

Phase 2 Public Engagement Summary

Ramsey County

County Road E and Old Snelling Avenue Design Services



DRAFT

Phase 2 Overview

The second phase of engagement for the County Road E and Old Snelling Intersection provided an opportunity to update the public and stakeholders on project activities including completed analyses and alternatives. This phase included a virtual open house with a live presentation and question and answer session with the project team and an online survey. The presentation was also recorded and available on the project webpage following the meeting for those who couldn't attend the meeting.

The following pages provide a summary of the input received through the Q&A session and survey. Overall, similar themes emerged from both input methods, including:

- **Roundabout Alternative:** Support of the roundabout alternative
- **Traffic Analysis:** Questions on the traffic analysis including the cause of backups, future volumes, and modal count data
- **Other Alternatives:** Discussion of other alternatives considered, primarily no-build or a traffic signal
- **Bike and Pedestrian Mobility:** Questions regarding safety and education for all modes
- **Infrastructure:** Discussion of utility improvements and intersection lighting


Phase 2 Purpose:
Share draft alternatives under consideration, including the analysis completed and evaluation criteria considered.

Virtual Open House

A virtual open house was held February 2, 2022 from 7:00 to 8:00 p.m. via Zoom. A total 53 participants joined the event to learn more about the overall process and intersection alternatives. The event began with a presentation from the project team with the following agenda:

- Introductions
- Project Background
- Study Update
- Questions and Answers
- Schedule and Next Steps
- Contact Information

Following the presentation, a question and answer session was held. Attendees were asked to provide comments or questions via the Zoom chat feature. The project team responded to questions and comments. The general themes that emerged from these comments are highlighted in the following pages. The presentation and Q&A were recorded and can be viewed here: [CR E and Old Snelling Avenue Open House](#)

Comment Theme	Summary of Comments
	<p>General Project</p> <p>Comments and questions were gathered regarding the extent of the project limits and general details regarding the project purpose.</p>
	<p>Current Conditions</p> <p>Comments discussed current conditions in the study area, particularly related to current driver types.</p>
	<p>Traffic Analysis</p> <p>Comments included statements of what data was collected (e.g., vehicular, bike, and pedestrian counts) and how that data was used. Many comments focused on the origin and factors of backups in the intersection.</p>
	<p>Roundabout Alternative</p> <p>Comments provided general support for the roundabout alternative. The creation of educational material about roundabouts was also discussed.</p>
	<p>Project Alternatives</p> <p>Comments discussed other concepts or alternatives that are also under consideration in this effort. Additional ideas and concepts were also discussed.</p>
	<p>Access and Adjacent Property Considerations</p> <p>Comments focused on potential impacts and change in access to adjacent properties. Opportunities to connect with adjacent property owners were also identified.</p>
	<p>Bicycle and Pedestrian Movement</p> <p>Questions and comments regarding changes in bicycle and pedestrian mobility were posed. Specifically, questions were asked regarding the safety of all modes and interaction with vehicles/drivers.</p>
	<p>Speed Limit</p> <p>Comments regarding the overall corridor speed limit and potential changes in speed with the roundabout alternative.</p>
	<p>Intersection Lighting</p> <p>Comments regarding the use of new green technology and request for reduced light pollution.</p>
	<p>Utilities</p> <p>Questions regarding the location of utility upgrades.</p>

Summary of Comments



Comments and questions regarding the timeline for construction and additional approval required prior to construction.



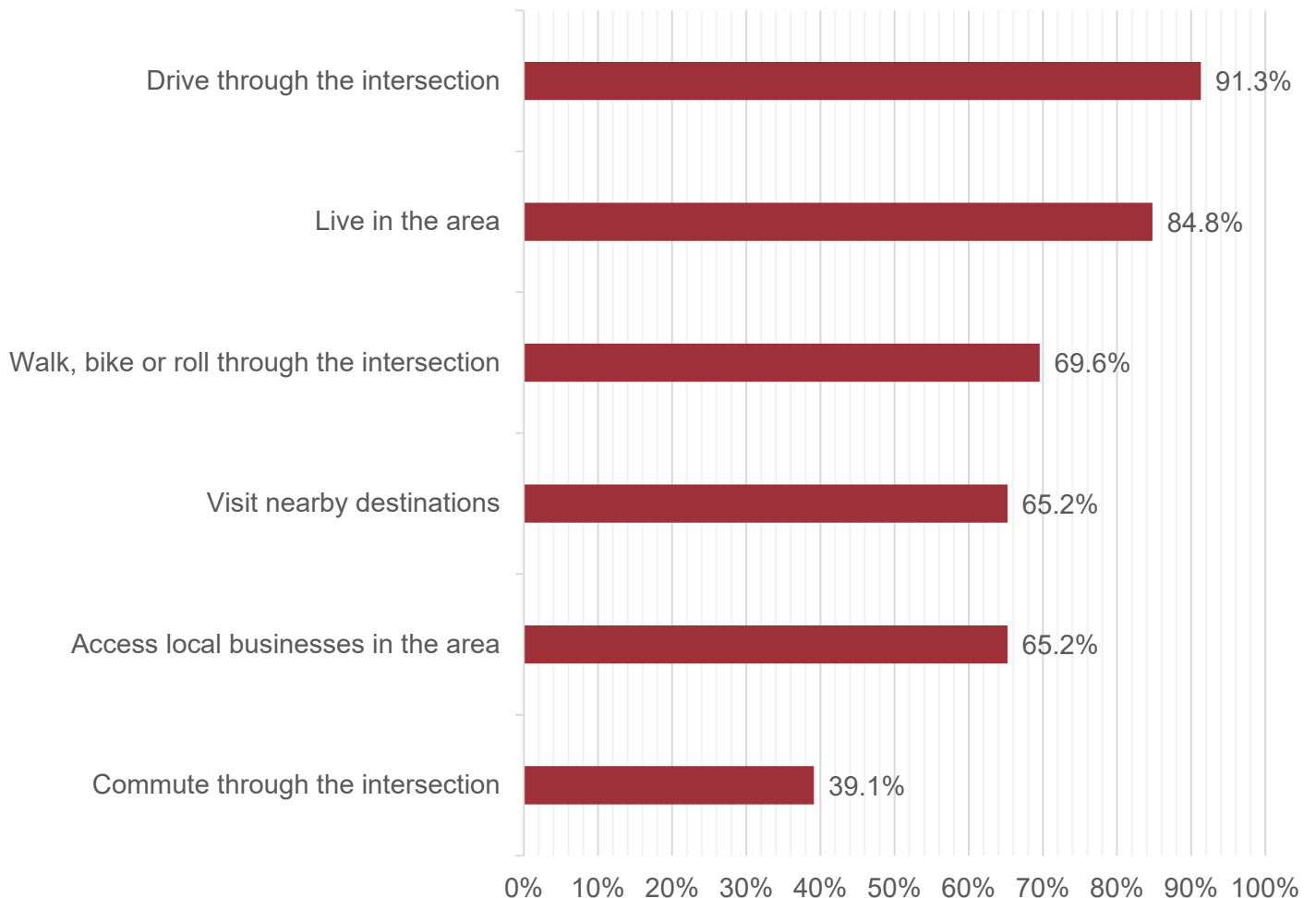
General Comments

General comments regarding the overall process and how alternatives will be decided. Comments of thanks were also received for the presentation and opportunity.

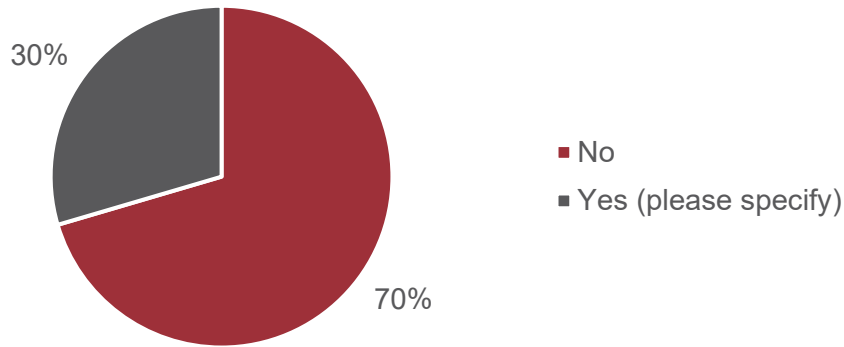
Survey Summary

In addition to the virtual open house, interested parties were invited to provide feedback on the project through an online survey. The survey was available from February 2 through February 16 through SurveyMonkey. A total of 46 survey responses were received in the two week period, and the results are summarized in the following pages.

Q1: People travel through the County Road E and Old Snelling intersection using many modes of transportation to reach local destinations. How do you currently use the intersection? (Select all that apply)



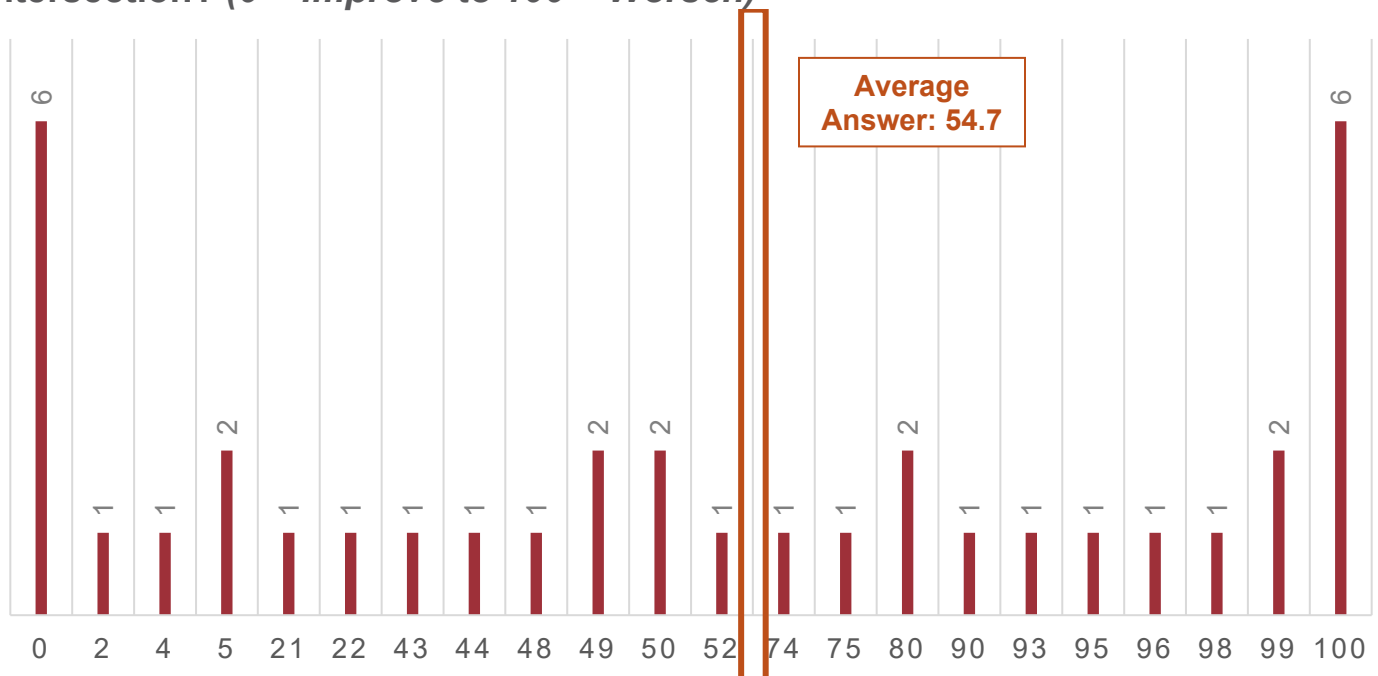
Q2: Did we miss any goals or considerations that should be considered during the development and analysis of alternatives?



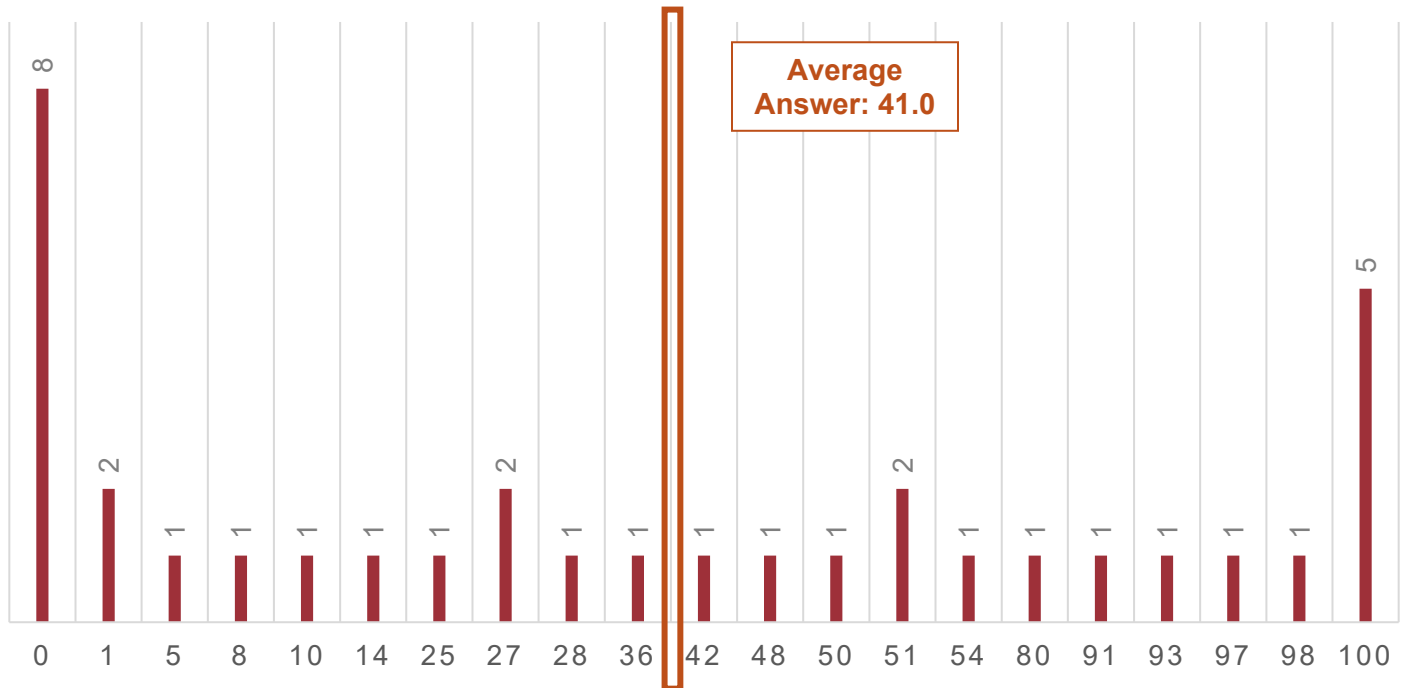
A summary of the additional comments provided to support a “yes” response is provided below.

Theme	Comment Summary
Cost	<ul style="list-style-type: none"> • Use funds for other work
Project Area Conditions	<ul style="list-style-type: none"> • Proximity of other intersections and driveways • Considerations for pulling over for emergency vehicles • Appropriate vehicle speeds
Pedestrian and Bicycle Safety	<ul style="list-style-type: none"> • Are solutions safer for bikes and pedestrians or just vehicles • Provide connections to trails • Improved safety needed
Traffic	<ul style="list-style-type: none"> • Backups are related to traffic signal at County Road E and 51, intersection improvements at County Road E and Old Snelling will not solve the problem

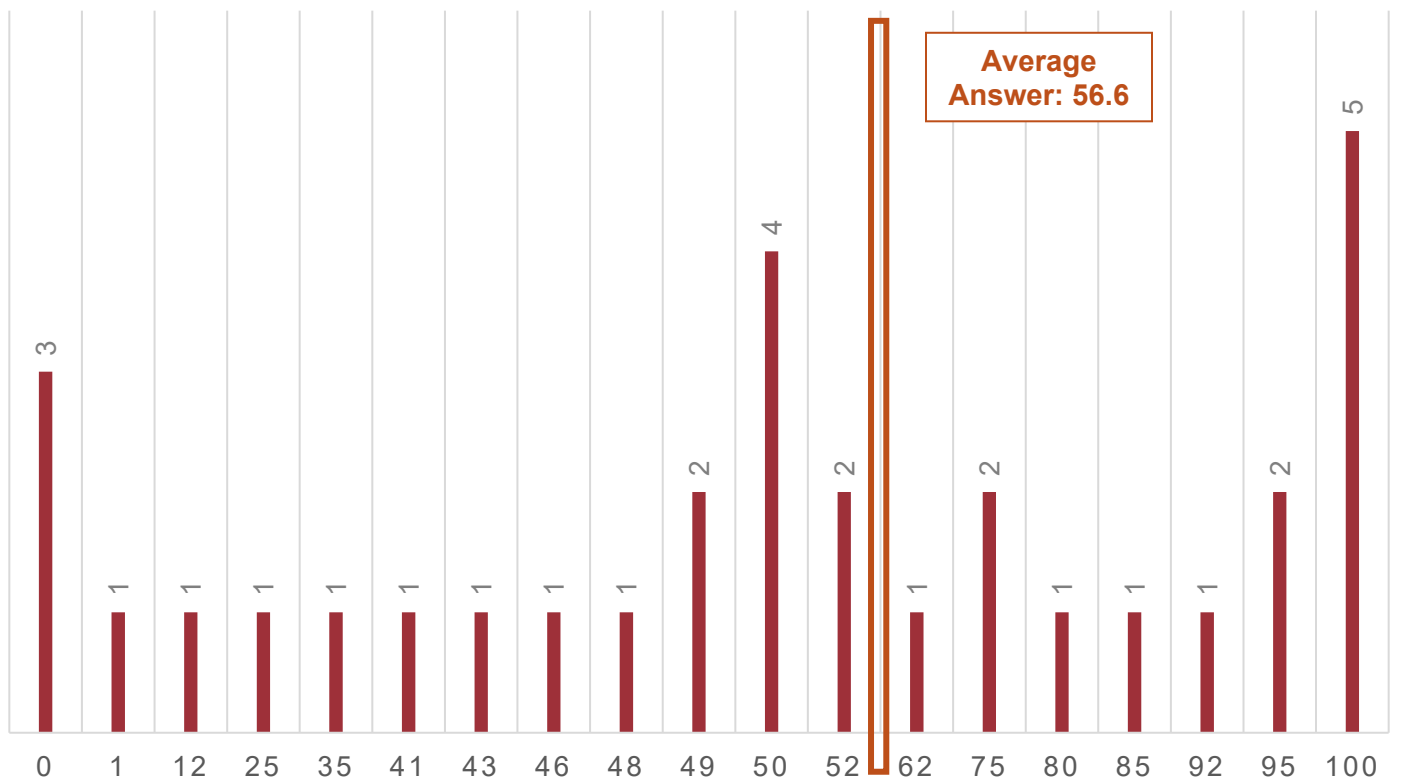
Q3: How does this alternative change your ability to walk or bike through the intersection? (0 = Improve to 100 = Worsen)



Q4: How does this alternative change your ability to drive through the intersection? (0 = Improve to 100 = Worsen)



Q5: How does this alternative change your ability to access destinations near the intersection? (0 = Improve to 100 = Worsen)



Q6: Do you have any ideas that would improve this alternative or other alternatives that would meet the project goals?

A number of themes emerged across the 21 written responses, each identified and summarized below.

<p style="text-align: center;">Bike/Pedestrian Movement</p> <p style="text-align: center;">6 Comments</p> <ul style="list-style-type: none"> • Concern about safety of bikes/pedestrians using the roundabout • Questions about Bike/Ped conflicts with fast moving vehicles • Questions about sight distance, right of way, and yielding 	<p style="text-align: center;">Traffic Signal</p> <p style="text-align: center;">4 comments</p> <ul style="list-style-type: none"> • A signal would maintain the current footprint and mirror the traffic control for other CR E intersections • Traffic Signal identified as a preferred option over a roundabout
<p style="text-align: center;">Other Alternatives/No Change/Pavement</p> <p style="text-align: center;">4 Comments</p> <ul style="list-style-type: none"> • The current intersection is safe and doesn't have many crashes • A roundabout is a dangerous solution • No changes needed other than pavement rehabilitation 	<p style="text-align: center;">Project Cost</p> <p style="text-align: center;">3 Comments</p> <ul style="list-style-type: none"> • A lower cost option should be considered based on the need • Comments regarding overall cost, purpose and need
<p style="text-align: center;">Intersection Geometry</p> <p style="text-align: center;">2 comments</p> <ul style="list-style-type: none"> • Hills and topography within the area are concerning, in winter cars slide through the intersection 	<p style="text-align: center;">4-Way Intersection</p> <p style="text-align: center;">2 Comments</p> <ul style="list-style-type: none"> • A 4-way stop is the best option, less cost
<p style="text-align: center;">Surrounding Network</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • Comments regarding circulation patterns and traffic control in the surrounding area 	<p style="text-align: center;">Roundabout</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • A roundabout is the best solution
<p style="text-align: center;">Safety Considerations</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • Places to pull over for emergency vehicle access 	<p style="text-align: center;">Speed Control</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • Speed enforcement is needed
<p style="text-align: center;">Local Access</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • Concerns with changes in access from properties and adjacent streets 	<p style="text-align: center;">Project Need</p> <p style="text-align: center;">1 Comment</p> <ul style="list-style-type: none"> • Will project still be needed as I-35 construction is finished

Q7: Do you have any questions or comments about the County Road E and Old Snelling Avenue Intersection design?

Participants provided additional comments regarding the intersection conditions and alternatives to be considered. Generally, comments focused on a few key themes, including **alternatives** to be considered, **bicycle and pedestrian** movement, **general considerations** or project characteristics, **cost**, **general comments**, **local access** needs, and **vehicular** movement. The comments are summarized below.

Alternatives	As a frequent driver through the intersection, the turning movements are awkward, particularly with cross traffic. A roundabout is the solution
	As an area resident, the need to redesign the intersection is unclear as backups are only common when I-35W backs up. No change is needed.
	Travel patterns will change in terms of the gaps created in a roundabout versus signal versus all-way stop
	Desires expressed to see other roundabout examples in similar scenarios
	Keep as is, works fine
Bicycle & Pedestrians	Maps show movement patterns well but is unclear on how vehicles yield to peds.
	Bike paths/sidewalks should be considered on both side of Lake Johanna.
	Concerns of sight lines and the ability for children to cross
	Questions regarding the relationship to the Lake Johanna Trail Study and confirmation of improved safety for bikes and peds.
General Considerations	The topography within the area is a challenge for sight distances and nearby driveways.
	Questions poised about the project need and frequency of backups and serious accidents. Additional concerns of encouraging more traffic in neighborhood.
	Concerns about water runoff and stormwater management.
	Considerations of the regional benefit and neighborhood benefit should be included.
	Comments on how the project connects to other city and county projects
Safety	Other design options presented to improve safety (e.g., closing the southern exit of Lindey's, additional signage)
Intersection Geometry	The current intersection geometry is confusing.
	Concerns of the existing topography and ability to build a roundabout that is typically constructed on a flat surface. Topography may cause issues with winter driving and higher speeds.
Cost	Are alternatives considered that are less costly than a roundabout.
	Maintenance costs must be considered.
	Questions of spending money on an intersection with few problems
General Comment	Speed enforcement is needed within the study area.
	Concerns of other dangerous intersections in the area raised (e.g., Lake Johanna Blvd and Siems Ct)
	Comments of thanks for the study and investment
Local Access	Can the roundabout alternative be modified for less impacts to Lindey's?
	Concerns with changes in access to Lindey's and the park
Vehicular Movement	How does the roundabout handle emergency vehicle movements (i.e., a place to pull over)
	Concerns about turning movements from Oak Avenue with no gaps as a result of the roundabouts

Concerns with making turning movements from side streets with lack of gaps.

Concerns of backups within the roundabout for emergency vehicles and as a result of larger backups.

The roundabout will change headlight patterns into adjacent properties

The discussion of existing and future traffic movements should highlight the number of times traffic backs up, not the number of cars that go through the intersection