

Columbia Heights Municipal Consent Hearing Follow-up Questions

Question/Issue to be addressed	Responsible agency	Documentation (link to supporting material)	NOTES
How many pedestrian/vehicle crashes have occurred crossing against the light on Central and the reason for crash?			
How will these changes affect commute times?			
Do you have a case study of a similar highway of this magnitude that has similar traffic and reduces lanes to compare to?			
Does MnDOT know if the roundabout elevations will be a lower grade or higher grade elevation.			
How much traffic can the new roadway design with roundabouts accommodate?			
Can the roadway design be altered, or is it a final plan?			
Is there going to be property owner assessments along Central Avenue to cover local cost share?	City of Columbia Heights		
What is the square footage of the 37th Ave intersection that has the original bricks from the 1900's?			
How will EMS navigate the corridor with reduced lanes, traffic, bus lanes, and roundabouts?			
How much space is going to be dedicated to pedestrians versus bicyclists on the shared paths, and will it be delineated in a clear, easy to understand way?			
How long will the timing be for the light be at 52nd Ave?			
How will the project ensure businesses that currently have parking continue to have parking?			
How will the possible new apartments or other new development affect traffic and taxes on Central?			
Can buses and semis make it though the roundabouts?			
Are we eliminating driving lanes for a bus lane?			
How will the project impact our city parade with only one lane of traffic?			
What happens if someone cuts off a bus to get ahead of them, within the roundabout?			
Why do buses need to stop in the lane?			
How will the project impact the local street network?			
How many cars will back up at 52 nd on the west side from the light and how long will they have to wait?			
Can we keep existing on street parking at businesses?			
Is there enough space to navigate around accidents?			
How do articulating busses navigate around the roundabouts?			
What are the predicted ridership numbers for the F Line?			
Why do buses stop at intersections?			
Are motorcycles permitted between lanes in multi-lane roundabouts?			
Other Comments.			
Request for MnDOT to take the old Metronic campus and put in a filtration pond there.			
Request for more education to the public on how to drive through roundabouts, especially for yielding to pedestrians and bicyclists.			
Request to keep two lanes in each direction through the entire section.			
Did MnDOT consider the future development (ex: new 500 unit apartments) into the layout design?			
Owner comment that last summer, 45th was shut down for a gas line. There was one lane of traffic in each direction that resulted in a \$30,000 loss of business during that time period and created congestion.			
Request for the layout approval go to a public ballot in November.			
Comment that currently pedestrians don't feel safe.			
Concerns that certain aspects cannot be changed easily later after the project.			
Support for curb separation between the driving lanes and the pedestrians and bicyclists.			

Three concerns referenced at 52nd Ave are safety, business access and the need for additional evaluation before approval.			
Requested additional evaluation before a final decision is made			
Concerns at 52nd and Central that eliminating the stoplight will make a worse congestion issue and have no turning protection for cars.			
Requested a consistent lower speed limit from 694 to 37th			
Business owner on 40th requested a curb cut from the alleyway			
Comment that construction staging be done in a way that doesn't close down Central for a long time to hurt businesses			
Comment that currently the highway divides the city and people don't like crossing and many avoid driving on it			
Support for reducing lanes to make it feel like less of a freeway			
Comment they support more development to share the tax burden and create a larger tax base.	City of Columbia Heights		
Can MnDOT share roundabout success stories and make them accessible for review?			
Referenced a Met Council bus driver has commented they have trouble getting a bus thru a roundabout and staying in the lanes.	Metro Transit (added by AV)		
Recommended moving the bus stops away from the intersection.	Metro Transit (added by AV)		
Concerned about trucks being able to get in and out along Central, having the biggest trucking terminal just south of the golf course.			
Concerned about congestion and accessing businesses from the intersections.			
Recommended more lighting since people are crossing Central Avenue in the middle between intersections in dark clothes.			
Commented they are considering moving because of this project.			
Concerned about emergency vehicles with having single lanes, especially during rush hour.			
Recommended two narrower lanes instead of eliminating one of the lanes.			
Recommended frontage roads to connect cross streets for better business access.			
Recommended transportation planners drive thru the intersections proposed and asked in there has been Anoka County, which owns the larger cross streets.			
Objected to camera based enforcement of bus lanes.	Metro Transit (added by AV)		
Recommended roundabouts signage be in both english and spanish.			
Recommended mid-block lighting near 46th be done now and not wait for the project.			
Recommended moving bus stops away from intersections since it hard to see around buses.	Metro Transit (added by AV)		
<u>Written Comment Cards</u>			
I am interested in the stormwater treatment for this project. The GSI at gateway park and roadside row is a great start. But I am not convinced that this will meet the stormwater requirement. Are other measures being taken, or is a various from MCPA requirements being pursued? Is there an analysis for stormwater that is available to the public? I would love to hear more about this. Please email me with more information @ grace.polverari@gmail.com			
I am in favor of most of the proposed changes, as Central is terrible the way it is. I am fine with the decrease in lanes and the addition of roundabouts. As a driver, biker, walker and bus rider, I am happy that all modes are being considered. I appreciate the crosswalk at the public library (3939 Central) and I'm hoping some of the wider center medians could be green space with shrubs/trees for aesthetics/traffic calming. I've been to several of these public meeting and I am in favor of this project... I know it is not perfect but I dont think thats possible.			