous lighted intersection. Roundabouts take up a lot of space. Homes and businesses would be affected with these other options.	I've lived in Grant for 30 years, and I use the intersection on a daily basis. Drivers continually run yellow AND red lights. You really have to make sure drivers are slowing and stopping. The ONLY way to make it safe is to create the overpass.					
1/11/24	Leave as the intersection is at present time, but possibly include a foot/bike path bridge over Highway 36 to resolve foot and bike traffic.	Roundabout not appropriate at the proposed intersection and would create more problems due to the speeds of drivers and the inability of drivers to understand the roundabout concept and how to negotiate them.	Work was recently completed on this intersection, which was a major disruption for the neighborhoods and businesses in the area. Speeding and running red lights is a constant concern along 36 in general. Driving habits of many drivers are more of a problem than the intersection itself.	Female	55 and older	White	English	No
1/11/24	Decent compromises between retaining nearby business access and traffic flows.	unsure about pedestrian and bike access wigh roundabouts.		Male	55 and older	White	English	No
1/11/24	Less traffic down lake Elmo ave	Round abouts. Lake Elmo should be a quiet road not a main cut through for people to speed through because there's less traffic controls than manning.	I'd like the option to poll or vote... even to get a sense of which options people might be leaning towards. I'd like the first option	Female	35-54	White	English	No

Date	What do you like about these alternatives?	Is there anything you do not like about these alternatives?	Do you have any other comments or questions for the project team?	OPTIONAL, what is your gender?	OPTIONAL, what is your age?	OPTIONAL, what is your race/ethnicity?	OPTIONAL, what language is most frequently spoken in your home?	OPTIONAL, does your household receive public assistance?
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response	Response	Response	Response	Response
1/11/24	That they all eliminate the stoplight in 36.	That construction won't start until 2026. The diamond and roundabout options take too much land to the north.	Keep pushing bike and pedestrian facilities.	Male	35-54	White	English	No
1/11/24	There's a bridge and better traffic flow for most vehicles.	The buttonhook design has very tight entrance/exit 'ramps' and this is poorly designed. It'll cause traffic on the highway to be at a very different speed than those exiting/entering. The ramps are far better.	Reconsider the ponds on the south side of the SW frontage road to be re-positioned, perhaps with some frontage road alignment, such they are between the highway and the frontage road to improve long-term viability of those properties for commercial development.	Male	35-54	White	English	No
1/11/24			Will a side street be added to connect Lake Elmo Ave to Manning on the south side of Hwy 36 without having to enter Hwy 36? This would be helpful for trying to get across Hwy 36 safely by using the Manning Ave bridge. I try to avoid Hwy 36 and Lake Elmo Ave at all costs because of how dangerous the intersection is today and I regularly need to cross Hwy 36 so I find ways to take a bridge over instead.	Female	35-54	White	English	No
1/11/24	Anything that separates HWY 36 from Lake Elmo Ave is a massive benefit.	The roundabout option seems to require more bridge and more overall construction (cost). Roadway geometry seems to require a steel bridge. I would be interested to know how the traffic study compares. I do not like the number of controlled intersections in 7A.	No	Female	35-54	White	English	No
1/11/24	I very much prefer the roundabout option (listed 3rd). There are too many opportunities for people to run stoplights at high rates of speed in the other options. Please eliminate use of stoplights wherever possible. I can't see exactly how, but making bike traffic safe through the intersection towards all directions should also be a very high priority.		None at this time, thank you for asking.	Male	35-54		English	No
1/11/24	Eliminating a dangerous high speed intersection.	The tight diamond without roundabouts looks like it will have two signals very close together on the south side of 36. This could create future traffic problems.	No.	Female	35-54	White	English	No
1/11/24	I like the alternative that includes roundabouts. I think this will be the safest as well as result in the most consistent and predictable traffic flow and timing.			Male	35-54	White	English	No
1/11/24	The option 4B seems to have the least impact on everybody.	The options that affect the businesses or neighborhood on 62nd street.	4B is the best option.	Male	55 and older	White	English	No
1/11/24	Eliminates complex interchanges	Why add cul de sacs on the south side of 36; can 57th st N be extended from the south and provide connection to the home and church on the southwest corner?	Why not merge alt 1 and 3 by having roundabouts on north and south side of the bridge and eliminate the new north bypass road added in alt 3?	Male	34 and younger	White	English	No
1/11/24	The only alternative that aligns with the controlled growth in local areas this will service, controls impact for property owners (Residential and commercial) is the Overpass with Buttonhook Ramps. Manning takes the load from the north and Stillwater Blvd., Manning, and Lake Elmo split the load from the south.	The options seem to digress as they were combined for this open house. Both Tight Diamond alternatives seem to disproportionately apply pressures to the Grant properties which is the city that has controlled growth due to property requirements. Both these solutions appear to negatively affect my property and add turn lanes to Lake Elmo for a low volume intersection to a dead-end road. The amount of property acquisition seems extensive for the design requirements. The conventional solution is adding 3 stoplights in less than .25 miles. Both these seem like a poor spending decision for a constrained solution.	I realize this takes time and not everyone will be happy, but if the team is willing to put the Tight Diamond exchanges on the table it appears \$\$\$ is a minimal constraint. My suggestion would be to determine a better way to utilize the acquired church property west of Lake Elmo with only 2 roundabouts to fully utilize the space that is acquired. This would mean Lake Elmo would progress from to the NE as it passes under 36. Essentially, 5A mirrored and having the north side roundabout centered on Lake Elmo and the south side roundabout centered where the church currently sits west of Lake Elmo. The north roundabout would service access to 36 and the frontage road as in 5A. It would likely impact Cartiva on the north side but appears to keep intersection closer to 36 and eliminates 1 intersection along with the associated extensive roads winding through properties. The other benefit is that the traffic volume on Lake Elmo comes primarily from the south to gain access on 36 so it retains the Tight Diamond intent from the south. Thanks for listening.	Male	35-54	White	English	No
1/11/24	The fact is that the Hwy 36 and Lake Elmo Avenue intersection is dangerous and needs to be safer, bottom line. These alternatives work to accomplish that.	Our neighborhood, Discover crossing, will be directly impacted by removing the trees that insulate from road noise and create privacy. This will also decrease home values dramatically. We want to know what will be done to prevent this...trees put in all along north fence line under power lines, trees/boulder wall put in all along west side of lake Elmo to protect our entrance.	Who will be in charge of landscaping and ensuring privacy and noise are recreated post-construction?	Female	35-54	White	English	Prefer not to answer
1/10/24	I like options 2 and 3 the best. Seems like better traffic flow.	Option 1 seems to confusing and convoluted.		Other	55 and older	Hispanic or Latino	English	Prefer not to answer
1/10/24	Improved safety			Female	35-54	White	English	No
1/10/24	The buttonhook interchange might be the most ideal one to upgrade to traffic signals in the future. The roundabout interchange might be the most ideal for safety on all directions (both for cars and pedestrians) and might be better equipped to handle increased traffic if Lake Elmo does indeed continue to grow. Routing the northern frontage road further north does appear safer and I like it. Allows business access to be less tight.	The tight diamond interchange would look a lot like the English St interchange, which is decent for the traffic of the area. I hope traffic on Lake Elmo Ave might not become an issue if the intersections are not further spaced. I don't think this would be a worthwhile solution if Lake Elmo continues growing. As it stands, it could work for today's traffic, but not sure about the future. The buttonhook interchange is similar to the MN-280 at Como Ave interchange but appears tighter, meaning cars would need to slow down a lot to use them. It looks like the on-ramps have sufficiently long acceleration lanes for folks getting on 36. I hope the exit lanes to the interchange are long enough to slow down safely.	I'm curious to see how the buttonhook interchange works better for most traffic flow. I do see a lot of scenarios where one will need to turn left (for instance, northbound on Lake Elmo to 36 West or East), which might not be the most safe accident-wise. Not to mention, can it scale for increased traffic, especially if we decide to place traffic signals on Lake Elmo Ave? All the other interchanges have the northern frontage road routed further north. I wonder if it works with the buttonhook interchange as well. For westbound traffic to Lake Elmo, it allows a smoother approach. For westbound traffic from Lake Elmo, assuming low traffic on the frontage roads, the on-ramp to 36 West could be a little less tighter than the current solution. Not to mention it further spaces out the intersections on Lake Elmo Ave, which helps with traffic flow. The tight diamond interchange without roundabouts might not be ideal if traffic increases, in part due to shorter spaced intersections.	Male	34 and younger	White	Other	No
1/10/24	Intersections with roundabouts prevent the possibility of injury-causing crashes eliminate the delay of vehicles when there is no other traffic present. The alternative with roundabouts is clearly the best choice.	Intersections with stop signs and/or lights continue to present injury causing accidents.	The Hilton Trail roundabouts are serving very well.	Male	55 and older	White	English	No
1/10/24	I liked the option with the roundabouts the best. I feel the roundabouts keep traffic moving and are safer. The Tight Diamond intersection would be my second choice. I would not support the Overpass with Bottonhook ramps.	I don't like adding stop signs in the Over Pass option and the Tight diamond option. I do not like the acceleration lanes in the Overpass option as it is difficult to get to speed and merge in a busy highway as safely as the other options.	I spoke with one of the contractors about extending the frontage road to Keats. He said MnDot was looking for money but it is not in the current plan but if they find money it could possibly happen. I live off of Keats and it is hard to go from 0 to 70mph turning on to 36 without an acceleration lane. My wife had a serious accident there a few years ago, so safety at this intersection if important to me. Closing Keats and extending the frontage road would be a great help.	Male	55 and older	White	English	No
1/10/2024 (In-Person Event)	Buttonhook ramps, lest disruptive and City of Grant doesn't lose the businesses.	The other options disrupt housing and businesses in the City of Grant. Roundabouts require more space.						
1/10/2024 (In-Person Event)	I like the tight diamond with roundabouts. Its familiar due to Hilton Trail and people now how to navigate. 2nd choice is tight diamond with conventional intersections. Option 3 with the added exit onto the frontage does not seem necessary.	I do not like the removal of the trees, their noise absorption is critical for those who live nearby, especially if increasing speeds.	Thank you for holding this session.					
1/10/2024 (In-Person Event)	Tight diamond with roundabouts is the best option							
1/10/2024 (In-Person Event)	Tight diamond with roundabouts is the best option							
1/10/2024 (In-Person Event)	Buttonhook ramps, lest disruptive and City of Grant businesses and residential houses on the north side of Hwy 3..	The other two alternative impacts businesses and residential properties on the north side of 36. The roundabout design has a very large footprint and "we" Minnesotans are not good at navigating these.						
1/10/2024 (In-Person Event)	Tight diamond with roundabouts is the best option. Easiest for smooth traffic flow. I do not like the traffic lights because the traffic backs up at them and there is more noise from the starting and stopping.		Add turn lanes to 57th Street on 17					
1/10/2024 (In-Person Event)	Tight diamond with roundabouts is the best option. Allows for continuous traffic flow		Tight diamond roundabouts seem the most favorable for the traffic flow and least invasive for current businesses in the area. I endorse that plan!					
1/10/2024 (In-Person Event)	I only like the tight diamond with roundabout option. It is best for north/south flow on 17. If traffic keeps flowing there is less noise, exhaust, and pollution for the neighboring area.	There other two options, very hard to get timing of traffic lights right. Will increase noise and pollution in the areas where I live.	Roundabout please, no more traffic lights.					
1/10/2024 (In-Person Event)	I like the tight diamond option with roundabouts. Any design should allow for service roads both south and north of 36.	No long term connections to the development planned at Manning.	Whatever design is chosen should incorporate roundabouts, much safer.					
1/10/2024 (In-Person Event)	Should improve the safety of the intersection	1. The removal of the trees on the Discovery Crossing side of Lake Elmo Ave has to be mitigated. How? 2. Why is there priority for bike/walking path? No one is ever seen crossing on bike.	How can you say you are prioritizing environmental justice in any stage if you have no plans to address the tree removal on the east side of Lake Elmo?					
1/10/2024 (In-Person Event)	First choice is tight diamond with roundabouts. Second choice is tight diamond with conventional intersections.	The extra roundabout for the north frontage road intersection	When will this happen?					
1/10/2024 (In-Person Event)	Tight diamond with roundabouts is the best option, eliminate hazards and doesn't impede traffic.							
1/10/2024 (In-Person Event)	Either tight diamond alternatives look like they will work well	The buttonhook options looks the least desirable, will probably have problems with traffic exiting and entering heavy traffic.						

Date	What do you like about these alternatives?	Is there anything you do not like about these alternatives?	Do you have any other comments or questions for the project team?	OPTIONAL, what is your gender?	OPTIONAL, what is your age?	OPTIONAL, what is your race/ethnicity?	OPTIONAL, what language is most frequently spoken in your home?	OPTIONAL, does your household receive public assistance?
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response	Response	Response	Response	Response
1/10/2024 (In-Person Event)	Safety at Hwy 36 and Lake Elmo Ave is priority #1. We moved into Discover Crossing 8 years ago and have witnessed multiple fatalities and accidents.	We will lose all of our privacy and tress and unwelcomed road noise. We need tress and insulation to our special neighborhood. The drainage pond right in front our neighborhood is also a problem.	Please communicate and advocate for tress, insulation, and preservation of Discover Crossing neighborhood					
1/10/2024 (In-Person Event)	Improving the safety for our community - we have seen and heard many accidents at this intersection	The current proposed drainage solutions on all three alternatives will greatly impact the neighborhood of Discover Crossing. The safety of our community is very much protected by the privacy the trees (that would be removed with the proposed drainage pond). The trees are the only barrier we have from the highway noise and considerable traffic that passes on 36 and Lake Elmo Ave.	Would love to see alternative options for drainage.					
1/10/2024 (In-Person Event)	Grade separation of Lake Elmo Ave and 36. Moving frontage road north. Option with roundabouts.	Don't like stop signs or traffic lights on Lake Elmo Avenue						
1/10/2024 (In-Person Event)	Improving the safety of the intersection	I do not like that in all three options, there is a drainage pond in front of the Discover Crossing neighborhood and removing the tree line. I need to see documentation of alternatives considered at the next open house.	Please show alternatives to the drainage pond. Move it.					
1/10/2024 (In-Person Event)		It will put more traffic in front of my house (resident within the 60th Street neighborhood)						
1/10/2024 (In-Person Event)			Keep everything on the south side					
1/10/2024 (In-Person Event)	The button hooks is the best option	Go back to the original plan of overpass without ramps	Put up warning light like 36 and Washington. More people don't need to die while waiting for this intersection to be fixed. Flash light on side of road when light will be red soon.					
1/10/2024 (In-Person Event)	I like both tight diamond alternatives. Thrilled that you can bike across.	Seems like buttonhook would require faster acceleration over shorter distance onto 36. That would be less favorable.	Please have bike lanes. Using this opportunity to improve Keats intersection would be wonderful, it's a death trap. How about extending frontage road to Keats to allow eastward entrance to 36 from Keats using Lake Elmo ramp?					
1/10/2024 (In-Person Event)	Buttonhooks	Not soon enough construction/completion	Get'er done					
1/10/2024 (In-Person Event)	Any alternative is helpful as this intersection is quite dangerous. Tight diamond with roundabouts is the best option	Least favorite option is the buttonhooks						
1/10/2024 (In-Person Event)				Male	35-54	White	English	No
1/10/2024 (In-Person Event)				Female	55 and Older	White	English	No
1/10/2024 (In-Person Event)				Male	55 and Older	White	English	No
1/10/2024 (In-Person Event)				Female	55 and Older	White	English	No
1/10/2024 (In-Person Event)				Male	55 and Older	White	English	No
1/10/2024 (In-Person Event)				Female	55 and Older	White	English	No