

Hodgson Road Design & Reconstruction

Gramsie Road/Rice Street to Highway 96



Hodgson Road August 2021

Open House and Online Engagement Summary

Summary

In August 2021, Ramsey County presented the preliminary design for Hodgson Road between Gramsie Road/Rice Street and Highway 96 including:



Roundabout at Gramsie Road/Rice Street intersection



Three-lane road design with one driving lane in each direction and continuous two-way center left-turn lane



8-foot wide trail on west side of Hodgson and 6-foot sidewalk on east side



Storm sewer system with curb and gutter

What we heard:



Survey

Survey respondents were asked *How do you use Hodgson Road? (select all that apply)* and *what improvements would you like to see made to Hodgson Road (select all that apply)*. 72 surveys were completed online and in-person.

68

respondents indicated they drive/ride on Hodgson Road

51 indicated improving pedestrian and bicycle safety and 31 indicated reduce speed (reducing traffic congestion 28, reducing noise 20)

53

respondents indicated they live near Hodgson Road

43 indicated improving pedestrian and bicycle safety (reducing speed 26, reducing traffic 24, reducing noise 19)

34

respondents indicated they walk on Hodgson Road

43 indicated improving pedestrian and bicycle safety (reducing speed 26, reducing traffic 24, reducing noise 19)

36

respondents indicated they bike/roll on Hodgson Road

34 indicated Improving pedestrian and bicycle safety (reducing speed 19, reducing traffic congestion 15, reducing noise 13)

8

respondents indicated they use the bus stops on Hodgson Road

6 indicated improving pedestrian and bicycle safety and 5 reducing speed (reducing traffic congestion 4, reducing noise 3)

7

respondents indicated they work near Hodgson Road

5 indicated improving pedestrian and bicycle safety (reducing speed 3, reducing congestion 3, and reducing noise 3)

What improvements would you like to see on the proposed roundabout design?

Sentiment analysis - sample of responses

10
Positive

I like the roundabout and I think the one, single lane loop will be easy for drivers to understand. Any problems with the roundabouts at Rice/694 are primarily related to the 2 lanes and 3 roundabouts.

I think roundabouts slow the traffic and make it a safer intersection. Please ensure safe pedestrian crossings as well.

Roundabout design itself looks fine. I visit St. Francis, MN frequently and the two roundabouts they installed on their main street work very well to move traffic through town. There was a "learning curve" period when roundabouts first opened, but now they work fine. Some driver education/reminders to local residents about who has the right-of-way at roundabouts may be necessary in Shoreview as well.

10
Neutral

Greater lane capacity for cars

The most important thing for me is that pedestrians have a safe way to cross Hodgson and Gramsie to get to the trails and businesses at this intersection.

This is fine. I'm sure it will be confusing at first and I'm a little worried about pedestrian safety.

30
Negative

As a bicyclist I will now avoid this part of Hodgson/Rice as I find roundabouts more dangerous and difficult to navigate. My experience with busy roundabouts is that motorists are not watching for bicyclists because they are busy navigating the intersection, and consistently do NOT yield.

Don't want one! How are kids/people supposed to cross the road with continuous traffic. KEEP THE LIGHTS!!!

<p>I am concerned about pedestrian crossings at the roundabout. They seem great for cars- TERRIBLE for walkers and bikers. I've seen people nearly get hit at the new roundabouts further down Rice St. We want this part of Hodgson to be pedestrian friendly. Could crosswalks be placed farther back from the roundabout? Could crosswalks be raised over the road? Could crosswalks go under the road? Could crosswalks have flashing warning lights when someone was waiting/using them?</p> <p>I have concerns that this will make it more difficult for people to cross on foot and bike. The stoplights are a clear indication to cars that they need to wait. I also worry cars will go faster on Hodgson because they didn't need to stop. This is already a tough street to cross for access to bus stops. Finally, if there is a roundabout here, why isn't there one at F and Rice? That intersection gets more backed up in traffic because it is a stop instead of a light.</p> <p>No roundabout! Ped/biker safety would be very dangerous with a roundabout in this area. The hill on Rice, the curves on Gramsie and Rice make it difficult to see peds in crosswalks until it is too late. Roundabouts are great, but not a good solution for this location.</p> <p>To not have it happen. How do people cross Rice/Hodgson to get to the trails in Shoreview or Sucker Creek or to the strip mall and bus stop? Traffic won't stop for kids and bikes.</p>	<p>I am concerned about pedestrian crossings at the roundabout. They seem great for cars- TERRIBLE for walkers and bikers. I've seen people nearly get hit at the new roundabouts further down Rice St. We want this part of Hodgson to be pedestrian friendly. Could crosswalks be placed farther back from the roundabout? Could crosswalks be raised over the road? Could crosswalks go under the road? Could crosswalks have flashing warning lights when someone was waiting/using them?</p>
	<p>I have concerns that this will make it more difficult for people to cross on foot and bike. The stoplights are a clear indication to cars that they need to wait. I also worry cars will go faster on Hodgson because they didn't need to stop. This is already a tough street to cross for access to bus stops. Finally, if there is a roundabout here, why isn't there one at F and Rice? That intersection gets more backed up in traffic because it is a stop instead of a light.</p>
	<p>No roundabout! Ped/biker safety would be very dangerous with a roundabout in this area. The hill on Rice, the curves on Gramsie and Rice make it difficult to see peds in crosswalks until it is too late. Roundabouts are great, but not a good solution for this location.</p>
	<p>To not have it happen. How do people cross Rice/Hodgson to get to the trails in Shoreview or Sucker Creek or to the strip mall and bus stop? Traffic won't stop for kids and bikes.</p>

<p>6 Neutral</p>	<p>By doing so, the danger of crossing Hodgson is eliminated. *A dashed line down the middle of the paths to alert people traveling in opposite directions where they should be to eliminate collisions or accidents *Signs posted about etiquette - biking/walking on the right side of the trail to allow for safe passing on the left. People need to be informed of this. *Change the material of the ALL paths to permeable/porous pavement as an environmentally-friendly design feature.</p>
	<p>Having a sidewalk or trail along Hodgson would make it a lot easier to walk to Sitzer park and Snail Lake School.</p> <p>I'm happy there will be easier access along Hodgson for the bus stops, but worry it will still be difficult to cross to get to the path!</p>
<p>13 Negative</p>	<p>Don't put sidewalk on east side from CR F to the flower shop</p>
	<p>Having both a sidewalk and trail seems excessive. With the speed on the road we will still utilize our alternative routes that avoid walking and biking on Hodgson. This area of Hodgson has heavy traffic and very little food/bike traffic.</p>
	<p>I don't want these on my street!!!</p> <p>NONE. I already lost 5 ft of property. The Right turn lane off of Hwy 96 is a joke. Speeding cars passing on the right when I'm trying to back into my driveway on the odd side of Hodgson Rd.</p>

What trail and sidewalk design improvements would you like to see?

Sentiment analysis - sample of responses

<p>19 Positive</p>	<p>Actually having them would be good. Lots of folks going to the park walking/riding in the shoulder. Very dangerous currently.</p>
	<p>trails should connect with other earlier area trails- trails should be wide enough and smooth enough to bike on.</p>
	<p>Plan looks good to me.</p>
	<p>Perhaps a natural (plant or tree) or man-made barrier between trail/sidewalk and road?</p>
	<p>*Please swap locations of the bike path and the walking path. People who live on the west side of Hodgson already have a SAFE way to access/bike north through the extensive trail system to get to the shops, stores, and business along Hwy 96. People who live on the east side of Hodgson have NO safe way to bike north to access the park, the grocery store, bakeries, pharmacies, coffee shops, restaurants, etc. Crossing Hodgson is very dangerous - especially for young children and especially for people on bikes. OR - allow the paths on both sides of Hodgson to be used by both bikers and walkers.</p>

What other comments/concerns do you have regarding the new proposed trail and sidewalk? Sample of responses

- Currently the traffic is too fast and too noisy. There is no sidewalk on my side of the road. I fear for the kids riding bikes on this busy road
- Ensuring that there is adequate distance from the road to avoid car and pedestrian accidents drivers swerve or leave roadway.
- Good connections into other trails.
- I feel this design will take up the majority of my yard leaving me with hardly any and having people walking to close to my house..
- I would love to see a cul de sac on Demar/Hodgson. That is a dangerous intersection because of the curve and people cutting down Demar to avoid the light.
- I live at 148 Demar Ave and vehemently oppose the Co. Rd F cul-de-sac. In our opinion, this change of traffic flow will significantly add traffic onto our street which is already very noisy due

Please share any additional comments on the preliminary design. Sample of responses

to expansion joints cut into the concrete surface. The surface was ground to even the sections but sections remain uneven creating a 'thud...thud...thud" sound when vehicles drive down Demar. Given the opportunity, I would gladly demonstrate how noisy this is.

- We have lived here for 9-years and are unaware of any accidents at that Hodgson/Co. Rd. F intersection. Widening Hodgson and adding a turn lane should be adequate.
- If cost becomes an issue, I suggest the sidewalk be removed. A lot of streets around Hodgson have only the trail on one side of the road. I find this to be adequate for the amount of pedestrian and bike traffic in the area. Although, additional crosswalks may be needed.
- LOVE that there is a walkable option on BOTH sides of the street!! Do not want to have to cross a busy street in the middle to get to another area!
- Why does the design not indicate that the new sidewalks will extend all the way to hwy 96? This should go all the way there, past the Snail Lake Education Center. My daughters do/will go to school there, and I want to be able to bike and walk them there safely from my home about 3 blocks away across Hodgson
- Not in favor of closing CR F on Hodgson. Not being able to turn left when going south on Hodgson will increase traffic in Shoreview side streets and cause more risk to people/kids on streets.
- Prefer roundabout at Snail Lake Road instead of signal light.
- Water is an issue at Virginia and Hodgson and appears to be a point of contention between the city and the county. Gramsie road has been re-done three times, twice due to poor measurement and stormwater runoff planning. I lack confidence that the Virginia/Hodgson problem will be addressed correctly
- I'm very very concerned about the round about at Gramsie/Rice. People constantly ignore the yield signs and drive way too fast at the ones on 694/Rice. I am extremely concerned about the crosswalk area for bikers and walkers. It must be a flashing light or signal so that motorists pay attention. Having been hit once a few years ago on my bike and nearly hit again last Friday on my bike (within 2 feet of hitting me!! and we had the right of way BOTH times), it is frightening to bike around here and even walk. We have wonderful trail systems around here but must cross the road to get to them. Please fix the sight line as 49 curves near County Road F going north towards Demar and Hawes.
- Also--please DO NOT make County Rd F a culdesac. We have an awful road now as the city gave us extremely noisy concrete and doesn't seem to care that it's still EXTREMELY noisy when cars go down our street. It would only get worse with County Rd F as a culdesac as that traffic will then come down/cut through our street. Nobody at the city seems to care though!!! For the cost we had to pay for this new street, and the noise we have to contend with, please don't make it worse by shutting off F at 49!!!

What comments, questions and/or concerns do you have regarding the proposed three-lane road design?

Sentiment analysis - sample of responses

11 Positive	Great idea!
	I like the 3 lane approach-- it allows traffic flow to continue even when someone is turning.
	I think it will be great for easing backed up traffic.
6 Neutral	I think having a turn lane would be helpful especially at the light at Snail Lake Rd. Traffic does occasionally get backed up and people try to pass cars waiting to turn.
	Defined turn lanes at the Snail Lake, If that happens, lengthen the time to cross when a button is pushed. Again there are large families that try to cross that road. It can be challenging to get them all across in the allotted time.
13 Negative	Will any medians be installed similar to Hamline between F & 96 be installed with the project to help cross the roadway between controlled intersections.
	FIX the sight line at County Rd F as it curves there going north towards Demar and Hawes. It's scary whether you are biking, walking or driving!!!
	Further increasing traffic which then pushes cars into adjoining neighborhoods especially as you near Hwy 96. We frequently have vehicles that leave Hodgson and go East on Snail Lake to Rice St to avoid the congestion as they near Hwy 96. There are a lot of young children in those neighborhoods and that use the park and people do not obey the speed limit.
	I don't think center turn lane is necessary.
	It can be tricky to pull into my driveway with the fast moving traffic pushing on my tail. It can also be rough entering the road for guests visiting me in an unfamiliar place with such fast moving traffic. THIS is a neighborhood not a freeway! I also see emergency vehicles using this road and driving VERY fast, as well as transit. PLEASE SLOW it DOWN! Make it safer more walkable
Seems like it would make traffic faster on Hodgson - not my idea of an improvement.	
It should have a bike lane. I am concerned a dedicated turn lane will also act to INCREASE speed as motorists don't have to wait for people taking a left. This will make the road more dangerous.	

- People do not want to live near constant road construction which seems to be the case in Shoreview between the highway and local road projects. Not great for selling a home in the area.
- I hate this idea and design. We as residents stated at the last virtual meeting we didn't want this but you keep pushing it...
- Please act to prioritize safety and sustainable access by foot and bike, NOT motorist convenience
- I think reducing the speed limit doesn't make sense. Maybe to 40mph but no lower. There is a lot of through traffic because it connects Shoreview to 694 and ultimately 35E.
- There should be left turn lanes for North/South traffic at the stoplight on Snail Lake Rd. Too many people try to cut around on the shoulder of Hodgson Rd.
- Prefer roundabout at Snail Lake Road instead of signal light.
- I live at 148 Demar Ave and vehemently oppose the Co. Rd F cul-de-sac. In our opinion, this change of traffic flow will significantly add traffic onto our street which is already very noisy due to expansion joints cut into the concrete surface. The surface was ground to even the sections but sections remain uneven creating a 'thud...thud...thud' sound when vehicles drive down Demar. Given the opportunity, I would gladly demonstrate how noisy this is. We have lived here for 9-years and are unaware of any accidents at that Hodgson/Co. Rd. F intersection. Widening Hodgson and adding a turn lane should be adequate.
- Get rid of the cul de sac at County Road F and Hodgson. This will only confuse drivers using County Road F and Hodgson. If that intersection is closed off, drivers will just use side streets such as Demar, Hawes etc as their way to get from County Road F to Hodgson (or vice versa)
- The only other significant comment would have to do with the project timing - we spoke with the previous project manager about starting the project at the HWY 96 end, and moving south - so that the traffic interruption at the Gramsie intersection was later in the spring / summer. The flower shop tends to be very busy in the spring (proms, weddings, graduation parties, etc.) and starting at the south end would make that far more complicated for the flower shop business - which it's been a difficult few years (with the road closure, flood, covid, etc.)



In-person map comments

Location	Comment
Rice St	<ul style="list-style-type: none"> • Slow speeds down on Rice St
Hodgson Rd	<ul style="list-style-type: none"> • Need for vegetation between F and Demar • Concern pulling out into 3 lane • Add street lights • Slow traffic down on Hodgson • Slow Traffic • Why not trail here? Consider trail also [east side of Hodgson Rd between Hawes Ave and Lilac Ln] • Concerned about less driveway length for boat and parking. Do not want a trail. [west side of Hodgson Rd between Hawes Ave and Lilac Ln] • Speeding is a big issue • Can we straighten out driveway? Please do not cut down our oak tree [regarding house on west side of Hodgson Rd directly across from Dawn Ave] • Some flooding in yard [regarding house on west side of Hodgson Rd just north of Dawn Ave] • Culvert under roadway drains water from roadway into backyard [regarding culvert just north of Dawn Ave]
Gramsie Rd	<ul style="list-style-type: none"> • Flooding issues • Concern with ability to get into/out of driveway [near Rice St/Hodgson Rd] without gaps from signal
Rice St/ Hodgson Rd	<ul style="list-style-type: none"> • Wrong place for roundabout. Sightlines for pedestrians • How do you cross safely walking or biking? • Concern about peds safely crossing at roundabout. Don't feel there is sufficient need for roundabout. • Huge concern with this roundabout. Pedestrian and bike traffic safer with light • Roundabout is more dangerous at the roundabout
CR F	<ul style="list-style-type: none"> • No cul de sac • Trail/path on County F • No left turn on to Hodgson Rd from CR F • Add right turn lane from Hodgson Rd to CR F • Need a right turn lane on Hodgson Rd into Shoreview Estates
Demar Ave	<ul style="list-style-type: none"> • Cul de sac on Demar • One-way [eastbound]
Lilac Ln	<ul style="list-style-type: none"> • Ability to exit left from Lilac Ln to SB Hodgson



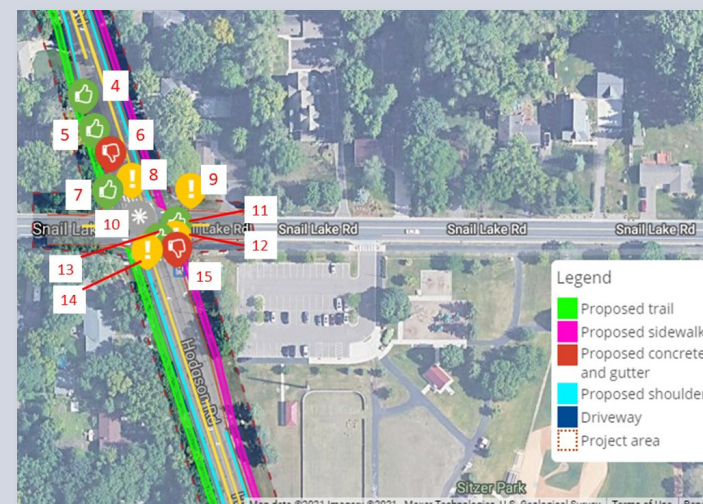
Online Map Comments

Comments are categorized as:

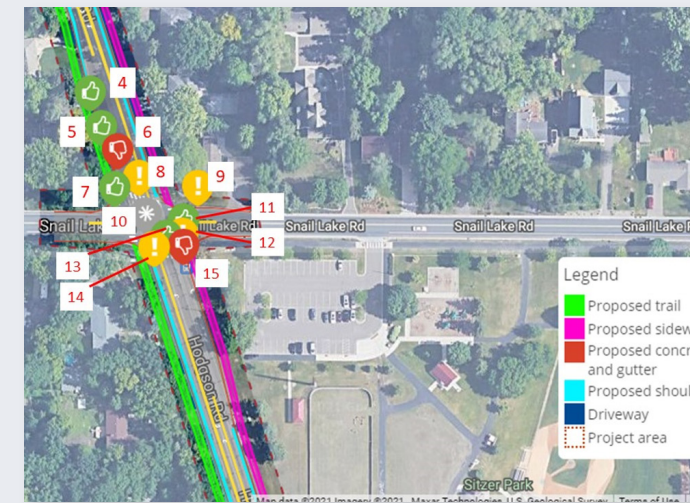
- Like
- Dislike
- Needs improvement
- Other concerns



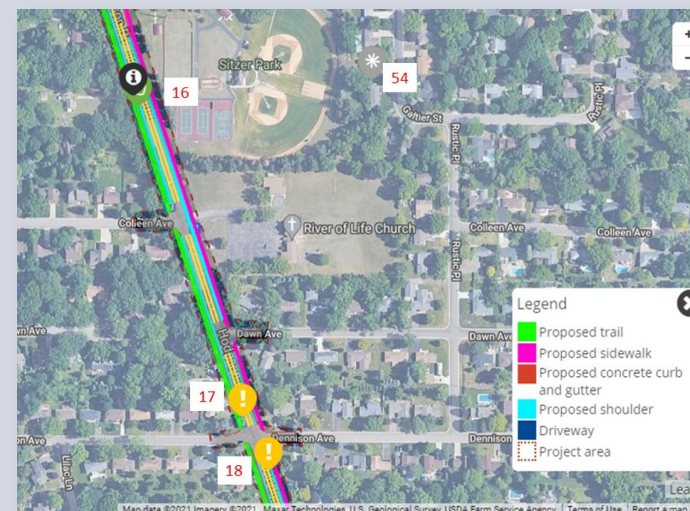
- 1. Now kids are coming up on the west side of the road and will cross over to get to the school. I am not sure if the school directs them to cross at 96, but I believe some will cross here. It can be very difficult, as an adult, to cross this roadway. Create very clear pedestrian options
- 2. This intersection is only busy during sports at Sitzer and rush hour. Don't do too much here for these limited times when it is busy
- 3. The proposal makes Hodgson Road with the trail and sidewalks much too wide. Too many trees will be lost. Find a way to narrow the proposed changes so that you don't shorten the front lawns so much. The middle turn lane is only needed at certain times of the day. I think this needs to be considered.
- 4. YES! it has been needed for a long time!



- 5. Somewhere around here is the threshold for being within 2 miles of Chippewa Middle School, where free bus service is not an option. The trail will help with Safe Routes To School efforts!
- 6. The proposed road gets really wide at this point and pushes the trail right onto this house's front lawn. No need for an extra right turn lane here.
- 7. Like the trails and sidewalk along Hodgson!
- 8. better pedestrian timing and turn lanes. Will there be a divided curb / gutter median to help define turning locations and cross walk
- 9. not widen enough to make the turn. It is hard to see south. Adjust view alignment

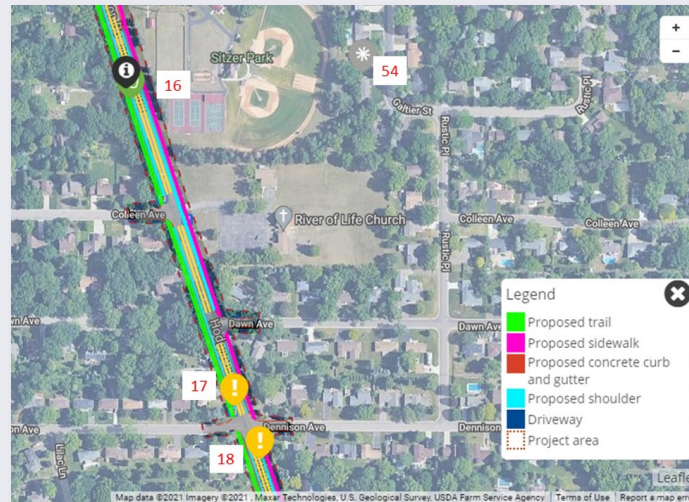


- 10. make this a permanent light feature with turn arrows. be careful to signs due to line of sight issues
- 11. This intersection is CRAWLING with kids of all ages. The protected left turn lane is a must!!! The right turn lane does NOT need to be there as it will slow through traffic slightly because of the pedestrian traffic!
- 12. We need better traffic control. If the intersection is wider, the lights need to have longer time for families to cross. When the bus is stopped, I have seen folks do unsafe actions to turn east to get to the baseball fields. Also folks park right up to the roadway making turns east difficult
- 13. Like the proposed dedicated left turn lane. This will allow cars to safely wait to make their left turn. The current road is dangerous as other cars pass by on the right. Sharing the right turn lane with the thru lane wouldn't be an issue because the cars turning right don't have to wait for oncoming traffic
- 14. busy intersection for families. Rush hour and baseball games make it harder to cross. need designated turn lanes that take into account traffic at baseball games in summer, bus and all the kids who live here
- 15. Dislike the proposal to have a dedicated right turn lane along with through traffic and left turn lane. It makes the intersection really wide for pedestrians to cross to get to the park. Lots of kids cross this intersection.

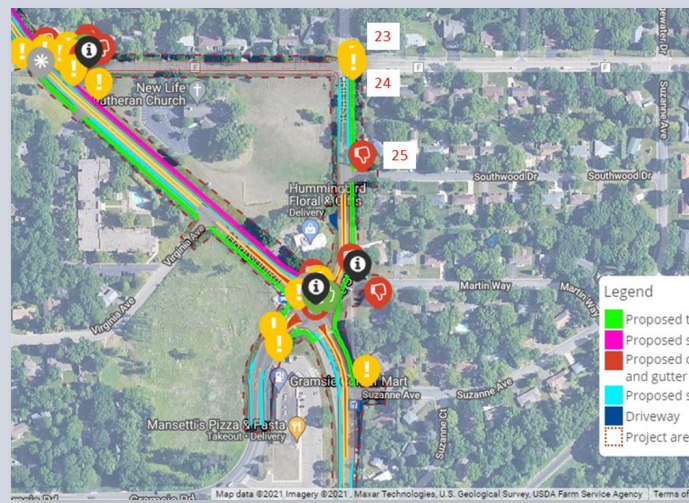


- 16. I would feel much safer using the trail to bike with my kids - with a separate trail, we would use this frequently. This is especially beneficial for kids who would like to bike to Chippewa Middle School
- 17. Paths on both sides of Hodgson are crucial - kids and adults need safe biking, walking, rolling trails traveling both north and south from their homes to the wonderful parks, schools, shops, stores, and businesses along 96. Crossing Hodgson Road is very dangerous. Safety should not be dependent on what side of Hodgson you live on.

- ❗ 18. need both sides of the road to have pedestrian walkway that has a visual barrier between the roadway. It appears there will be a few feet of grass. Will the City / County also put lampposts up on one side of the roadway to increase / continue pedestrian visibility?
- ✳️ 54. The stretch between city F and hwy 96 is a high speed zone, and it goes right past a park. Please lower the speed limit or design the street for slower/safer driving in our community.

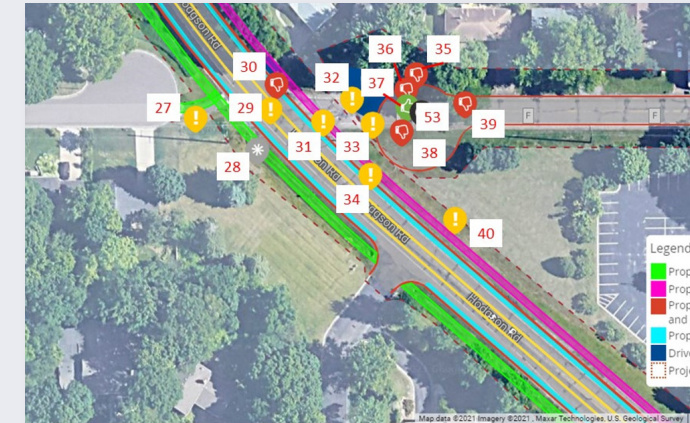


- ❗ 19. Could we have a cul-de-sac on the west side of Hodgson.
- 🗨️ 20. I think the two pedestrian trail/sidewalk proposal is overkill, using up lots of yard that separates homes from a busy street. One combination pedestrian/bike trail should be enough.
- 👍 21. West side trail will connect to the trails located west of here
- 🗨️ 22. The roundabout is a bad idea for this intersection. Based on how drivers behave at the new roundabouts, they don't yield. At least they tend to obey the stoplights.
- ❗ 23. Add turn lane IF you close access for Church. It has folks use that facility more than just on Sunday. If you make access more difficult, at least help the residents.



- ❗ 24. Because of the roundabout, closing the entrance to Martin way from rice street and closing the entrance to county Rd F from Hodgson, cars will cut across Hodgson to rice street on demar. I live in the Suzanne Ave neighborhood and this would be the most logical way for me to get home if headed southbound on Hodgson.
- ❗ 25. if you do end up closing F at the church, you will need to add a turn lane here for those folks. You believe it Sunday traffic is not a concern, but you do not live here.
- 🗨️ 26. If Martin way is closed, almost all neighborhood traffic will be redirected to south wood if

headed southbound on Hodgson or rice street....there are a lot of homes in this area and the increased traffic on one road may impact pedestrian safety. The roundabout is completely unnecessary and will have lots of other effects to surrounding neighborhoods. Please don't add the roundabout and close Martin way.



- 🗨️ 27. Making this a dead end is a horrible decision. It will just force west bound drivers on County Road F to take Demar or Hawes north bound Hodgson. If you change anything you could make it right turn only but to make it a dead end is a horrible mistake. Also, as a firefighter with both Lake Johanna Fire and Vadnais Heights Fire, this intersection is used often when the departments are responding to incidents in each other's cities.
- ❗ 28. I am the homeowner at 236 Hanska Ct. I recently had a car crash into my house. As children play in this cul-de-sac, there is a safety need to have some sort of natural barriers between Hodgson and the cul-de-sac
- ✳️ 29. If you're walking/biking west, to get to the park, you take your life into your own hands crossing Hodgson. Making Co Rd F a dead end will not help that.
- ❗ 30. when you closed Hanska you did not stop the pedestrian traffic. It is really hard to cross this road. Add ped walkway to access F or the church
- 🗨️ 31. do not remove this access to F, change it. Could there be a southbound west turn back on the Hanska since you are redoing the intersection? Going north folks would have to use Demar
- ❗ 32. To add to the crosswalk concerns, this need is exasperated by the removal of the light/replacement with roundabout at rice/hodgson intersection
- ❗ 33. Many people bike and walk across the intersection connecting County Rd F with the cul-de-sac on Hanska Ct. This enables residents to connect to the nearby trail systems. We should have a path to Hodgson similar to the

one currently on Hanska Ct that continues to connect County Rd F to Hodgson. A crosswalk connecting the two cul-de-sacs is also recommended to improve safety and raise driver awareness.

34. Do not make this a cul de sac. Line it up with the entrance to the condominium.

35. Since this is a major crossing for the trail system and a bus stop for metro transit, add pedestrian crosswalk markings and a flashing pedestrian crossing light to remind cars to stop for pedestrians. I currently cross Hodgson at Dense (quieter street), but with the new cul de sac and the trail system, it would make a lot more sense to route peds and bikes to cross at F and Hodgson between Snail Lake and sucker lake park systems.

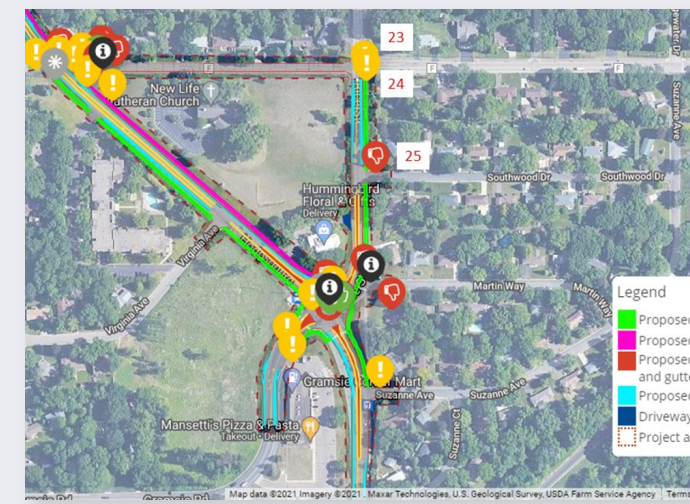
36. worried this will cut off church and force trace on Demar or other streets. The county has the space, can the curve be migrated a few feet to the west to accommodate turn lanes?

37. The Cul-de-sac was a very bad solution to a non problem and I am glad to see at the open house that you have changed your mind on this and will now construct an intersection that will only restrict left turn out of County F onto Hodgson. Thanks for listening.

38. A welcome solution - there is a big blind spot here - when at Cnty F intersection, it is very hard to see vehicles driving south bound on Hodgson.

39. This seems like a bad idea. Drivers heading south on Hodgson will now cut through the other residential streets to get to Couny Rd F and it reduces access to the church here. If people turning left to get onto Hodgson is the problem, is there a way to just prevent left hand turns? People who want to go south usually just take Rice street.

40. Please see my comment on Hanska Court. Putting a dead end here will just force traffic to side streets.



41. that was a great idea to move access to F / Church to match apartments. There could be dedicated turn lane for church with ped walkway

53. NO Culdesac here on County Road F and Hodgson. This will force too much traffic to other side streets that are NOT designed for increased volume of traffic.

42. Again the solution seems to be closing streets. I do not think that is a viable solution for the residents in this area. The vacant lot provides room to move the roundabout to accommodate access to Martin.

43. Multiple people commented that closing this street was not a good idea. Yet, none of our feedback was taken into account.

44. not sure a roundabout is needed here due to the heavy use of the area, the closing of roads and creating more barriers for access. I feel better turn lanes and the money spent on addressing the church / F and Snail Lake intersection would help traffic flow

45. Spending money on a roundabout here is completely pointless. Most local residents don't want it because it is not safe for pedestrians and there is very little congestion at these lights even during rush hour. There are so many other projects to do, why waste money on an unnecessary roundabout?

46. i had concerns on the roundabouts to the south and ped traffic. Most seem to NOT cross it, but bikes use the roadway and suck up a lane. This is more residential, but has a lot more vehicle traffic, kids and ped using this daily. I am not convinced what is shown will accommodate both. There was a fatality at this intersection.

47. I drive through this intersection almost every day and never felt like it's a problem. The roundabout seems more dangerous for pedestrians. It's already hard to bike or walk across Hodgson and this will probably make that worse.



- 48. A roundabout provides a safer intersection and more vehicles to get through the intersection at a time.
- 49. Like the planned roundabout.
- 50. Observation from the ones to the south, any immediate turn off or crossing of lanes to access a business or multiple resident location can cause back up. With that said, I have seen folks drive "straighter" to bypass folks which causes issues with those following the painted lanes. It can be a hazard.
- 51. Can this entrance be closed/redesigned? Cars today go through the intersection, heading west, and abruptly stop traffic to wait and turn left into the gas station.
- 52. If Martin way is closed, there will be increased traffic and pedestrian use on this street, please improve signage for speed limit and warnings about kids at play for this neighborhood.
- 53. How does the roundabout improve safety for individuals with impaired sight or hearing? Drivers in roundabouts are less likely to yield to pedestrians so how can pedestrians with impaired sight or hearing or other disabilities cross safely?

