

Open House #1 Engagement Summary

An Open House was held to share data regarding on existing conditions, provide information about the project schedule, and next steps. Project representatives were available to answer questions and a project handout was available for attendees to take. The open house did not have a formal presentation. Input was also gathered through an online survey and a comment input mapping application.



September 24, 2024



Cottage Grove Middle School



4:00 to 6:00 p.m.



14 attendees



18 survey responses

Open House Advertisement

Social Media: Ads were used to promote the open house on Facebook, NextDoor, and X for a combined total of 19,165 impressions and 765 engagements (link clicks, reactions, comments, and shares).

After the open house, additional posts were made to promote the online engagement tools. Online engagement allowed the public to view project materials that were present at the open house and provide their input. Ads had a total of 19,796 impressions and 1,359 engagements.

Website Update: A newsflash was published on the homepage of the project website.

Media: A news release was published to promote the Open House.

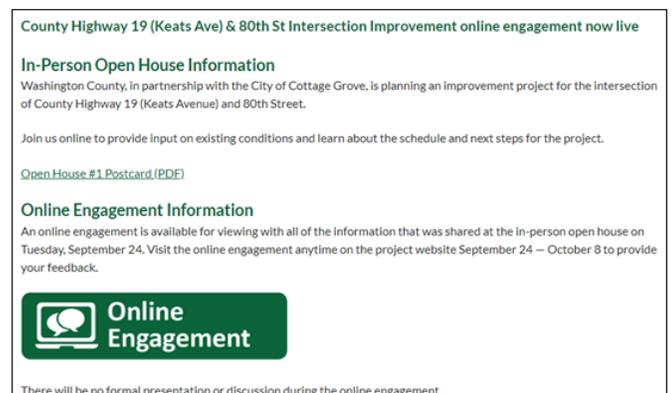
Postcard Invite: Mailed to 549 addresses within the project area.



Facebook post to promote open house



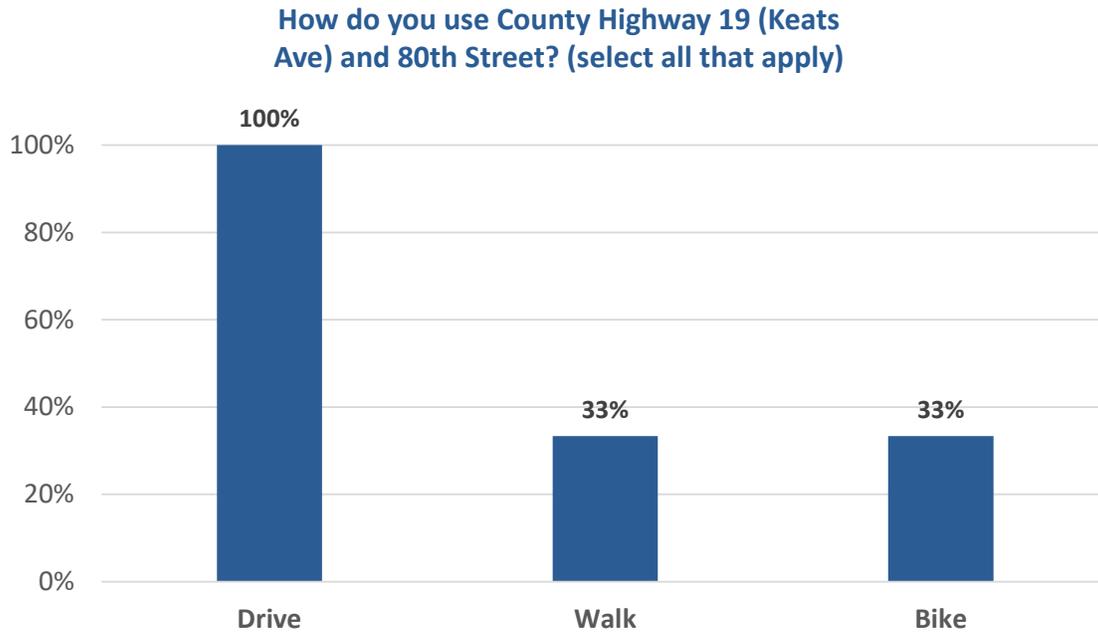
Facebook post to promote online engagement



Project website newsflash

Survey Results

The survey was available online and in-person at the open house. There were 18 total responses to the survey, below is a summary of the combined results.



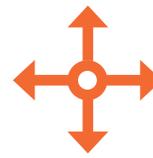
Key Themes



Improve safety and access for pedestrians and bicyclists



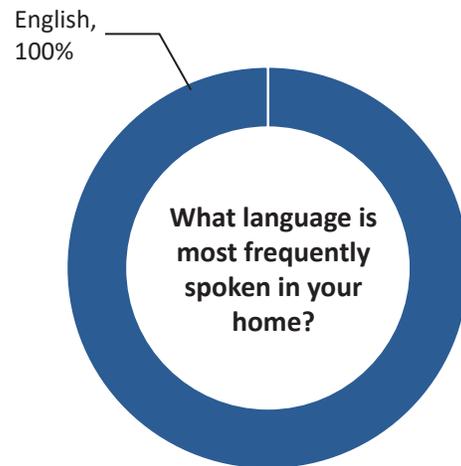
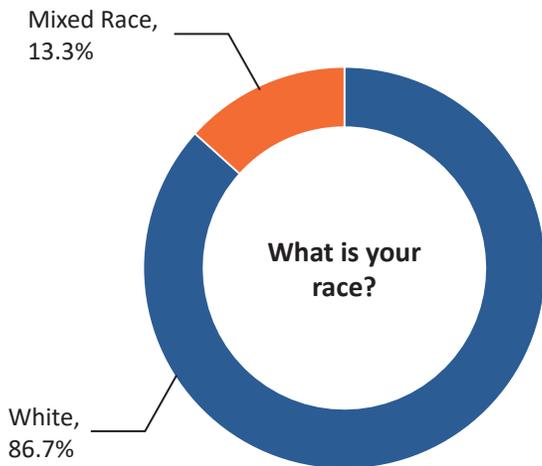
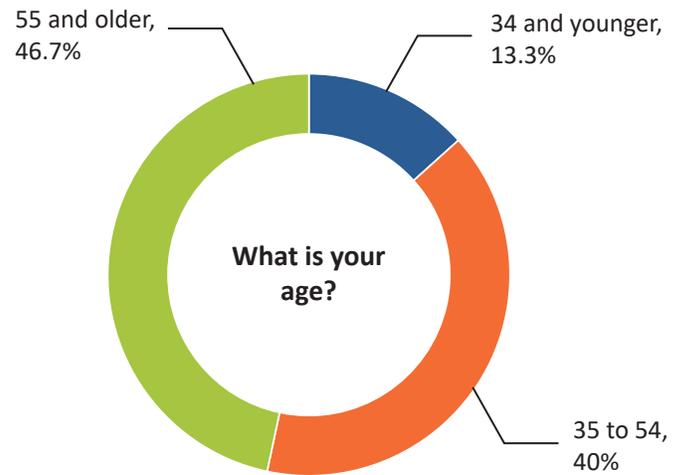
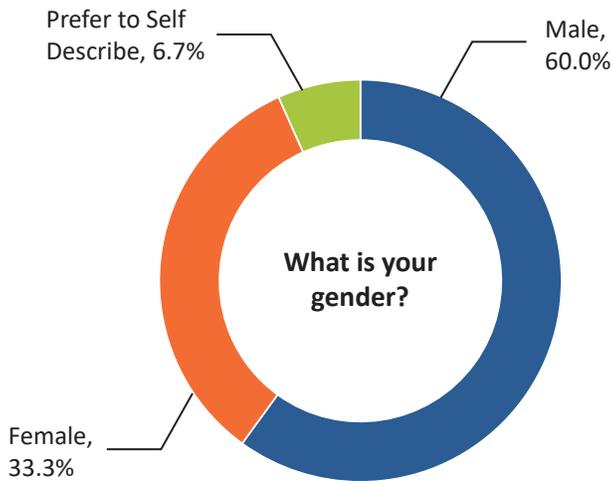
Calming traffic at intersection



Preference for a roundabout as intersection control

Survey Demographics

Survey participants were asked optional demographic questions to better understand who was being engaged.



Public Comments

The following comments were provided by the public via the open house and online survey.

Online Survey Comments

What improvements to County Highway 19 (Keats Ave) and 80th Street do you want the project team to consider?

- I would love to see this have a roundabout. It would reduce confusion and delays at the intersection for drivers and increase safety for bicycles/pedestrians. It is literally the only intersection on Highway 19 from Lake Road south to Highway 61 that doesn't have a roundabout and it just really seems silly that we would not have one at this point.
- This intersection needs to be more pedestrian friendly, especially for children trying to walk to/from school. This is why I am against a roundabout, as it makes it more difficult for pedestrians to cross. I believe the road should be narrowed at the intersection, making drivers more physically/visually aware of their surroundings.
- Safety for all, but particularly for pedestrians. I don't walk my dog through this intersection anymore because so many people blow through the stop sign making a right turn from 80th St Eastbound to Keats Ave Southbound. I'd love to see a tunnel considered similar to what was done in Woodbury at Bailey Road and Radio Drive.
- Leave it alone
- Roundabout
- Round about
- Bike and pedestrian use and safety
- None, there's nothing wrong with it.
- Roundabout
- A roundabout would be ideal to minimize stopping and keep traffic flowing and eliminate T bone crashes
- Stop lights with longer light for north/south traffic on Keats. Or roundabout with additional turn lanes for north/south traffic on Keats.
- Roundabout
- Speed tables/grid prior to stop signs
- I am in favor of a roundabout.
- Twice yesterday I was nearly in an accident due to vehicles turning on to CR19 right in front of me at far below the speed limit. Consider lowering speed or Controlling access.
- A roundabout.
- Safety

Do you have any comments or questions for the project team?

- Lots of bike/pedestrian crossing across Keats at this intersection due to access to Ravine Parkway bike path and Tanks stand in summer. I hope ways to improve the safety for those crossing is given greater consideration/priority due to how it connects here. Currently due to the volume of traffic, crossing feels high hazard with just stop signs. Too many vehicles I see try to either beat the pedestrian/bike across the intersection so they don't have to wait, or miss the bike/pedestrian due to blocked views from vehicles in multiple lanes or drivers trying to keep track of too many lanes and who's turn it is that they miss the bike/pedestrian at crossing.
- Leave it alone
- Has the type of traffic control change already been decided?
- I appreciate hearing you say that there should be minimal traffic flow disruptions during any construction this project would entail
- No
- If it isn't broke, don't fix it.
- No

Do you have any comments or questions for the project team? (continued)

- Roundabouts have been proven as effective traffic control methods.
- Thank you for considering this. It would be a significant improvement for residents who frequently travel along this roadway to have a roundabout.
- No roundabout!
- Please do not disrupt farm property at 80th/CR19 junction. The city is squeezing farmers out of existence in our city. Consider utilizing church property more, they don't pay taxes.

Comments Received during the Open House

- The Church's parking lot driveway could be moved to align with the Jorgenson Ave and 80th St intersection.
- A roundabout would make sense with all the surrounding ones in the area.
- I live near the project intersection and see drivers drive right through the stop sign. This happens especially going southbound on Hwy 19.
- What is the timeline of construction? And will the intersection remain open?
- The traffic is currently backing up on southbound Keats almost a mile at peak times (3M shift change, school, etc.)
- How would pedestrians navigate a roundabout?
- I'm seeing a lot of people use the existing Central Greenway trail to the south but the condition is not good.
- Lighting would be a great amenity on the existing Central Greenway trail from 85th to this intersection.
- How would farm equipment navigate a roundabout?
- Many comments about operations of Tank's corn stand during the project's construction season
- What are the city's plan for pedestrians for 80th east of the intersection?
- There are a lot of surface and underground utilities in the area. How would the project work around those?
- Will there be a closure and detour during construction?
- I don't think a traffic signal would help that much here.
- Could the overhead power in this area be moved underground with this project?
- I'm surprised there aren't more crashes reported.
- It seems like a roundabout would operate much more efficiently here, with less delay
- I like a roundabout over a signal here
- I live near the project and travel this intersection daily
- What are the city's long term plans for 80th west of the intersection?
- Will Keats become a four lane section at some point?
- I think a roundabout would be good when the Tank land develops at Keats and Indian
- Will trees be removed as apart of this project?
- How is a signal vs roundabout determined?
- How is the traffic from the west going to go from two lanes into one if there is a roundabout?
- Will it be difficult to match into the existing ground, particularly at the northeast quadrant?
- Make sure the median at the east leg doesn't block the nearby driveways.
- How will this impact the retaining wall in front of the NE property?
- Will there be any work outside of the Right of Way?
- If the driveway close to the intersection is closed, how will rest of the driveway be modified?