

Hodgson Road Reconstruction

📍 Gramsie Road/Rice Street to Bridge Street

Community Engagement Summary — August 2021

In August 2021, Ramsey County presented and collected community feedback on the preliminary design for Hodgson Road between Gramsie Road/Rice Street and Bridge Street.



80

Online Survey responses



522

Unique visits to interactive map



76

Face-to-face interactions

We asked the community to provide feedback on the proposed design changes. The following are key comments/suggestions we heard from the community and responses to these comments/suggestions.

Topic	Comments/Suggestions	Responses
Roundabout	The continuous traffic flow at the roundabout is great for vehicles, but dangerous for pedestrian and bicycle crossing.	Navigating a roundabout is easier for pedestrians and bicyclists because oncoming traffic is only from one direction at a time. The design includes pedestrian refuge spaces so pedestrians only need to cross two lanes of traffic per leg of a roundabout – and only one lane at a time. When crossing the intersection using the current traffic signal, pedestrians have to cross up to six lanes of traffic and face potential risks with drivers running red lights or making right turns.
	Suggest the one single lane loop for the roundabout to make it safer for people walking or biking across at the intersection.	The trail and sidewalks were designed with these connections in mind.
	Suggest keeping the traffic lights at the intersection to allow pedestrians and bikes to cross with ease.	Roundabouts slow down vehicles, which protects pedestrians, bicyclists and drivers and reduces the number and severity of crashes. Studies show roundabouts decrease crashes by 39% and fatal crashes by 89%. Pedestrians also only have to look one direction at a time while crossing the road.
Trail and sidewalk	The trail and sidewalks make it safer for people to walk and bike. Adding a trail on Hodgson Road improves trail connections in the area.	The trail and sidewalks were designed with these connections in mind.
	Suggest putting the trail on the east side and sidewalk on the west side of Hodgson Road.	The proposed design places the trail on the west side to better match the trail system in the area. An existing trail is located on the west side of Hodgson Road north of the project area. If a trail is added in the future along Rice Street south of the project area, it would also most likely be on the west side due to the road configuration under the train bridge.

Topic	Comments/Suggestions	Responses
Trail and sidewalk	Suggest striping the trail and provide signage along the trail to increase user safety.	There are no current plans to sign or stripe the trail.
	Suggest providing adequate buffer between pedestrians and cars.	There will be a 5' boulevard between pedestrians and cars.
4-to-3 lane	The 4-to-3 lane with a dedicated center left-turn lane is better for traffic flow. Concern that people will misuse the center left-turn lane.	The 4-to-3 lane conversion reduces vehicle speed, creates safer street crossings and improves the flow of people and vehicles. How drivers use the center left-turn lane will be monitored.
Property impacts	Concern about losing property for the trail and sidewalk – trail and sidewalk on both sides of the road seems excessive.	The design team made a conscience effort to minimize the width of the proposed road, trail and sidewalk pavement to reduce the impacts to private property. Vehicle traffic lanes are narrower than standard lanes, and the trail is proposed at 8-feet instead of the preferred 10-feet. The sidewalk will now be only 5-feet wide. With this design, the majority of the final trail and sidewalk fall within the existing road right of way. There will still be private property impacts and Ramsey County will work with property owners on an individual basis to minimize impacts.
Others	Do not put a cul-de-sac at County Road F. Suggest fixing the sight line at County Road F.	A cul-de-sac is no longer being considered at County Road F and Hodgson Road. The sight line will be improved by the addition of the sidewalk and boulevard. The intersection will be designed so that left turns will not be allowed from westbound County Road F to southbound Hodgson Road
	Stormwater runoff is an issue.	Presently, stormwater drains over land into ditches. The project will add storm sewer pipes, which will help drain the area better and alleviate areas of flooding. The project team is working with the Ramsey-Washington Metro Watershed District to come up with the best way to drain the project area.
	Suggest reducing traffic speed.	The design team is reducing the speed limit to 40 mph. The wider boulevard and lower speed limit should help with the sight distance issues for the curve near County Road F and Demar Avenue and help make the road safer through the neighborhood.

For more information about the project and to view the full engagement summary, visit: ramseycounty.us/HodgsonRoad



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