

OAKGREEN AVENUE

(County Road 65) Corridor Improvement Project



Open House # 2 Summary

12/17/2018

Overview

An open house for the Oakgreen Avenue (County Road 65) Corridor Improvement Project was held on Thursday, December 6 from 5:00 to 7:00 p.m. at the Baytown Township Community Hall. The purpose of this meeting was to collect feedback from the community on the proposed preliminary design, share how feedback from the previous open house was incorporated into the design, provide an update on project schedule and anticipated property acquisition, and answer questions.

Attendance

A total of 40 people attended.

Promotions

The meeting was promoted through the following:

- **Direct mailing** to properties within the close proximity to the project area (mailing sent to approximately 210 addresses)
- **GovDelivery email update** sent to community members who previously signed up for email updates on the project
- **News release** sent to local media outlet, the Stillwater Gazette
- **County website and social media posts** distributing flyer and promoting the open house



Attendees reviewing open house display boards

Meeting Format

The meeting was conducted in an open house format. Staff utilized display boards and aerial maps of the corridor to communicate the project's purpose and goals. Project staff facilitated discussion with open house attendees to collect feedback on the preliminary design and property impacts.

Feedback Collected

Participants provided verbal feedback to project staff and written comments via a comment form and comments left on post-it notes on aerial maps of the corridor. Public feedback was recorded by project staff and two comment forms were received at the open house. The following is a summary of feedback received:

Tree Removals

- Overall, most residents support establishing a clear zone to improve safety.
- Residents concerned with establishing a clear zone were most concerned about losing trees that provide privacy, act as a noise buffer, or act as a barrier to their homes. The following residents specifically documented via written comment that they want to limit tree and right of way (ROW) impacts near their property:
 - [REDACTED]
 - [REDACTED]
 - [REDACTED]

Drainage

- Residents generally support adding stormwater Best Management Practices (BMPs) to help filter and slow down runoff in the corridor.
 - Resident at [REDACTED] is open to the county acquiring an easement on their property for stormwater management purposes.
 - Residents at [REDACTED] were open to a stormwater BMP along [REDACTED] in front of their property.
 - Resident at [REDACTED] does not want stormwater BMP on his property. To accommodate the pond, large oak trees would need to be cut down which provide a sound buffer to [REDACTED].
- Most residents were appreciative that the county is proposing to add short segments of curb and gutter to help reduce grading impacts of adding a ditch.
 - Residents at [REDACTED] were pleased curb is planned in front of their property to limit tree removals, but still concerned about the tree removals planned adjacent to their driveway.
- Resident at [REDACTED] asked the county to review the 15" culvert, under their turf driveway along the south side of [REDACTED], to ensure it is sized properly to handle runoff flow coming from Oakgreen Avenue.



Project staff and attendees reviewing an aerial map

Pedestrian and Bicyclist Use

- One resident provided a written comment concerning the width of the shoulders. This resident would like the shoulders to be paved at a width of 10 feet, instead of the proposed 8 feet to provide more buffer from vehicles for pedestrians and bicyclists.
- One resident asked that the county construct the shoulder wider on one side of Oakgreen Avenue to accommodate bicyclists and pedestrians.

Sightline Issues

- Many attendees said there are issues with driver sightlines, which create problems for exiting driveways or safely turning on or off Oakgreen Avenue. Residents in general are supportive of reducing grades to improve safety overall.
- A number of residents stated it is challenging to exit driveways on slopes because vehicles can be obscured behind hills. Residents want the county to review vertical

profiles adjustments in additional locations. The following locations were noted by attendees:

- South of driveway at [REDACTED]
- South of driveway at [REDACTED]
- Hill south of 21st Street
- Steep driveway grade at [REDACTED]
- Highway 14 sign is obstructing views in the southeast quadrant of Oakgreen Avenue and Highway 14, which is dangerous for northbound Oakgreen Avenue vehicles turning left onto westbound Highway 14.
- The grade too steep near the Oakgreen Avenue and Highway 14 intersection. This is a challenge for vehicles traveling northbound on Oakgreen Avenue to see and stop for the intersection at the bottom of the hill.

Other Safety Concerns

- A number of residents stated they expect speeds will increase after the reconstruction project.
 - Project staff explained that drivers choose speeds based on their available sightlines and ability to react to potential hazards. While this proposed project does make improvements to sightlines, it is proposing to narrow the through lane to 11 feet, which may help maintain or reduce speeds.
 - Project staff also explained that speed limits are determined by Minnesota state laws and the state Commissioner of Transportation, not by township or county officials. It is standard Washington County practice to request a new speed study (to be completed by the state) after any major project. Based on the results of this speed study, the speed limit on Oakgreen Avenue could be lowered, stay the same, or could even be raised up to 55 mph. If Oakgreen Avenue is reconstructed, the county would request this speed study to ensure that the posted speed limit is appropriate for the new conditions.
- Residents at [REDACTED] said there are a lot of crashes from traffic turning from eastbound Highway 14 to Oakgreen Avenue.
- Residents at [REDACTED] provided written comment recommending a raised concrete median along Highway 14 to prevent cars from cutting the corner too early when turning south onto Oakgreen Avenue from the east.
- North of 30th Street, all mailboxes are on the west side of the roadway. Some residents do not feel safe crossing the roadway to get their mail.

Other Comments

- Residents at [REDACTED] noted that their home has a drain field that goes up to the trees along Oakgreen Avenue. They asked that construction crews be careful to not cause major impacts in this area.