



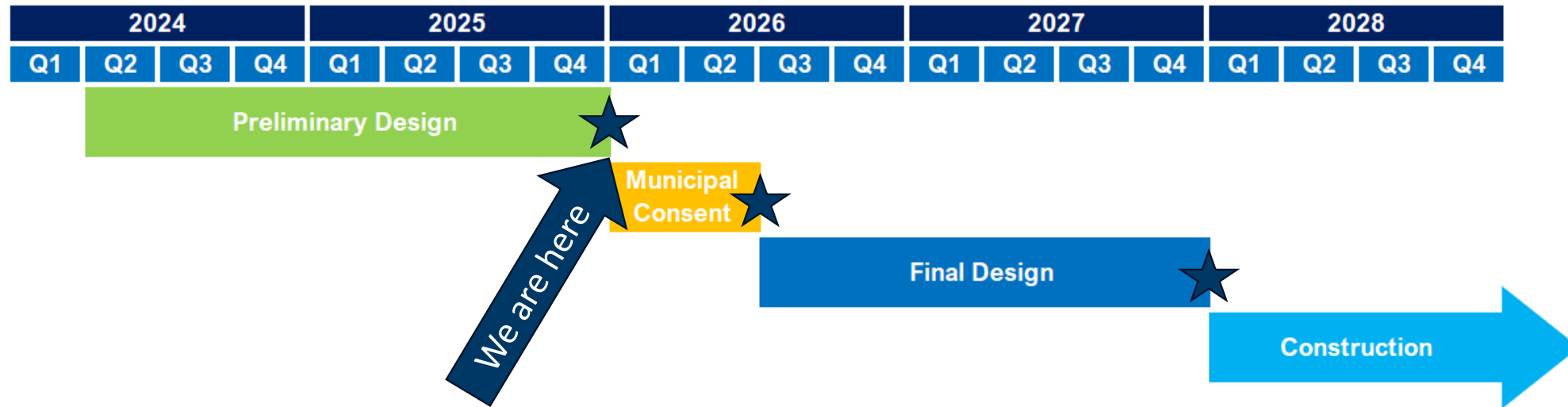
Central Ave. Update

Christopher Bower | North Area Engineer

Metro District

January 5, 2026

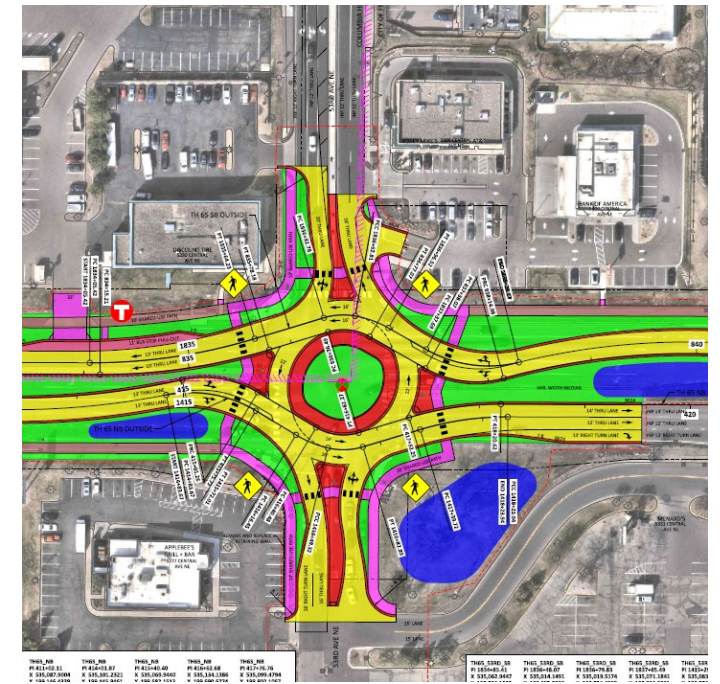
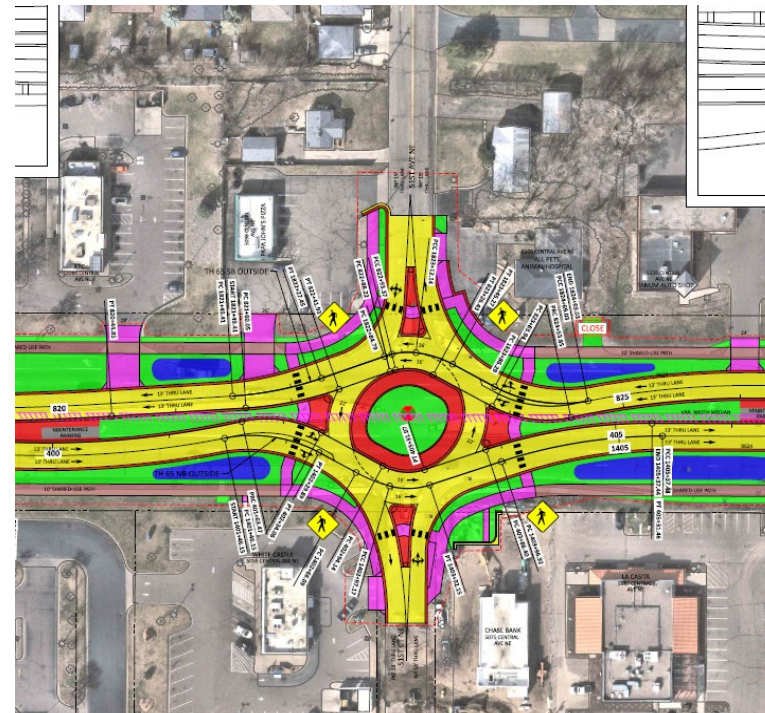
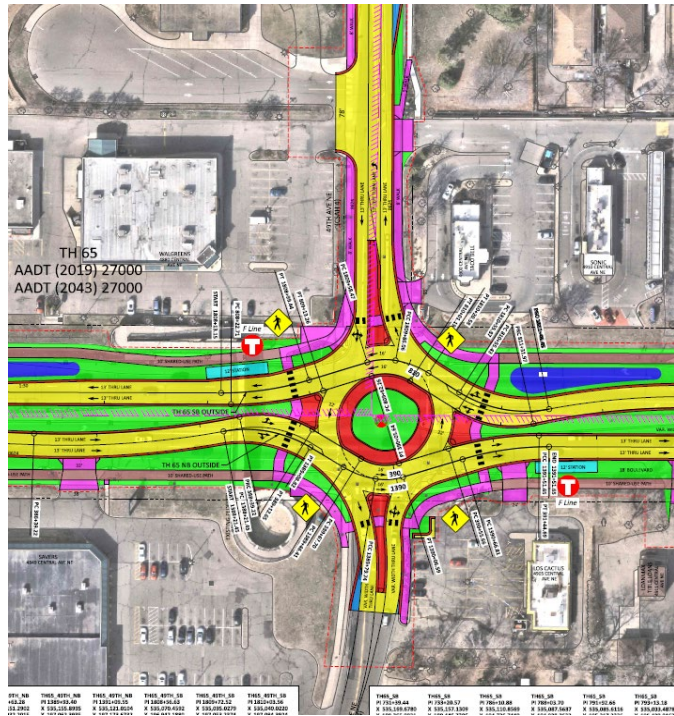
Goal of Council Workshop



- Share update on the layout
- Discuss overview of Municipal Consent

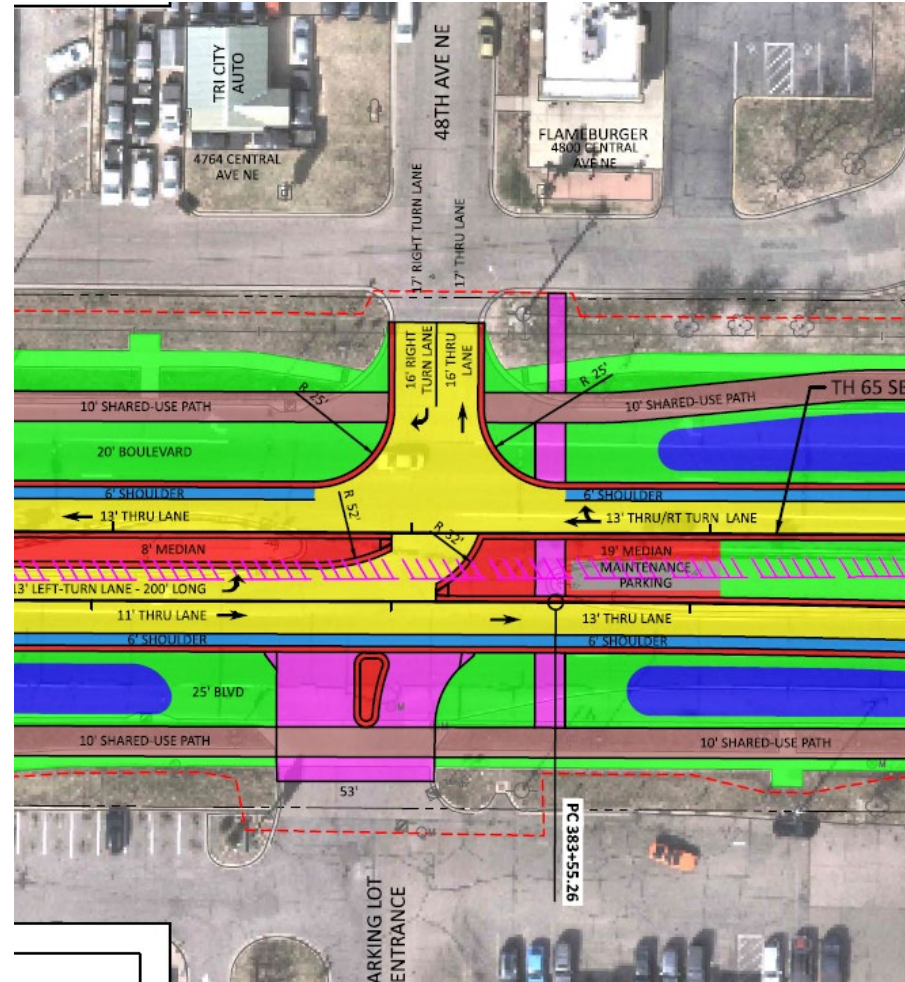
Recommended Design:

- Multi-lane (2x1) roundabouts at 49th, 51st, and 53rd Aves



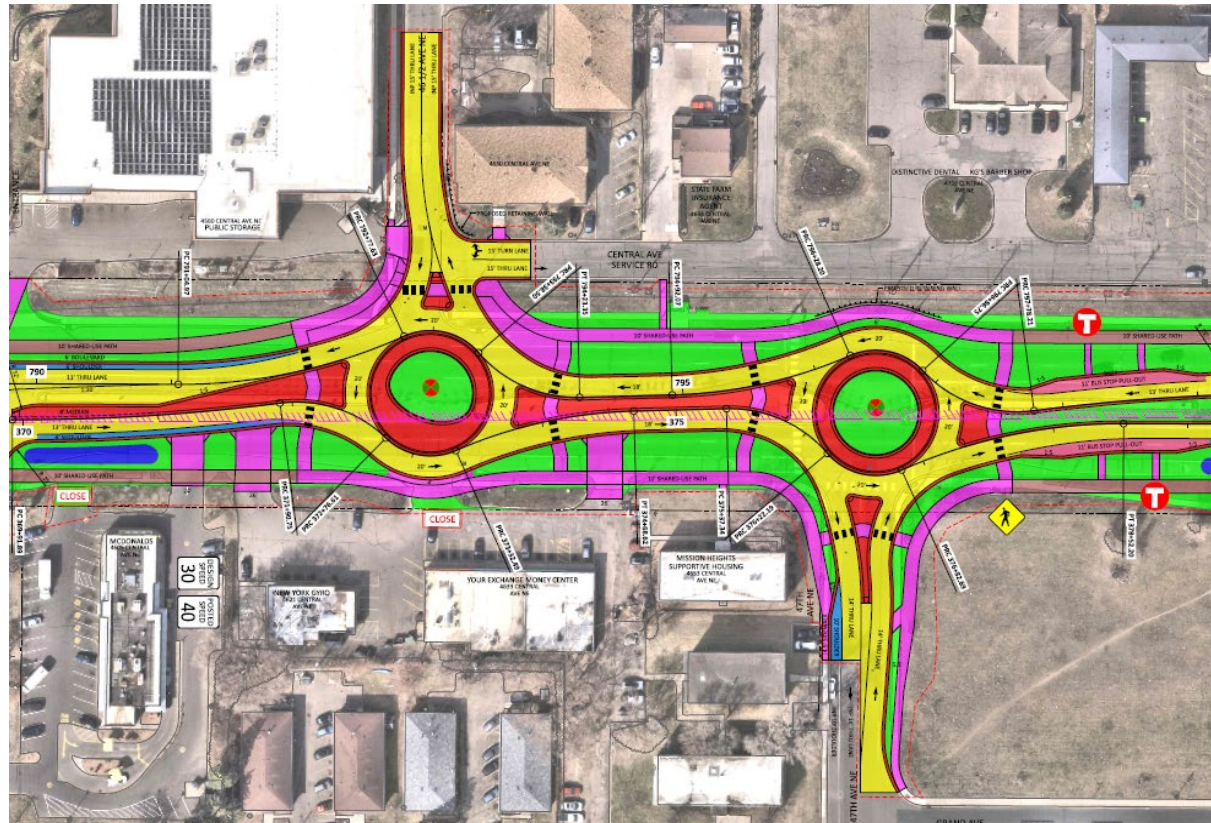
Recommended Design:

- 48th Avenue



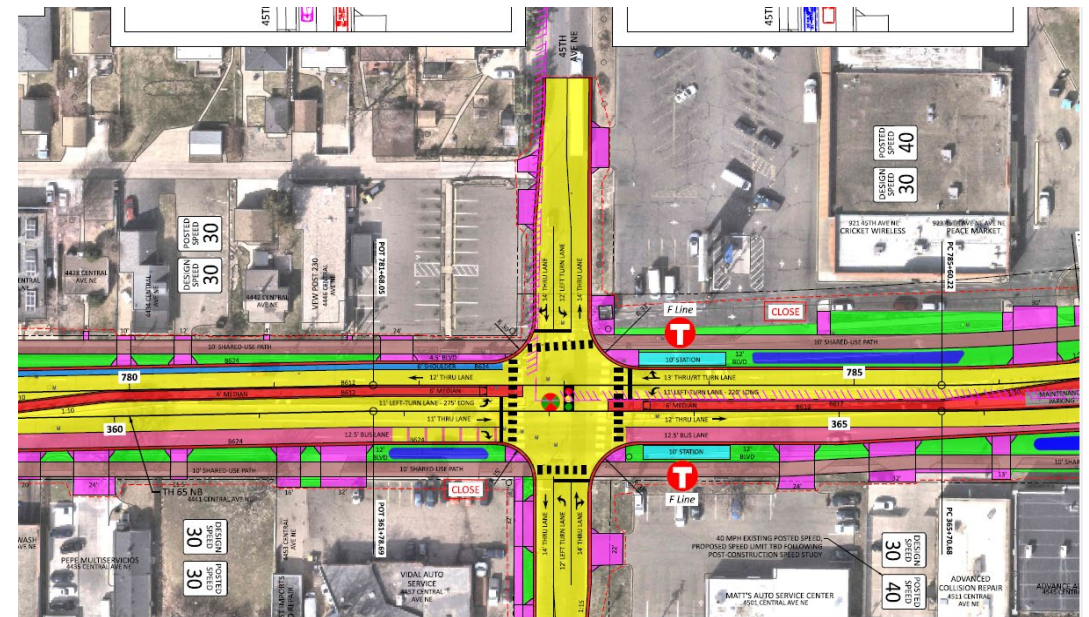
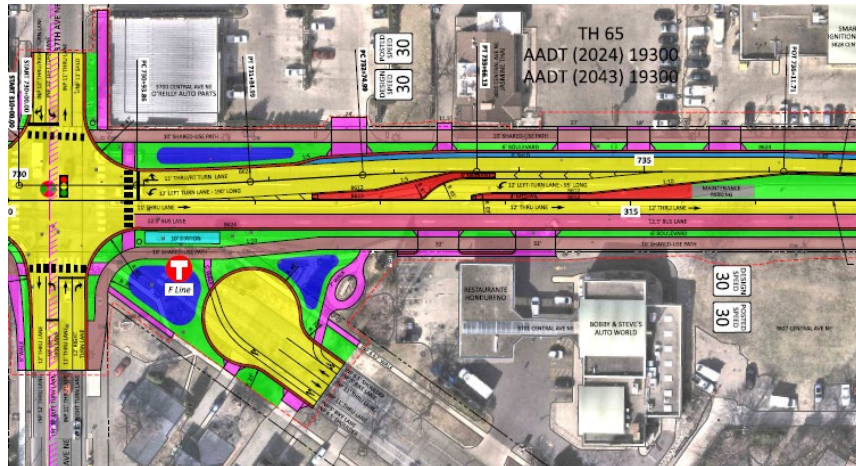
Recommended Design:

- Single lane roundabouts at 46th1/2 Ave & 47th Ave



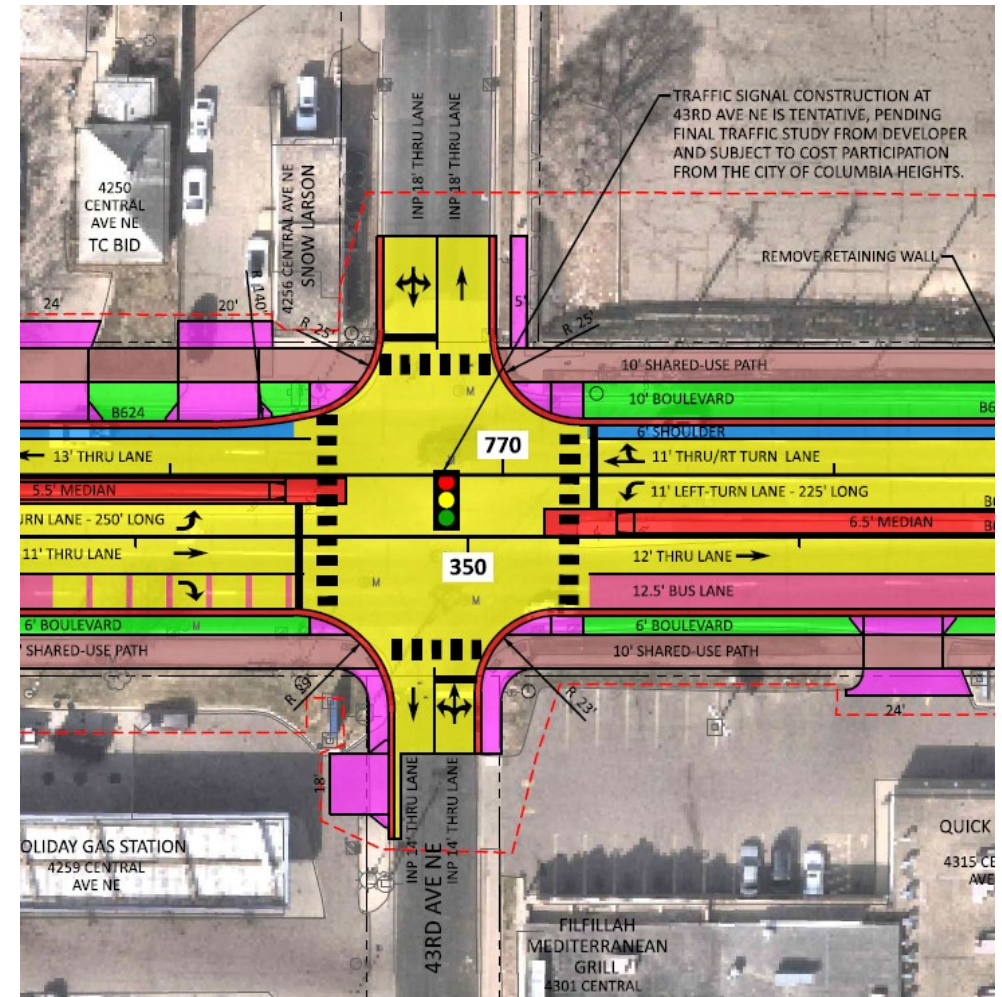
Recommended Design:

- Northbound bus lane from 37th Ave to 45th Ave
- Shared-use path on both sides of Central Ave
- Full closure of Reservoir Blvd



Recommended Design:

- Signal at 43rd Ave (Associated W/ Proposed Development)
- 100% city cost



Northbound Bus Lane

- Benefits:
 - Improve transit speed and reliability
 - Allows a bus to stop in-lane without delaying general purpose traffic
 - Can be used by general purpose traffic to make right turns
- Spring 2026 Metro Transit bus lane education campaign to increase driver awareness

BUS LANES



DO

- 

check your mirrors and **yield to buses** before entering the bus lane
- 

use your **right turn signal** when entering and using the bus lane for authorized turns
- 

enter the bus lane where it is **dashed** before your turn
- 

use the bus lane to **turn right**, when entering or exiting a driveway, or when accessing a designated parking spot

DON'T

- 

pull in front of a bus, even if it is stopped
- 

enter the bus lane where it is **solid**, except to access a parking spot
- 

drive in the bus lane for **multiple blocks**
- 

park, load, or stop in a bus lane **during unauthorized days/hours**

Northbound Bus Lane

- Compliance:
 - 40-70% reduction in violations with red paint observed elsewhere in US
 - Twin Cities: Parking violations enforced by regulatory services; moving violations require sworn law enforcement officer, and local police departments lack capacity
 - Metro Transit monitoring impact of violations on bus lane efficacy and exploring possibility of camera-based enforcement



Stormwater Treatment

- MnDOT exploring options for stormwater in Gateway and Sullivan Lake Park
- MnDOT exploring partial acquisition of private property where it doesn't preclude development
- Includes some city-owned parcels
- Working with city staff to refine this before Municipal Consent

Cooperative Construction Agreement

- Cost Participation – what does Columbia Heights pay for?
 - City-owned legs of intersection improvements (traffic signal or roundabout)
 - 10% of reconstructed parking lanes
 - City-requested watermain construction
 - Aesthetic treatments or lighting beyond MnDOT allowance
 - 100% of traffic signal at 43rd
- Estimated city cost - \$2 million
 - MnDOT policy under revision – number may change
 - Please discuss options if \$2 million not available in 2028

Cooperative Construction Agreement

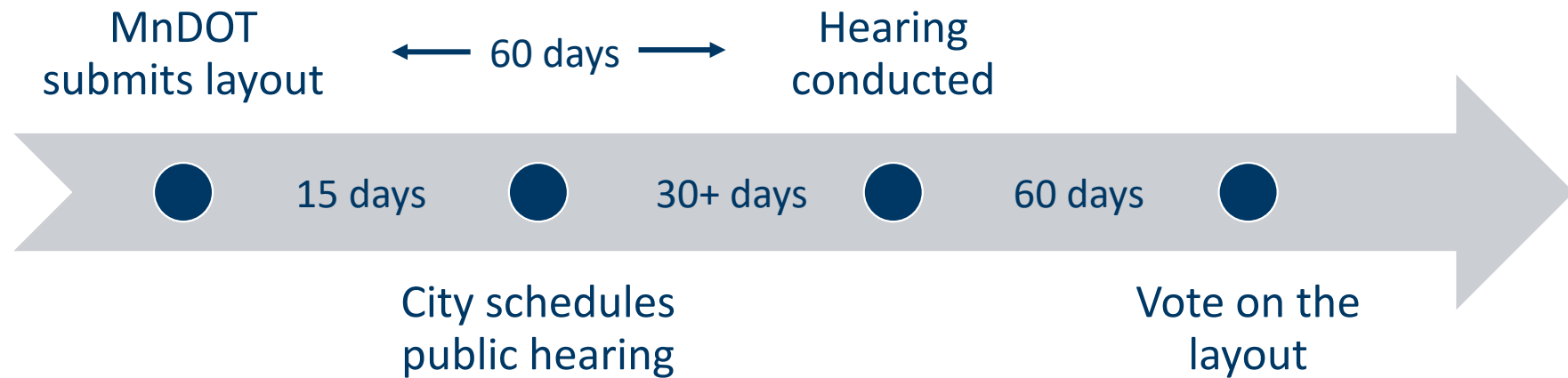
- Maintenance – what does Columbia Heights maintain?
 - Shared use path (10' wide – bobcat/pickup plowable)
 - Lighting
 - RRFB + Pedestrian traffic signals
 - Minor maintenance of regular traffic signals
 - Aesthetic elements
- Cost – up to \$532k/year (if hiring a contractor, scaled from Mpls Central Ave. Special Service District, from 37th to 53rd)



Next steps: Municipal Consent

- MnDOT submits to the city the final layout with a letter requesting city approval.
 - Letter to include the following:
 - Good faith cost estimate of the city's share of the project's costs
 - Project purpose
 - Route location
 - Short description of the proposed design of the highway
 - Any additional supporting data

Next steps: Municipal Consent



City may:

- Approve the layout
- Approve the layout with conditions (let's discuss conditions)
- Deny the layout (MnDOT may appeal denial)
- Do nothing – layout approved by default



Thank you again!

Christopher Bower

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