

CITY OF MINNEAPOLIS

Cedar at Lake Nokomis Pkwy and Edgewater Blvd Intersections

Public Works
Traffic & Parking Services

Agenda

- Background
- Intersection Changes (fall 2023)
- Findings and Recommendations
- Questions



Background

- Cedar Ave/Edgewater Blvd intersection has been studied multiple times since the early 2000s
 - Safety of trail crossings
 - Vehicle crash history
 - Neighborhood cut-through traffic



Source: Google Streetview, August 2021

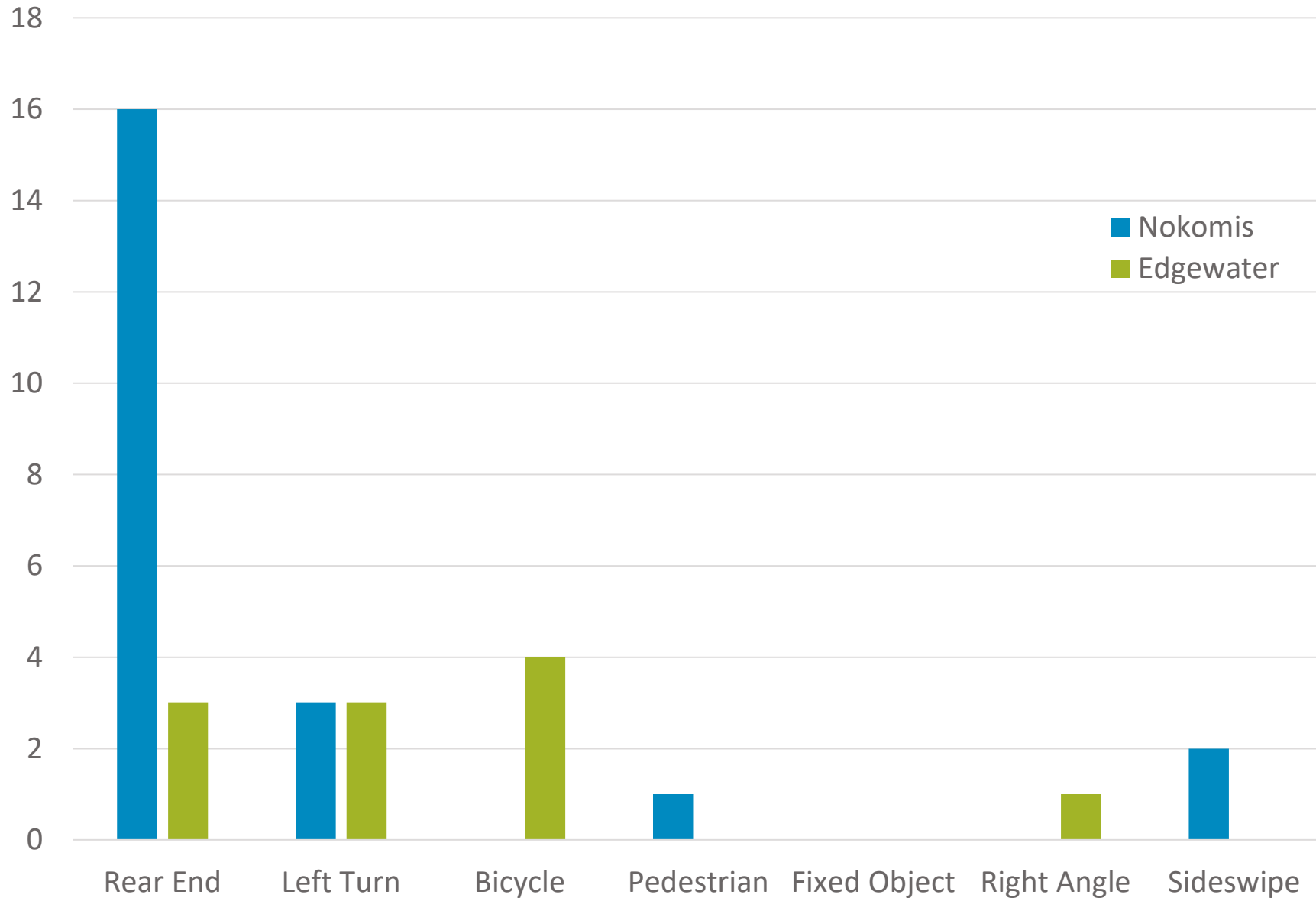
Cedar/Edgewater Activities Since 2004

Month/Year	Activity
Prior to 2004	Left turn restriction 4-6pm on Edgewater Left turn restrictions 7-9am on Cedar at Edgewater and Lake Nokomis Pkwy No Right Turn on Red restriction on eastbound Lake Nokomis Pkwy at Cedar Ave No parking on Cedar Ave south of Edgewater
2004	Engineering study
September 2004- May 2006	11 neighborhood meetings
June 2006	Changes implemented
April 2007	Neighborhood meeting
2011	Dynamic speed sign on Cedar Ave south of Edgewater
2014	Signal retiming implemented
2015	MPRB Nokomis-Hiawatha Master Plan; Park Board becomes official partner
October 2015	Trail constructed west side of Cedar Ave, south of Lake Nokomis Pkwy ADA ramps reconstructed at Edgewater and one quadrant at Lake Nokomis Pkwy Pedestrian leading green interval (LPI) implemented

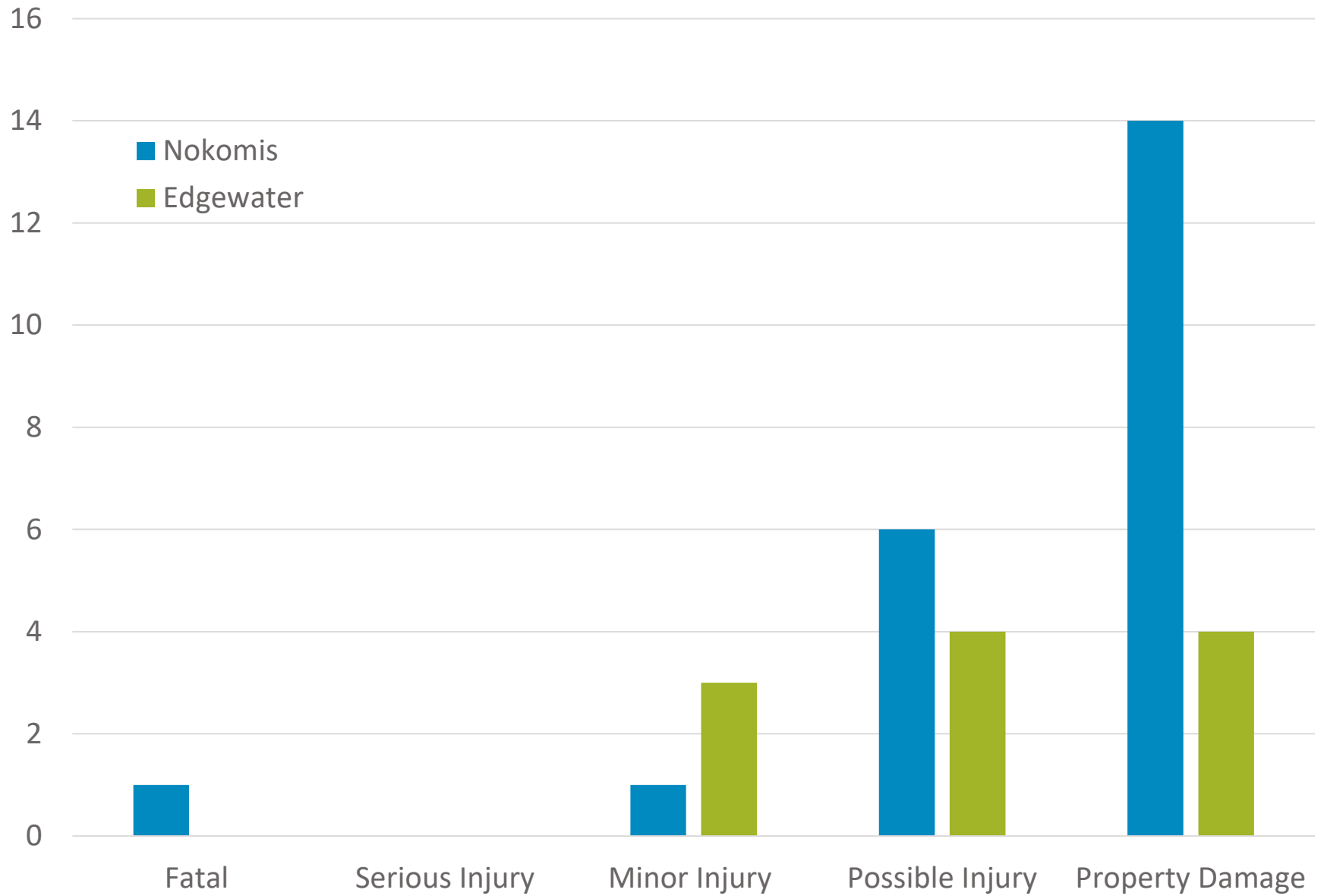
Cedar/Edgewater Activities Since 2004 (continued)

Month/Year	Activity
2016	ADA ramps reconstructed for trail at Cedar Ave/Lake Nokomis Pkwy New crosswalk and bike crossing markings on Cedar Ave
2017	Crosswalks remarked at Edgewater
March 2019	Neighborhood meeting
June 2019	Speed study conducted; Traffic volume study conducted
2019	Remarked stop bar at Edgewater Added trail crossing signage at Edgewater; Added trail ahead signs on Edgewater Increased visibility of No Parking signs on Cedar Ave south of Edgewater Increased size of No Left Turn signs Added street lighting to traffic signal at Cedar Ave/Lake Nokomis Pkwy
June 2022	Concrete median installed; Southbound lane narrowed
October 2022	Neighborhood meeting
September 2023	Cedar/Edgewater intersection modified to right-in/right-out Pedestrian refuge added at Cedar/Nokomis Signal phasing changes at Cedar/Nokomis

Cedar Ave Crash Types, 2019-2023



Cedar Ave Crash Severity, 2019-2023



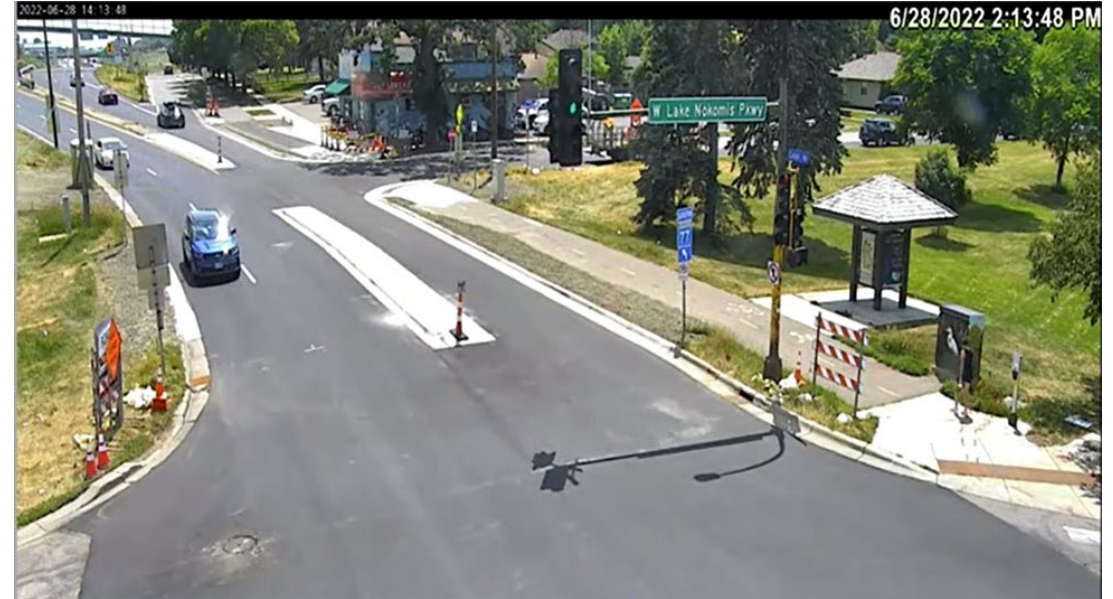
Cedar Ave Trail Crossing



- High pedestrian & bike volumes at trail crossing Cedar Ave
- High vehicle volumes on Cedar Ave

Intersection Changes (summer 2022)

- Replaced pedestrian ramps
- Extended median on Cedar Ave
 - Define 1 southbound lane
 - Traffic calming for vehicle speeds
- Left turns from Edgewater Blvd restricted via signing



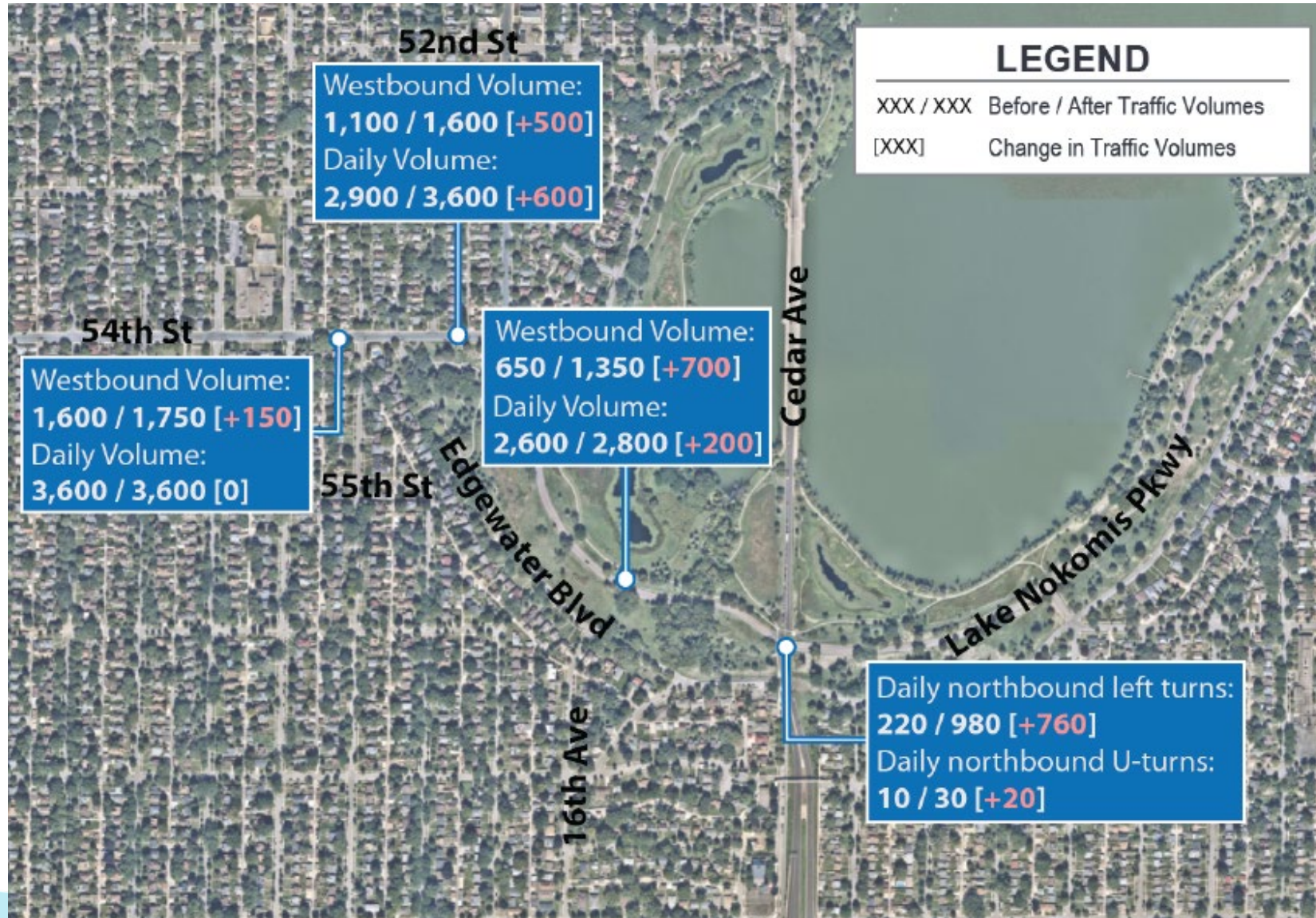
Intersection Changes (fall 2023)



Intersection Changes (fall 2023)

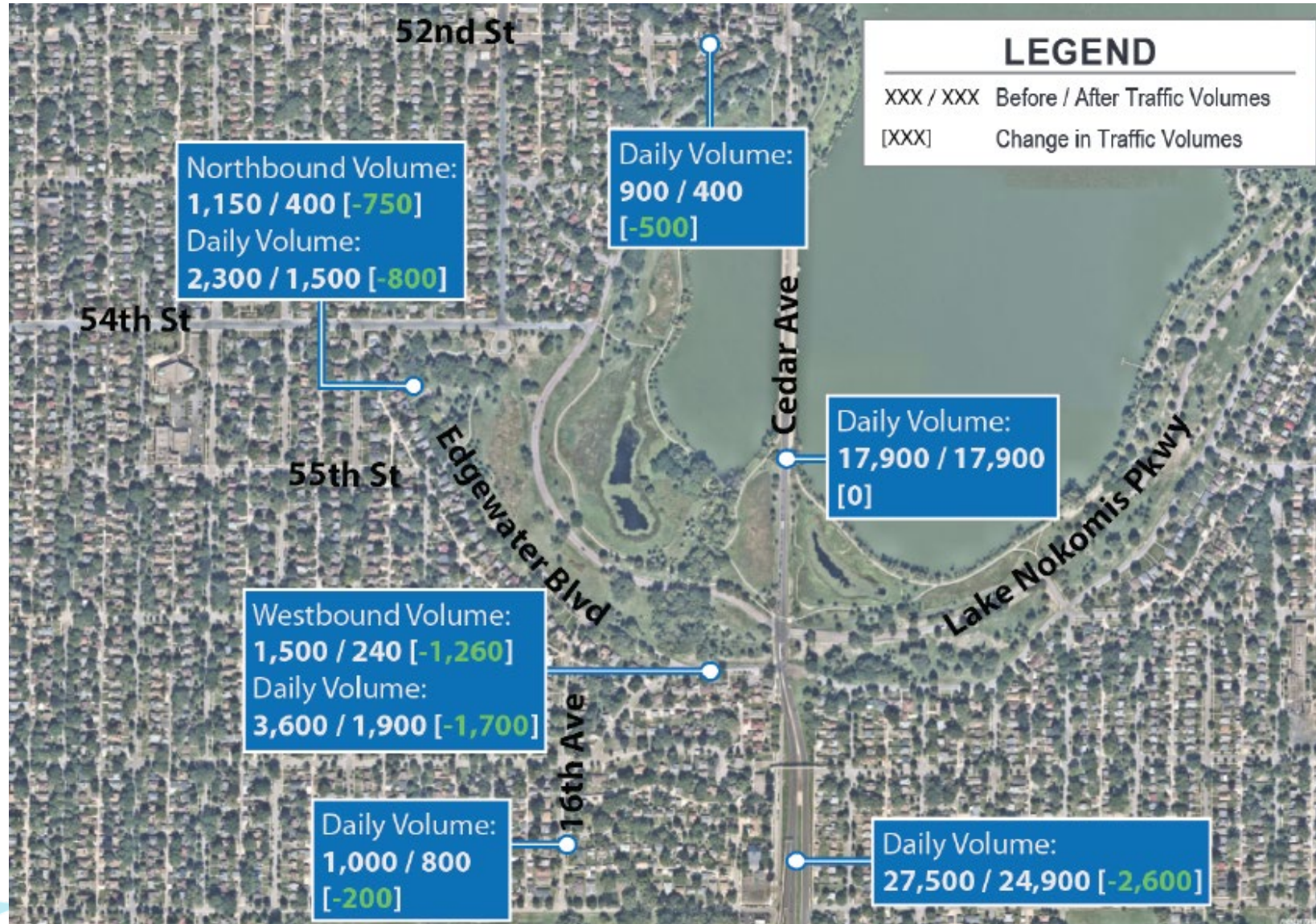


Traffic Volumes



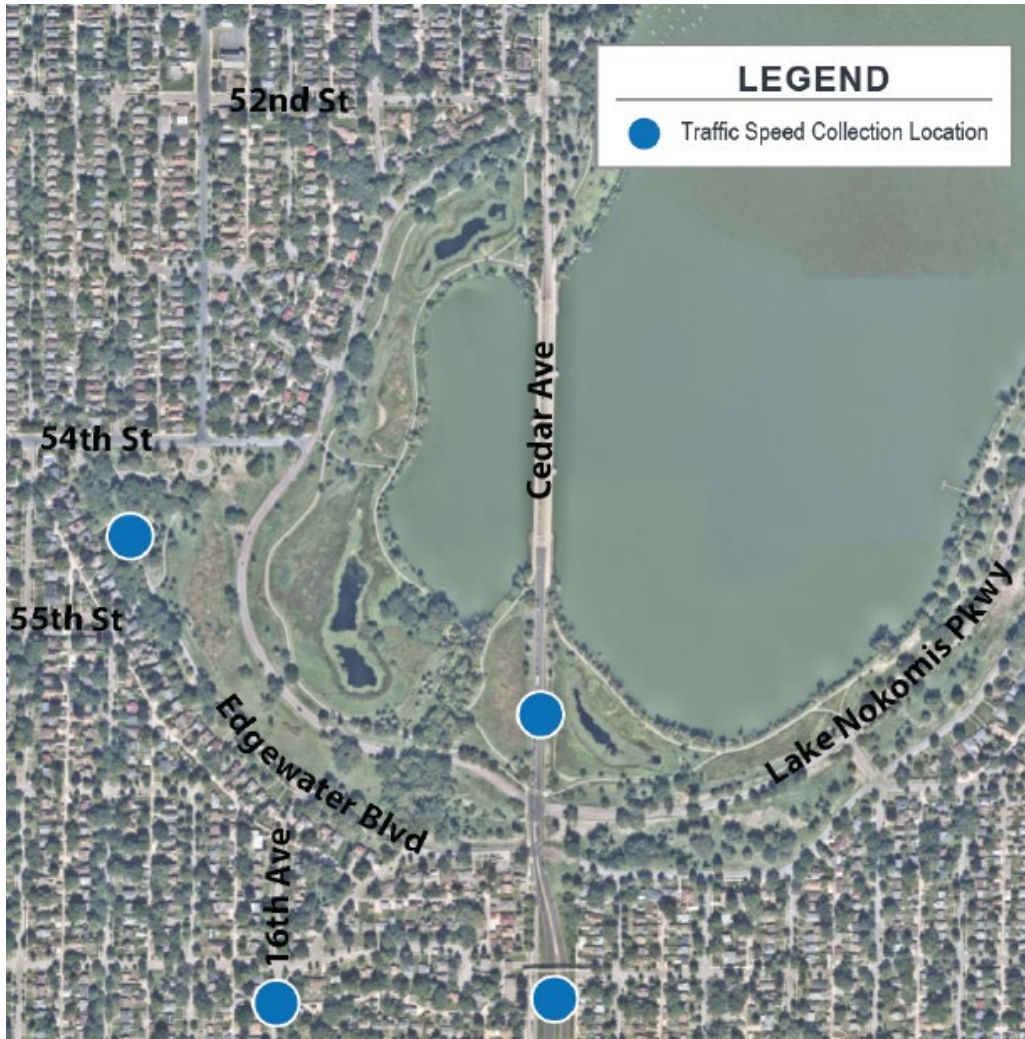
- Before traffic volumes collected May 2021-August 2023
- After traffic volumes collected October 2023

Traffic Volumes



- Before traffic volumes collected May 2021- August 2023
- After traffic volumes collected October 2023

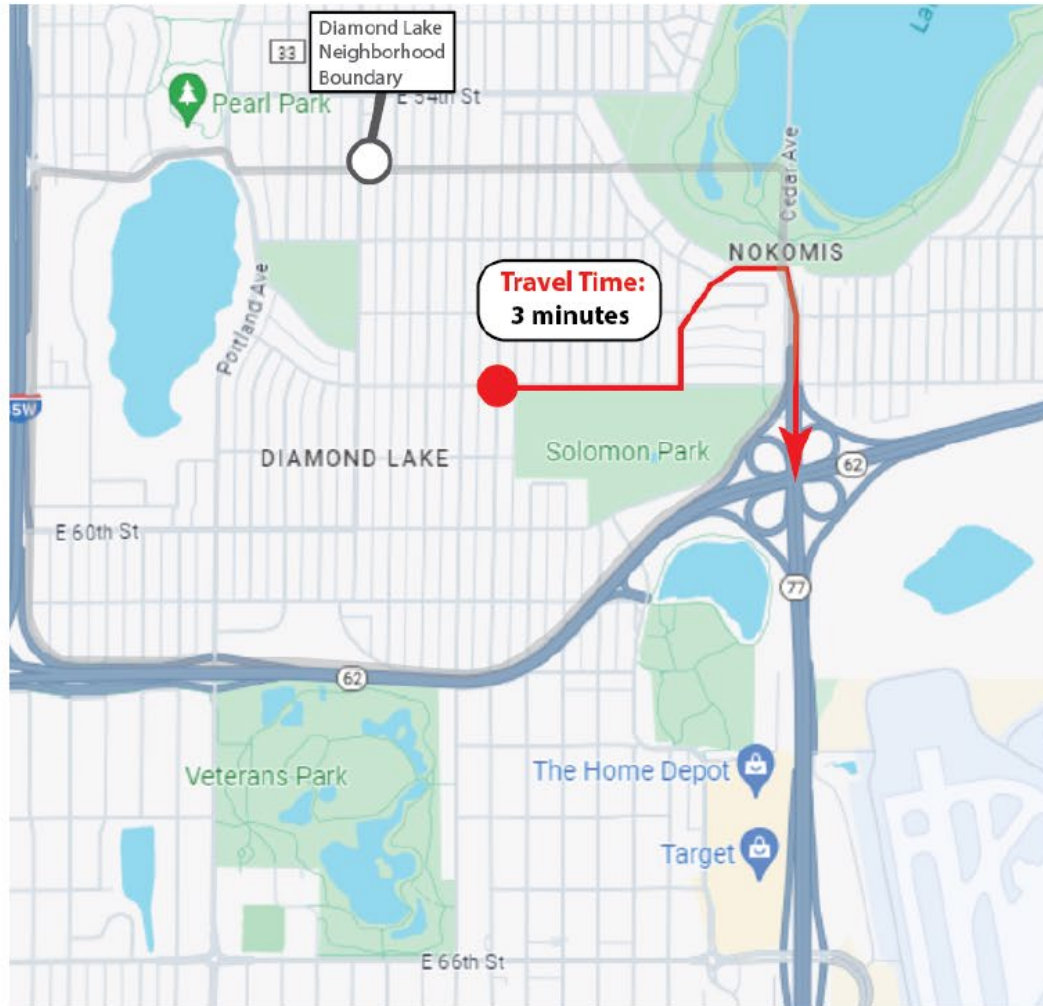
Traffic Speeds



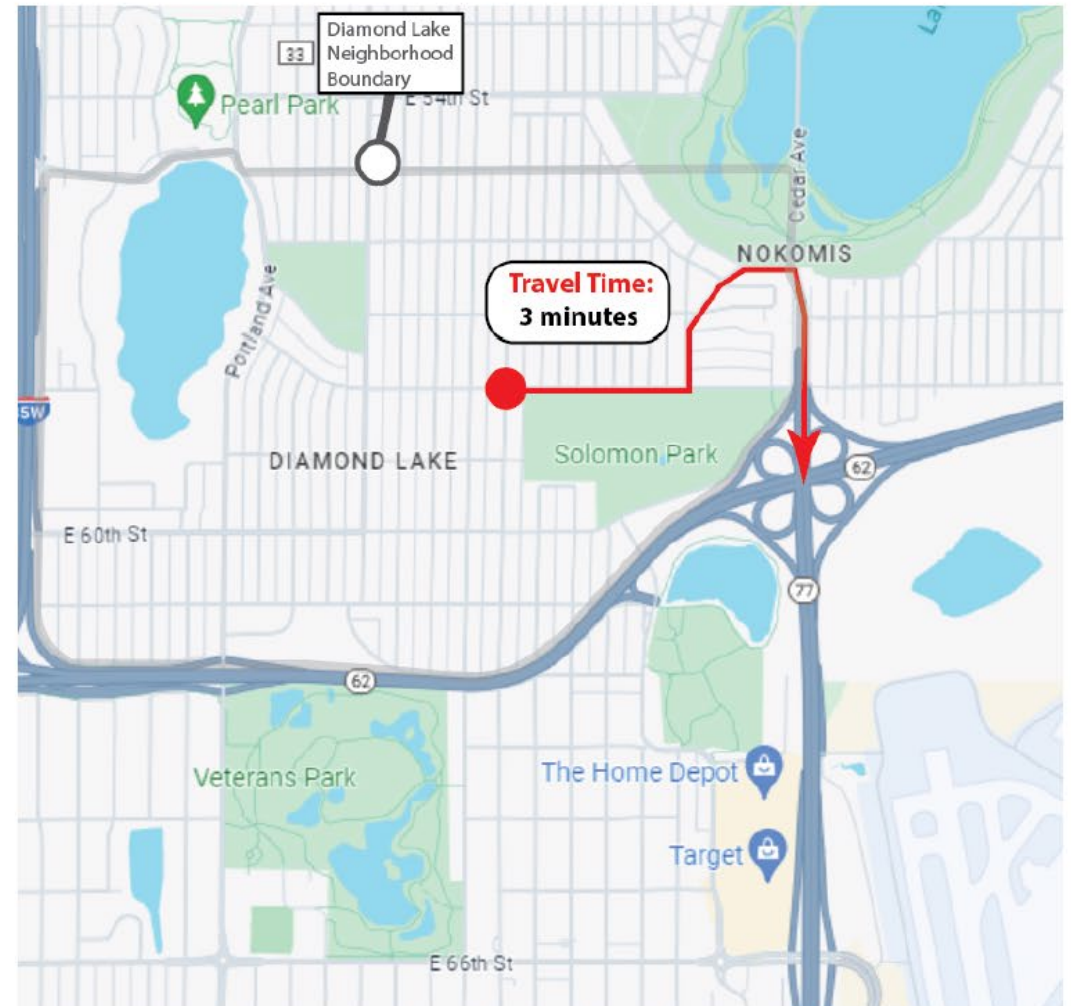
- Before traffic speeds collected July-August 2023
- After traffic speeds collected October 2023
- Similar average traffic speeds in summer 2023 and fall 2023
 - Northbound Cedar Ave traffic speeds decreased from 37 mph to 35 mph (-2 mph)
 - Southbound Cedar Ave traffic speeds increased from 30 mph to 31 mph (+1 mph)

Neighborhood Traffic Routing

Before Conditions - Summer 2023 Neighborhood Traffic Routing
Diamond Lake Neighborhood to TH 62/TH 77

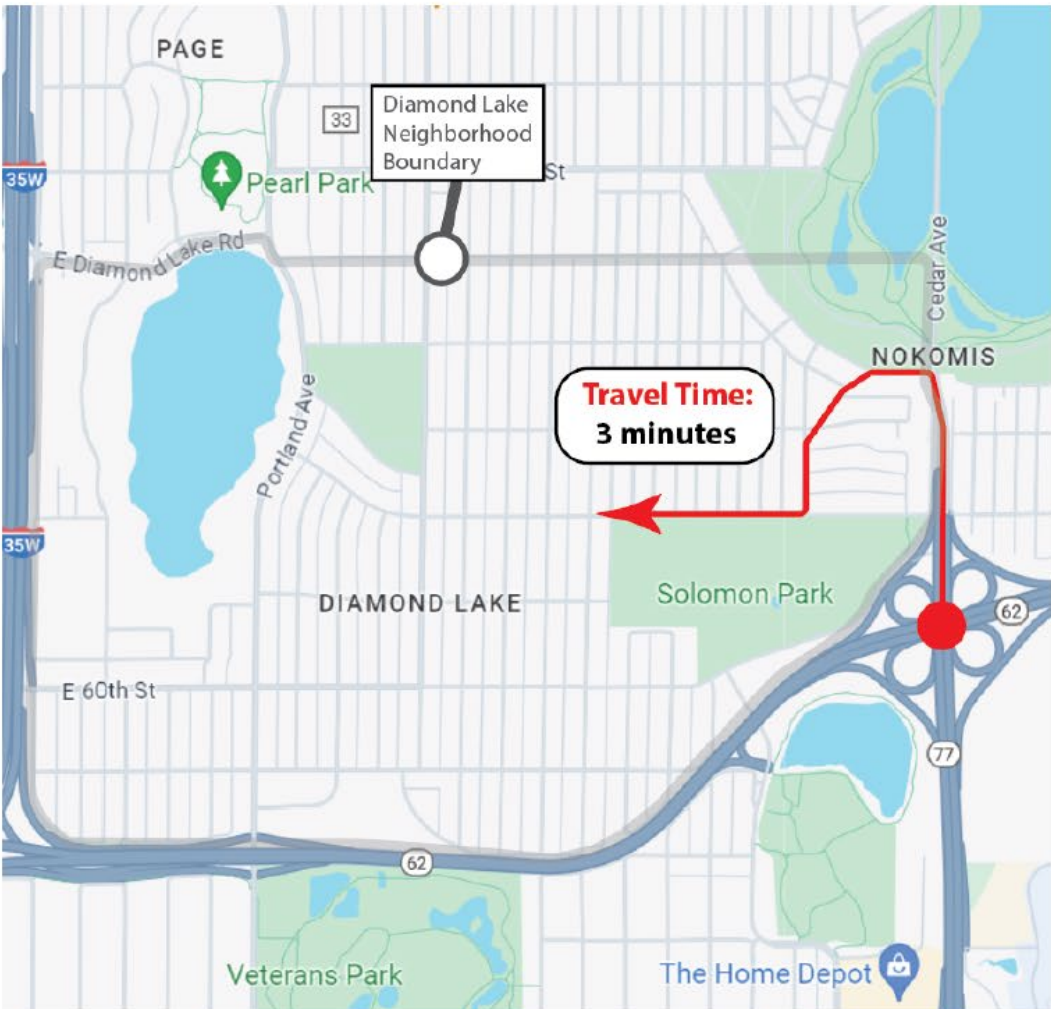


After Conditions - Fall 2023 Neighborhood Traffic Routing
Diamond Lake Neighborhood to TH 62/TH 77

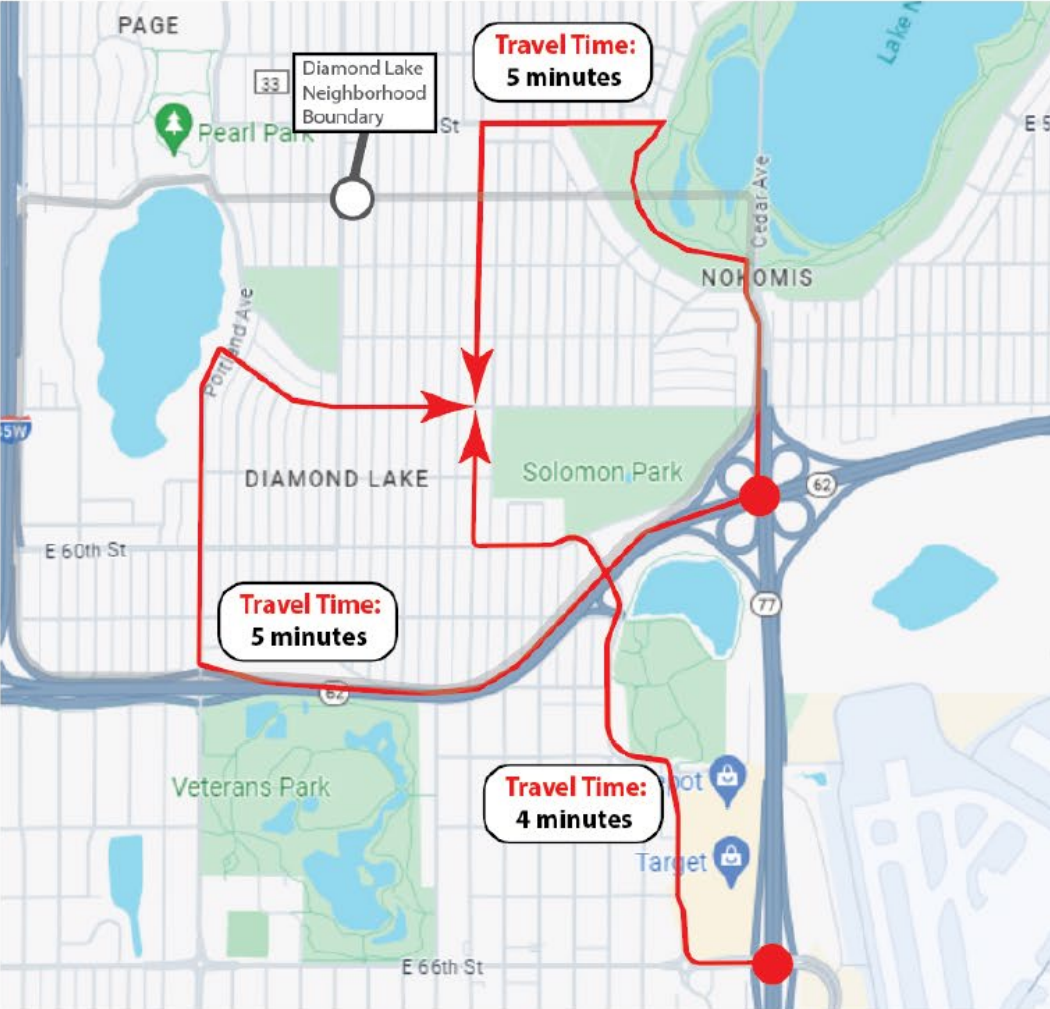


Neighborhood Traffic Routing

Before Conditions - Summer 2023 Neighborhood Traffic Routing
Diamond Lake Neighborhood from TH 62/TH 77



After Conditions - Fall 2023 Neighborhood Traffic Routing
Diamond Lake Neighborhood from TH 62/TH 77



Survey Results: Who responded?

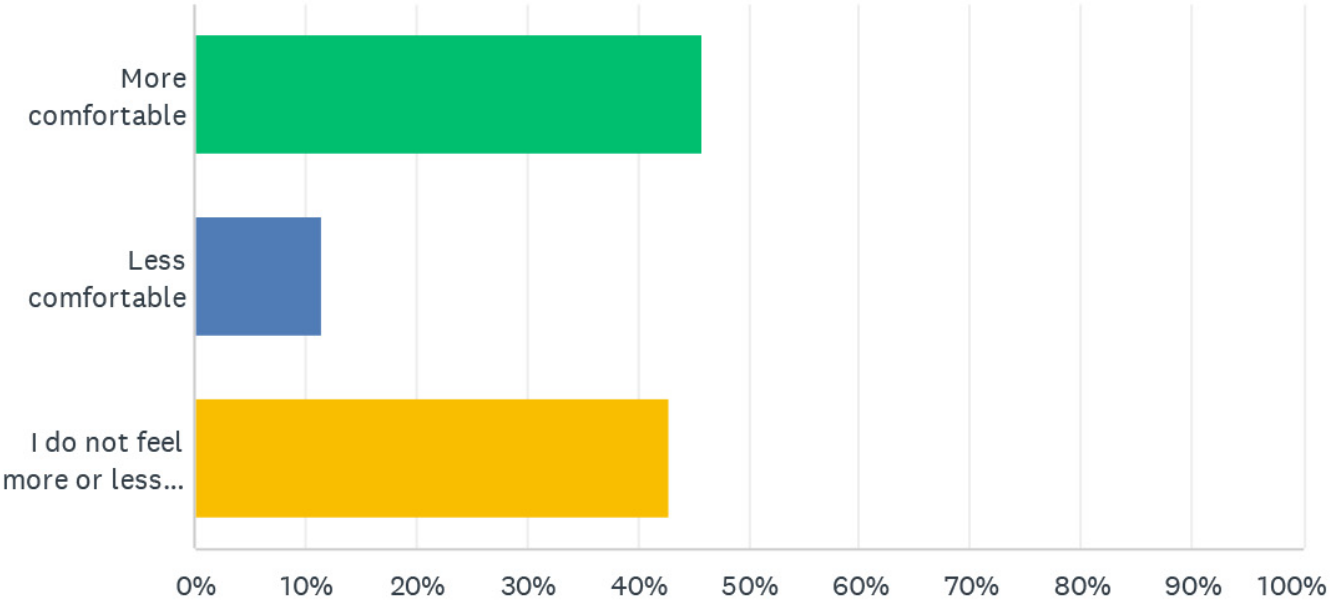
- 831 total responses
- 88% live “in the immediate area” or “in the surrounding neighborhoods”
- 46% travel through the area every day
- Another 36% do so 3-6 times/week
- Most people travel through the area in multiple ways
 - 95% drive
 - 52% walk/run
 - 38% bike



Q7 Do you feel more or less comfortable crossing Cedar Avenue at Nokomis Parkway?

Survey Results: Comfort

Answered: 815 Skipped: 16



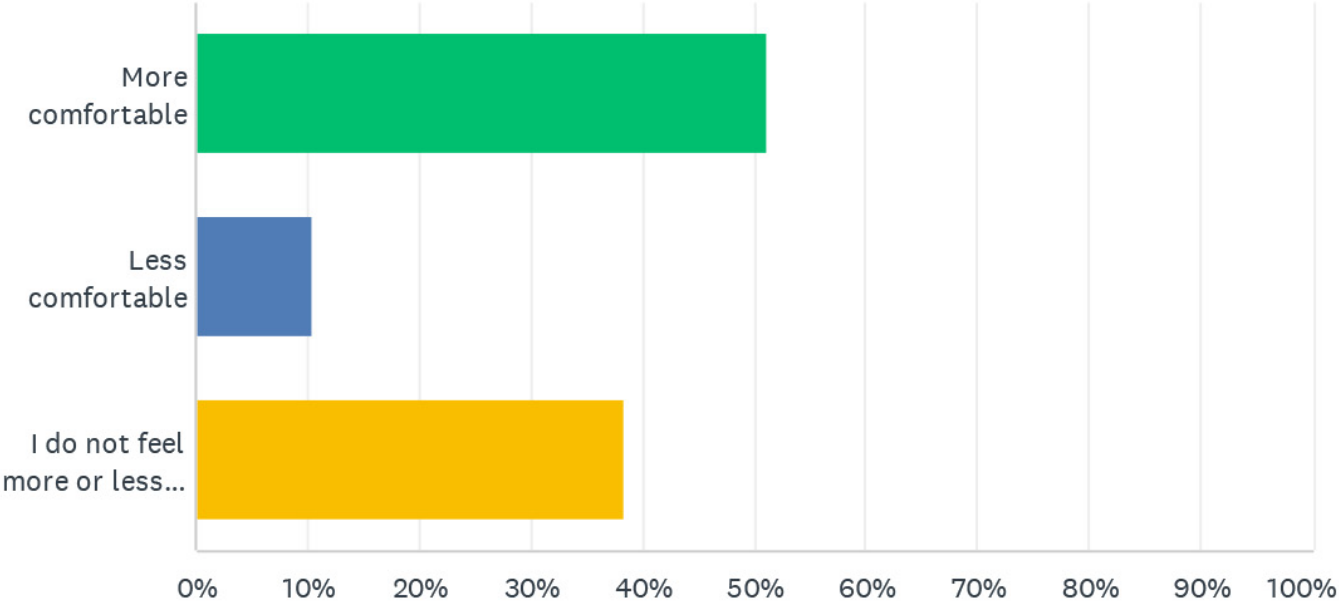
ANSWER CHOICES	RESPONSES	
More comfortable	45.77%	373
Less comfortable	11.41%	93
I do not feel more or less comfortable	42.82%	349
TOTAL		815



Q8 Do you feel more or less comfortable crossing Edgewater Boulevard at Cedar Avenue?

Survey Results: Comfort

Answered: 809 Skipped: 22



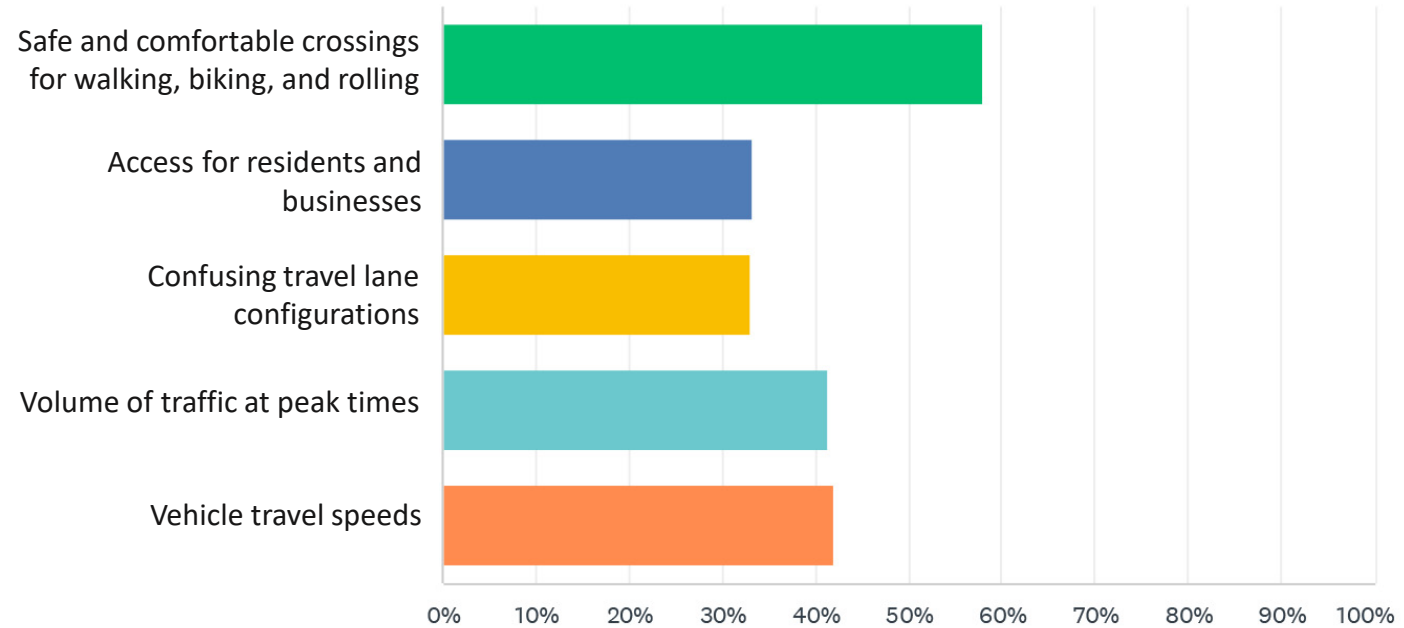
ANSWER CHOICES	RESPONSES	
More comfortable	51.17%	414
Less comfortable	10.38%	84
I do not feel more or less comfortable	38.44%	311
TOTAL		19 809



Survey Results: Concerns

Q10 What is your biggest concern about this area?

Answered: 799 Skipped: 32



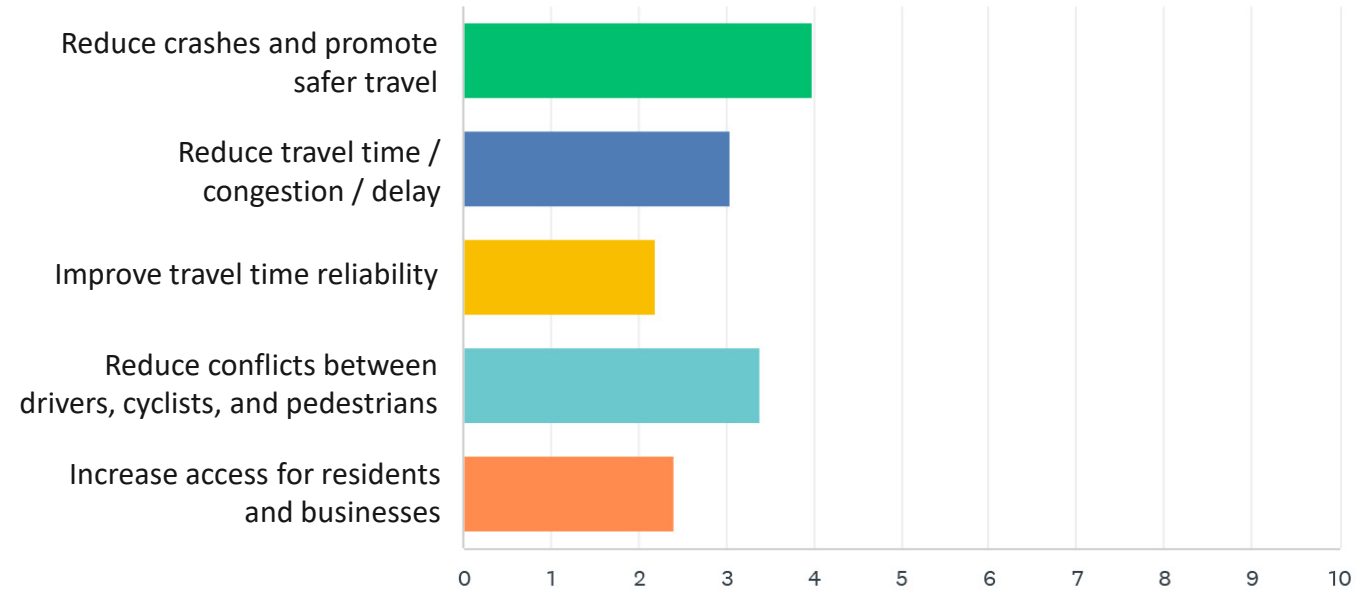
ANSWER CHOICES	RESPONSES	
Safe and comfortable crossings for walking, biking, and rolling	57.95%	463
Access for residents and businesses	33.17%	265
Confusing travel lane configurations	33.04%	264
Volume of traffic at peak commuter periods	41.43%	331
Vehicle travel speeds	41.93%	335
Total Respondents: 799		



Survey Results: Priorities

Q11 What is your top priority for changes to this area (rate in order)?

Answered: 820 Skipped: 11



	1	2	3	4	5	TOTAL	SCORE
Reduce crashes and promote safer travel	46.43% 371	28.66% 229	9.76% 78	8.14% 65	7.01% 56	799	3.99
Reduce travel time / congestion / delay	17.57% 139	19.47% 154	26.80% 212	22.76% 180	13.40% 106	791	3.05
Improve travel time reliability	3.32% 26	11.24% 88	21.20% 166	30.52% 239	33.72% 264	783	2.20
Reduce conflicts between drivers, cyclists, and pedestrians	22.33% 178	33.50% 267	15.68% 125	17.31% 138	11.17% 89	797	3.39
Increase access for residents and businesses	11.82% 94	7.55% 60	26.16% 208	20.00% 159	34.47% 274	795	2.42



Survey Results: Written responses

“What do you think about making these changes permanent?
Which changes do you like or dislike the most”

- 679 respondents answered this question
- MPRB staff categorized responses into “general sentiments”
 - 55% - Support for the changes and/or want even more ped/bike accommodation
 - 23% - Oppose the changes, for a variety of reasons
 - 11% - Share a specific concern about the pilot or the intersection, but neither strongly support nor oppose the changes
 - 11% - Share a specific idea about the intersection, often related to additional ped/bike accommodations

Survey Results: Written response themes

“What do you think about making these changes permanent?
Which changes do you like or dislike the most”

- Greater feeling of safety crossing Cedar and Edgewater as peds/bikers
- Frustration about lack of access to neighborhoods, because of Edgewater left turn elimination
- Concern about access to local businesses, because of Edgewater turn elimination
- The changes are a good start but don't go far enough to protect pedestrians and bicyclists
- Very bad timing to start the pilot during the CenterPoint work
- Ped/bike safety is more important than vehicle travel time / inconvenience

Findings

- Benefits of Changes:

- Reduced cut-through traffic on neighborhood streets
- Fewer conflicts at Cedar Ave/ Edgewater Blvd
- Improved pedestrian/bicycle experience at both intersections
- Reduced vehicle speeds on northbound Cedar Ave

- Impacts of Changes:

- Less convenient access into the neighborhood
- Less convenient access to local businesses
- Increased traffic on Lake Nokomis Pkwy and part of 54th Street

Next Steps

- Short Term (2024)

- Maintain left turn lane striping
- Maintain signal changes at Cedar Ave/Lake Nokomis Pkwy
- Keep bollard ped refuge median in place on Cedar Ave north of Lake Nokomis Parkway
- Keep bollards for right-in/right-out at Edgewater

- Medium Term (2025)

- Construct permanent (concrete) pedestrian refuge median on Cedar Ave north of Lake Nokomis Parkway
- Explore concrete median at Edgewater, coordinate event traffic

- Long Term

- Agencies collaborate to seek vision for larger improvements at Cedar Ave/Lake Nokomis Pkwy