

Manning Avenue Corridor Improvements

Do you have any other comments for the project team to consider? Describe if applicable.

Please be considerate of homeowner needs and don't let Manning become Hwy. 36
The FAQ states that a three-lane road would not be able to accommodate the volume of traffic anticipated by the sub-area study. However, the study, performed in 2014 showing 2010 to 2030 traffic volume changes, is proving (even using the 'no-build' conservative estimate) to have wildly overestimated traffic increases, by a factor of 270-320%. For instance, the 10th to 94 segment was to increase from 13600 to 27500 (no-build), meaning the 2019 traffic volume should have been ~19,900 - Yet it measured at 15,500. Similarly, 10th to 30th is currently extrapolated using actual, measured traffic volume data to increase from 10700 (2010) to 12,950 (2030) and not the 17000 as estimated and used to justify the four-lane divided road. Therefore, volumes are well within the design parameters of a three-lane center turn roadway, and it should be fully reconsidered. Additionally, since this is for a 30 year plan, and given the known and demonstrated inaccuracies in the current model, a contemporary and accurate traffic study should be commissioned taking into autonomous/semi-autonomous vehicle considerations before this substantial road project (including the purchase of wider easements, etc) proceeds. As a county we must start factoring and considering the use of autonomous vehicles as many other communities already have done. As Tom Fisher, director of the UMN Design Center was quoted in an interview with the Star Tribune three years ago, "The last thing cities should do is add lanes to existing roads." Finally, I recall attending earlier in-person events, and observed that the median age of attendees, and resident land owners in the area, demonstrated that the population trended older than, say, the county median age. There are numerous retired/senior citizen class individuals in the area. While I understand the desire to not hold an open house due to COVID19 related issues, all of the feedback mechanisms shown on the post card are electronic. Given what research shows as to the Internet connectivity and comfort of use of the aforementioned demographic, how is the county actively seeking feedback from those that do not have such connections, or taking into account the impact of there inability to respond?
better patrol of the speeding
Walking and bike trails would be highly appreciated and would be a very desirable amenity for the neighborhoods along Manning.
I just really want to stress the importance of having a trail the full length of the corridor and not just on the ends.
Trails, roundabouts and pollinator friendly planting!! Maybe a monarch corridor?
More trails!! See comment above.
Access for snowmobiles to still travel along the corridor
I would also like to see a trail from 30th street to the High school. It is important to provide residents a safe way to bike/walk/run. It is really important to have a trail going from 30th to Oak-Land middle school. Even with the posted speed limit signs traffic easily travel 10mph over the speed limit.
Any attempt to maintain the serenity and dignity of this neighborhood will be appreciated. We do not want to look like and become another Woodbury.
traffic is too fast and it's dangerous.
Do not make Manning a 70 mph freeway. Keep it as a country road, not a 4 lane freeway.
Right now it is too dangerous to walk along Manning. A trail along the west side would allow kids to be able to walk or bike to Oakland Middle school.
most critical outcome i'd say is to prevent the possibility of head on and rear-end collisions, esp. at high speeds (using roundabouts, median wall, turn lanes). Currently the vast majority of people pass on the right using right turn only lanes when someone is stopped waiting to make a left.
Walking/bicycle/snowmobile Trails are at the utmost importance!
Speed at 45 past Easton village. Kids biking in manning and cars whip by.
Please consider keeping access open from Easton Village for a right turn (going south) only. It is not safe to go North (left turn) out of the development. Please consider trails all the way from County 14 South to Hwy. 94. Kids ride their bikes to Oakland Middle School and it's very dangerous.
Will the new road be within the existing right of way? Any considerations for the snowmobile trail on the west side of Manning? This is supposed to be in the right of way.
Environmentally friendly road barriers Manning is already noisy for surrounding homes .Traffic will become heavier and more congested than it is now would like trails eliminated for safety
No...that covers it
Source contractors that use American made equipment!
Very concerned about the increased population and lack of connected walking and biking trails. Public health depends on ease of getting places without driving. Please do everything possible to have a robust trail system that enables folks to bike and walk in the area.

Easton Village needs south exit to 30th street when Manning goes down. Traffic on 30th west will increase sharply, any thought on traffic management to main street?
Keep open the access to Easton Village neighborhood on Manning.
It would be helpful to maintain access to Easton Village from Manning. Otherwise there will be a large amount of traffic through Northport. This would be disruptive and it could be unsafe with so many cars passing right next to the playground.
Lighting at 24th intersection would be desirable
I am all for putting in roundabouts instead of stoplights between 30th and 10th-I am a resident at 22nd.
Lack of trails is safety problem
Just the addition of more trails to be able to safely bike along (and cross) Manning.
Bike/walking path would be amazing on one side of the road
I do NOT want walking trails!
Speed limit should be lowered if roundabouts are not incorporated to manage traffic rate.
I live off of 18th and hate to see all of our traffic routed through the neighborhood up to 22nd (or vice versa). Roundabouts would ease this by allowing us to exit 18th going north and reverse course if needed at a roundabout on 22nd. Please NO MORE STOP LIGHTS!
With the volume of traffic increasing steadily, Highway 15 is getting to be VERY dangerous and I'm concerned waiting three more years to start the project is too long. If it is possible to start construction earlier, that would be a benefit to all that use the highway, but especially local residents.
Trails trails trails! Or at least bike signage. As an avid cyclist it's terrifying to take Manning and often find ways the avoid it when my direct route would take me on it as the best way to access many areas of Stillwater. Especially important since there are very few Hwy 36 crossings that are safe for cyclists
save the pond at the southwest corner of Manning Ave and Manning Trail.
Intersection at 30th needs traffic management, especially if/when Easton Village access at 32nd closes. Would be interested to see studies on efficacy of roundabouts vs lights.
See above
why do we need a median, which means when I want to go north on Manning from 18th St N, (west side of Manning) I will not be able to because of the median. Speed is also an issue, lucky to see anyone going 55!!!!
making left hand turns is extremely dangerous between 30th and 10th.
Very concerned about our 16 year old getting on and off of Manning. It is really dangerous
I may drive from dancing waters to Kowalski Stillwater
Please consider the environmental impact of increasing nonporous surfaces. I also don't fully understand how 17' median can be constructed when the road itself is boarded by ponds/wetlands in some places. I also ask that consideration be taken for people who live off streets that need access to 94 from Manning, which would be limited with a median and 4 lines of traffic.
Information on if there will be turn lanes or additional traffic control (stop lights etc) worked be nice. If there are multiple stop lights, please work to time them as it would be very disappointing to greatly increase travel time (as what has occurred trying to get anywhere in Woodbury).
Please consider what can be done to turn on to 24th street from Manning
Just more trails like Woodbury has.
Large amount of new homes makes 30th and Manning intersection an unsafe area. Needs to be addressed.
We live in Easton Village and our concern is safety and getting out of our development.
Right now biking along or near Manning is life threatening. It is not realistic to think that everyone commutes by car
It is common sense what we need and not about bringing in more revenue.
No, but the turn lanes on 30th St have been a major improvement for safety. Hope you've seen a positive impact there.
My backyard faces Manning and is very close to the Manning/30th St intersection. I would strongly prefer a roundabout to a stop sign. I feel it forces people to slow down without unnecessary lights. Also, a ton of people use the road as a bike trail and it would be much safer for all if there were actual trails. Finally, I would like to remove snowmobile access. Snowmobilers drive very quickly along Manning and can be hard to spot. They also go across drainage ponds and sometimes onto property.
reduced speed and less noise
We live in the northport neighborhood. After moving in we found out about the Easton village entrance being eliminated and all of their traffic moving either south through our entire neighborhood or north. The neighborhood park is on this road. I do not think the Easton village entrance and exit should be eliminated and add all of that traffic through our small neighborhood.

There has been so many accidents on Manning I don't know how making it a 4lane high way with direct access is going to address the danger and the speeds in this region.
Homes on this road should be offered berm or wall as construction occurs. This would help minimize the increasing traffic noise which improves property value for the county.
I think trail access to Oakland Middle School and tennis courts would be wonderful for the community.
Will all current accesses to Manning remain after rework?
In the future, quality of life in Washington County will be improved if pedestrian and biking trails are an emphasis.
Trails are a must. There is no way to travel north/south for any residents in this area. Bike commuting and recreational cycling is very popular in this area, and it is unsafe on the shoulder of a 4 lane 55mph road (especially with children!!).
the view from Northport to the new intersection with 30th St N and Manning Ave N if you can get some landscaping to limit the visual impact, please
only that every attempt is made to create bicycle access along the entire length.
Not at this time
enforcement of lower speed limits.
The ability to move thru this area efficiently is important to me, keep traffic moving as best as possible. Minimize traffic lights, roundabouts are better than lights. It's more like a highway, Woodbury Dr.
Don't destroy my Lake Elmo with all this development.
Safety first!!!
Roundabouts at 22nd and 24th
Dangerous intersections Manning Trail and Manning Avenue
no more stoplights
There goes the "drive in the country" feel along Manning.
As the population expands I think the trails become more important. Likewise it eliminates a natural divide the road creates as it expands.
(Refer to question #6) + The road was never meant to carry large amounts of traffic so; people build their homes within close proximity of the road. The road is NOT safe. their are accidents frequently. Adding another lane of traffic (in my opionon) will not solve the issues. many vehicles go over the designated speed limit because of the line of sight thinking it is a race track. Add some roundabouts to curtail this. Also would like a berm in front of my house to minimize noise. My property value is decremting from the traffic noise.

Do you have specific drainage concerns around your property? Describe if applicable.

There has been an increase in water volume since the retention pond interconnect to the housing across from the airport was made. While awaiting a more 'normal' precip year, I do intend to work with the watershed on this (as it has been a substantial increase) but it is a concern.
Our backyard butts up to a slopes drainage area and my concern is when Pulte develops the land directly behind our home, I would hope there is a buffer to maintain the existing sloped area of drainage. If it is removed And the property line butts right up to our backyard property line then I worry about where this water will go because it's been there with marshland habitat for the past 4 years of us living here.
Just the last 12' takes a few days to dry up after rain fall.
Control drainage into pond on NW corner of Manning/30th
Downs Lake. Crown Golf Course retention pond, standing water along Manning Trail that worsens mosquito problems.
Yes, with all the housing that has gone in and the substantially wet years, Downs Lake is overflowing. It is starting to bog in my yard and could start impacting my septic. I would like to see something done to i.prove runoff from the lake
Storm water and lack of drainage to Downs Lake, has resulted on using the Pond on 20th/Manning Trail as a pumping station
Yes drainage in my yard is not up to plat grading requirements and needs to be addressed
Yes. Our back yard floods with heavy rain, as do our 2 neighbors to the left of us.
There is a seasonal water ditch that flows through our property south of 30th street. The flow backs up at certain times and floods out 1-2 acres.
Yes. With all the new home construction, Downs Lake levels have varied wildly. My back yard borders on Downs Lake, and I have lost up to 50% of my back yard at times after intense rains...a situation that has seldom happened in previous years. I would like to see the lake level stabilized so I can plan on the appropriate landscaping...which is currently not possible.

The holding pond in the Royal Golf Club residence neighborhood is being overrun by water from the lake just north of us. A engine driven pump is being used to manage this which is unacceptable.

We live on Downs Lake which is land locked. As you know for the last two years the Water Shed and DNR have been very attentive and have alliviated the problem as best they can. This is just a "patch". My concern is the new building etc north of us that will naturally increase the flow into Downs. I Please take a hard and relastic look at the run off concerns which will be major and error on the side of being "over cautious" rather than less as we may have another very wet cycle, as we have now, in the future. I must commend the Water Shed and DNR at how hard they have worked to solve current problems to the many residents involved either with the flooding of their land, possible comprimising of septic systems or noise/distraction of pumping equipment. IWe have been on this land since 1979 and experienced high water a couple times Before it went down in a reasonable time. When we moved here, Down's Lake was not land locked. I thank you for your attention to this matter.

I live on 22nd St N which currently enters Manning. If that doesn't include an intersection in the new plan, an intersection will be required at either 24th or 18th Sts

We have been part of the effected homes across from Royal Golf Club drainage pond. Our lot is more saturated and have had to listen to a diesel pump run for the past weeks.

I live in a Royal Golf Club Villa near 20th St. and Manning Trail. We overlook the drainage pond that is receiving water from Down's Lake. Would like to see the pump eliminated. Yes my sump pump in basement has been running on off every 3 seconds for the past 12 months. I've gone through 5 pumps already cause they have burned out. The ditches have been overflowing since you redirected drainage. I'm upset with the planning part of this whole project.

The drainage easement is constantly flooding I don't think its the Colvert I think is because West Lakeland township is not doing their duty as described and the development that they are responsible for keeping that clear of brush and down trees and debris

We didn't have any issues until you increased the traffic years ago.

No. I backup to 30th and Manning stormwater pond, and it seems to work very well.

Do not increase water flow under Manning from lakes and ponds in area.

When you remove my ditch, then I'll be having issues.

Do you have any other components or suggested improvements you want to see evaluated with the project?

Preserve existing foliage and add additional trees to corridor

Please maintain bi-directional access to driveways; use mumble strips (not rumble) if determined needed; keep it green/plantings and not impervious.

bike path along manning from Stillwater blvd to 10th street

I live in the Easton Village development and from what I understand there are plans to close off the Manning entrance so that all traffic routes through the Pulte development to the south which would make 30th the only access point off of Manning for two developments, plus all the existing homes and development off of 30th. Traffic is already heavy and the 30th and manning intersection is already problematic so I urge the planners to reconsider closing the 32 St N entrance so avoid creating a major bottleneck at 30th and Manning. It seems that 30th will become a road for people to speed down to cut west to get towards 36 because of the inconvenience for people to travel south out of Easton Village, East on 30t, north on Manning will add delays. These two developments are not at 100% capacity and there is already a great deal of traffic. It would be poor planning to shut off the 32nd St access point. On a separate note, roundabouts may be a useful solution to add to 30th and 32nd to help with the often dangerous attempts of drivers trying to turn left (north) from these intersections during heavy traffic periods. Thank you for your consideration (and please forgive and spelling or grammatical errors as this mobile app doesn't allow for me to review what has been typed in this single line field). -Katie Lodermeier, 651-329-8915, Lake Elmo

I would like to see a trail the whole way, preferably on 1 side. Not having a trail between 12th and 30th is going to force pedestrian and bikes onto the shoulder of a 4 lane highway.

Need some kind of connection to 10th as for a trail or walkway with out being close to Manning.

One continuous trail on one side of manning

It would be nice to have trails running south from 30th to Oak Land Middle school. Gives the opportunity for kids to bike/walk to school safely. Also a trail extending north all the way to the highschool for the same reasons.

Access for snowmobiles to still travel along the corridor

I would like to see a walking/biking trail from 30th street to Oak-Land Middle school so if my children wanted to bike to school they would be able to safely.

Four lanes will definitely increase traffic thereby increasing noise pollution. I'd like to see some noise barriers or berms created to minimize the increased noise this project will create.

lower speed limit, bike lane, traffic circles,

Improve drainage for Downs Lake
More lighting at intersections such as 24th and 22nd st
Retain Easton Village entrance with stop light
Trail along west side from 30th to 10th Street
walking/biking trail should connect all the way thru and not be missing a segment between 12th and 30th. Also, if there is a trade-off between adding a walk/bike path OR a snowmobile path, please consider the projected usage of walkers and bikers that would use such a trail year-round vs. the number of snowmobiles that can use typically only a handful of days per year.
Yes. Walking/Bicycle trails (snowmobile trails along Manning Ave and ease of access to manning from 30th street and 32nd Street
Access down manning to get to carriage station and the highschool via bike/walking in a sidewalk or trail.
Please add trails all the way from 10th Street to County 14. Residents will be walking/biking on roadways if they are not added.
Noise control for Easton Village Residents
Wide shoulders for farm equipment
Railroad crossing needs to be improved and airport access with minimal disruption of flow of traffic
Increased safety entering on to Manning from side streets
Extend bike and walking trails beyond those listed above.
If money will be spent on trails, then do a complete and connected trail. Start and stop trails aren't helpful. No more traffic lights. Roundabouts or u-turns.
Ability to safely cross Manning at 30th by walkers and bikers. A pedestrian bridge would be amazing!
Easton village has Manning Ave as only access to roads, would lights or round about be placed in this location?
Maintain the entrance on Manning for Easton Village. Do not close this access.
It would be helpful to maintain access to Easton Village from Manning. Otherwise there will be a large amount of traffic through Northport. This would be disruptive and it could be unsafe with so many cars passing right next to the playground.
Any trail should connect on both ends
The intersections between 10th street and 30th are critical - traffic circles preferred
Slower speed limit
Trail between 12th and 30th
Extend the trail more north along the east side beyond 12th Street. Go father north to be able to connect to the trail on the West side at 30th Street (and create a safe way to cross Manning).
Just want to make sure bicycles and pedestrians are included.
run offDrainage from existing and projected projects
Have you thought of adding roundabouts to keep traffic moving
Environmental disaster it poses
Speed limit needs to be evaluated. Given the new population density in the area and increased usage speed limit should be reduced from 55 to 40 MPH between Stillwater Blvd and 10th St
Trail or sidewalk for the full run of the road between 10th and 30th streets
please use roundabouts instead of more stoplights
Sound barriers for residents along and near the highway, trails fully extended from 10th St. to 40th St.
Eliminate dangerous intersection at North end of Manning Trl And Manning Ave. Direct all traffic out the South end of Manning Trl near Horseshoe Lake
connect the trails
Turning onto Manning from 30th, 27th, 24th, 22nd, 18th street is difficult at times. Going to 4 lanes will only make this worse and reduce safety. Improved safety should be the main goal of the project. That has not been addressed in this proposal.
I would like to see round-about considered at the intersections that are being reworked. I would rather see round-about than traffic signals
have issues with large semis using road, very loud, our house vibrates when they use the road, they go too fast!
Traffic circles
Traffic controls to minimize accidents!
The intersection at 24th and Manning is really dangerous. When coming from the north turning west onto 24th is a disaster. Cars continuously pass in the right turn lane when we are making a left. We have had people try to pass us on the left while we are taking a left turn. A left turn lane needs to be put in or somebody is going to die.

Keep the overrun through traffic off of 12th street it's a mess
Safe biking trails
If there is a median constructed on Manning, I will be unable to turn left toward 94 unless there is a stoplight. Will there be specific plans for stoplights and other traffic flow options at intersections?
reduced speed and or noise
Information on how to safely cross Manning for pedestrian if wanting to use both trails.
On Manning Ave & 36 what improvements will you be doing and Previously told 62nd Street would be eliminated??
Yeah turn off of Manning on to 24th street every day is very dangerous I have witnessed for very serious accidents there just in the 3 years I have been living here and also there's the ones that I've seen I've been in the yard in have heard some I'm sure there's others the passing on the inside at high speeds is horrible I don't quite understand why there's not a turning lane for 24th street considering that's a blind corner coming around there to 24 is going South
More trails for being outside. Nice Blvd/medians with trees/foliage.
Roundabout at 30th. Impossible to cross safely
make bike commuting safer
We don't need the extra traffic and speed. The correct solution would be more police interaction . There are other highways north 36 south 94 people don't need to go far on 15 to get to either one. DON'T WASTE OUR MONEY TO INCREASE YOUR REVENUE DO YOUR JOB AND INCREASE THE POLICE PRESENCE TO ENFORCE EXISTING LAWS.
U-turn access to get to residences seems dangerous. Perhaps a mid-point roundabout or acceleration lanes?
It is very dangerous to turn into my neighborhood . I live on 22nd street and when I'm traveling south on manning and needing to take a left onto 22nd cars fly past me from behind illegally using the turn lane as a passing lane. We need a safer way to enter and exit our neighborhoods.
There needs to be a full "trail" enabling pedestrian or bike access along the whole corridor between Stillwater and Afton/ Woodbury
I would love to see trails along all of Manning. Additionally, I think the use of roundabouts rather than stoplights could be very affective.
I would like to make sure the snowmobile trail still has space. Also the Easton village neighborhood exit being eliminated and all traffic moving south through north port neighborhood right next to the park.
The 30th Street access to Manning will eventually be the main access for the development built right across from the airport. Could a roundabout be installed to reduce risk of accidents when cars are turning onto Manning?
Roundabouts at intersections to reduce speeds. Remove entrance/exit from Easton Village. Put a signal light at 30th street. Connect 30th street to 14th and others so safe travel to fairgrounds and downtown.
55mph speed is not under control. Need lights or roundabouts to keep drivers responsible for their speed so we're all safer.
Improve safety, by lowering speed.
Trails are critical and must be included.
Since your planning for the future why not install a bike / walkway from end to end
We cannot build enough trails in Washington County.
Additional trail to run the span of manning from 94 to Co. Fair Grounds
Driving lanes = 12 ft, trail lanes = 10 ft
Noise improvements
Consider a traffic control at 30th. The usage of 30th will continue to increase as Northport grows and as Easton Village loses its access and has to go south to 30th.
Some type of traffic signal or round-a-bout at 30th st to compensate for the increased traffic there due to the two new housing developments utilizing it.
The trail needs to run the entire length.
30th St N intersection with Manning Ave N
Trail system connecting south from 30th too
Reduce the speed. Put up some kind of sound barrier. I live right off of Manning Ave. The traffic noise is so loud that it affects my quality of sleep and quality of life. I moved out in the "country" for the "country" life style. It no longer is that given the significant noise and increase in traffic. Making it 4 lanes is only going to make it worse. It is clear that those previous "informational" meetings to get resident feedback prior to now were only a venue for the county to inform the residents what the already established plan. There appears to be not effort reduce the traffic noise and speed. There was a fatal accident right near my home recently. With 4 lane there will be more, not less.

I feel that and the community survey conducted by the parks commission agrees that a trail for safe bicycle access is desired and needed the entire length of the project between I94 and CH14
Safety needs to be addressed with 55 MPH limit
Please keep the snowmobile trail however make it safer if possible.
Lower speed limits. And a light or stop sign between 24th and 18th or 22nd. Its already too dangerous to make left turns.
Maintaining access to Easton Village when going southbound and from Easton Village turning southbound
Bike trail along the entire Phase 3 section
You'll be lowering property values, and telling residents it's all for the best when really, this feels like a way to drive us older folks out.
Intersection of 30th St N and Manning is very hazardous.
Please don't cause traffic jams during construction
Trails connecting between 12th and 30th (currently not included in the plan) for the numerous runners, walkers, and bikers that use Manning regularly.
Trail between 12th and 30th
DO NOT ADD stoplights. the corridor is plenty big for roundabouts
I would like to see the trails along the entire road. I think the trail should be on the east side up to 30th then cross over so it is on the side with the highest density. I think it is a mistake not to put the trail along the entire stretch for the safety of bikers, walkers and runners. It really makes the area more of a neighborhood this way.
There is a significant amount of LARGE truck traffic that 1. sometimes make tremendous noise with the down shifting, (jack braking) tailgate "banging" and going faster than the posted speed limits. 2. The trucks SHAKE my house at times from the noise generated. 3. I cannot have a conversation in my front yard due to the traffic noise. 4. Deer and animals are hit along the road continuously. Put some signage UP!. They were here before us. .