

CITY OF MINNEAPOLIS

Cedar at Lake Nokomis Pkwy and Edgewater Blvd Intersections

Public Works
Traffic & Parking Services

Agenda

- Background
- Intersection Changes (summer 2022)
- Proposed Intersection Changes (spring 2023)
- 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



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 Dynamic speed sign on Cedar Ave south of Edgewater 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
2014	Signal retiming implemented
2015	MPRB Lake Nokomis Master Plan
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

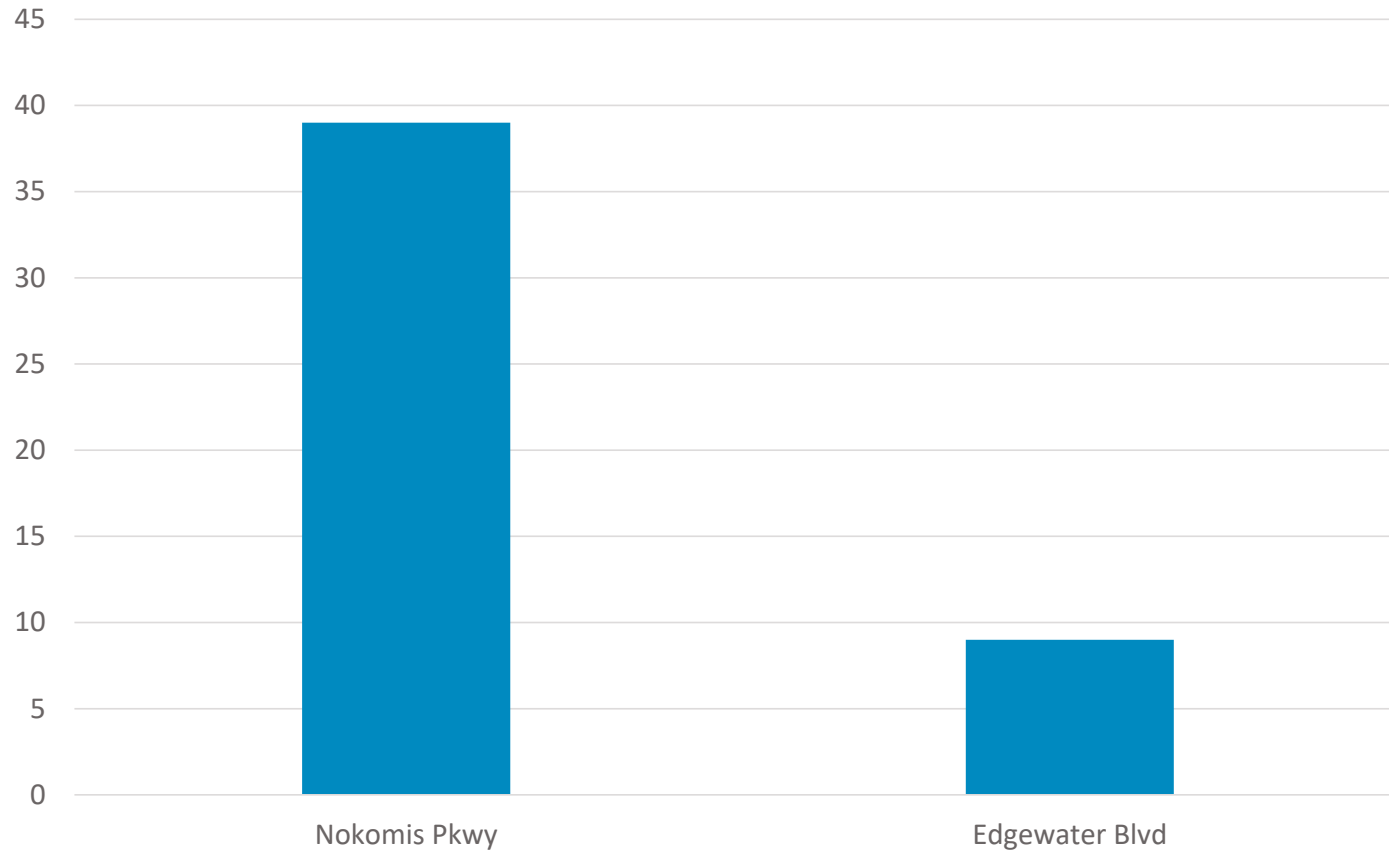


Cedar/Edgewater Activities Since 2004 (continued)

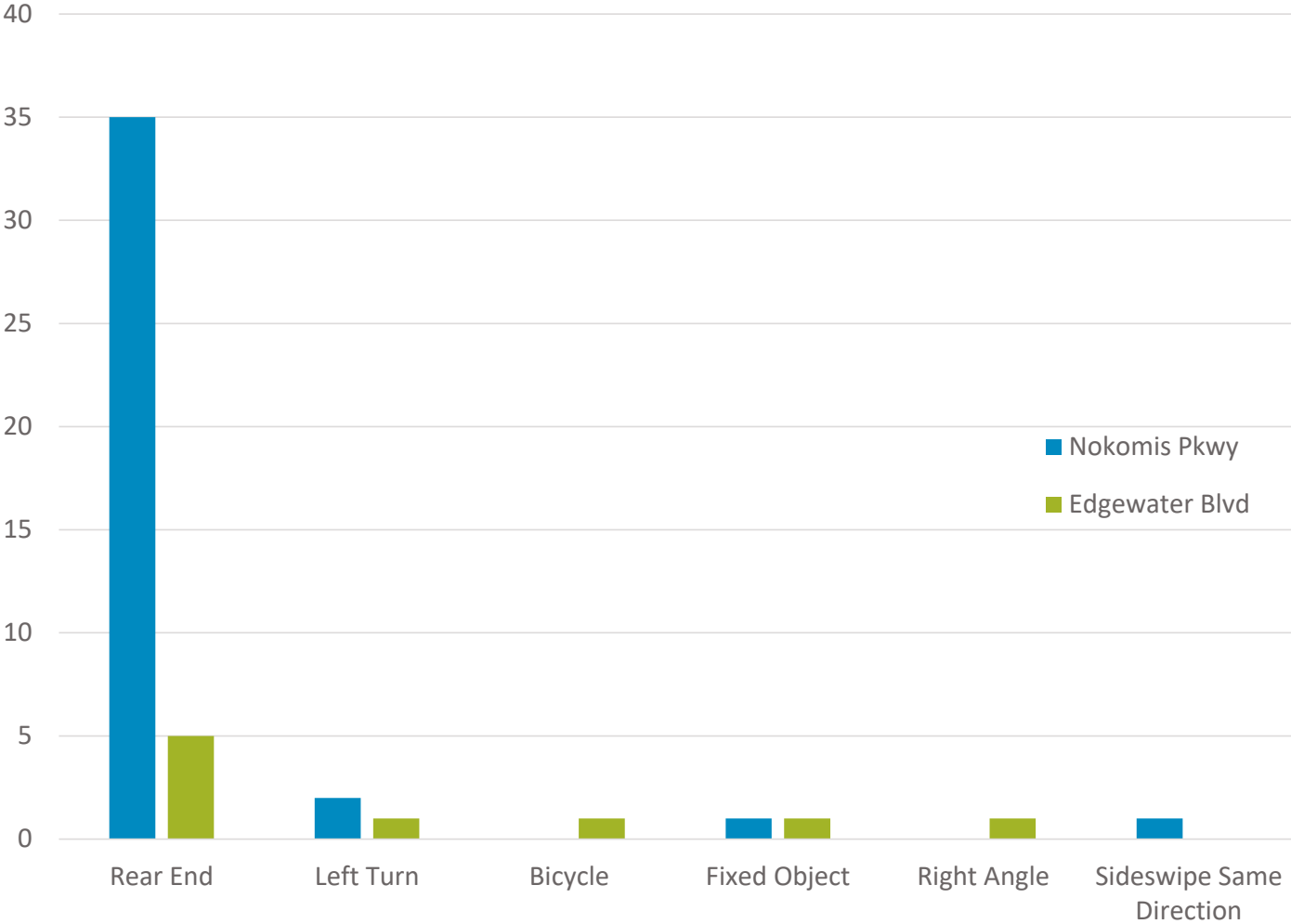
Month/Year	Activity
2016	ADA ramps reconstructed for trail at Cedar Ave/Lake Nokomis Pkwy New crosswalk and bike crossing markings on Cedar Ave
2016	Flexible delineators added on Cedar Ave trail
2017	Crosswalks remarked at Edgewater
March 2019	Neighborhood meeting
June 2019	Speed study conducted Traffic 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
November 2019	Hennepin County, MPRB, City of Minneapolis meeting
June 2022	MnDOT construction project



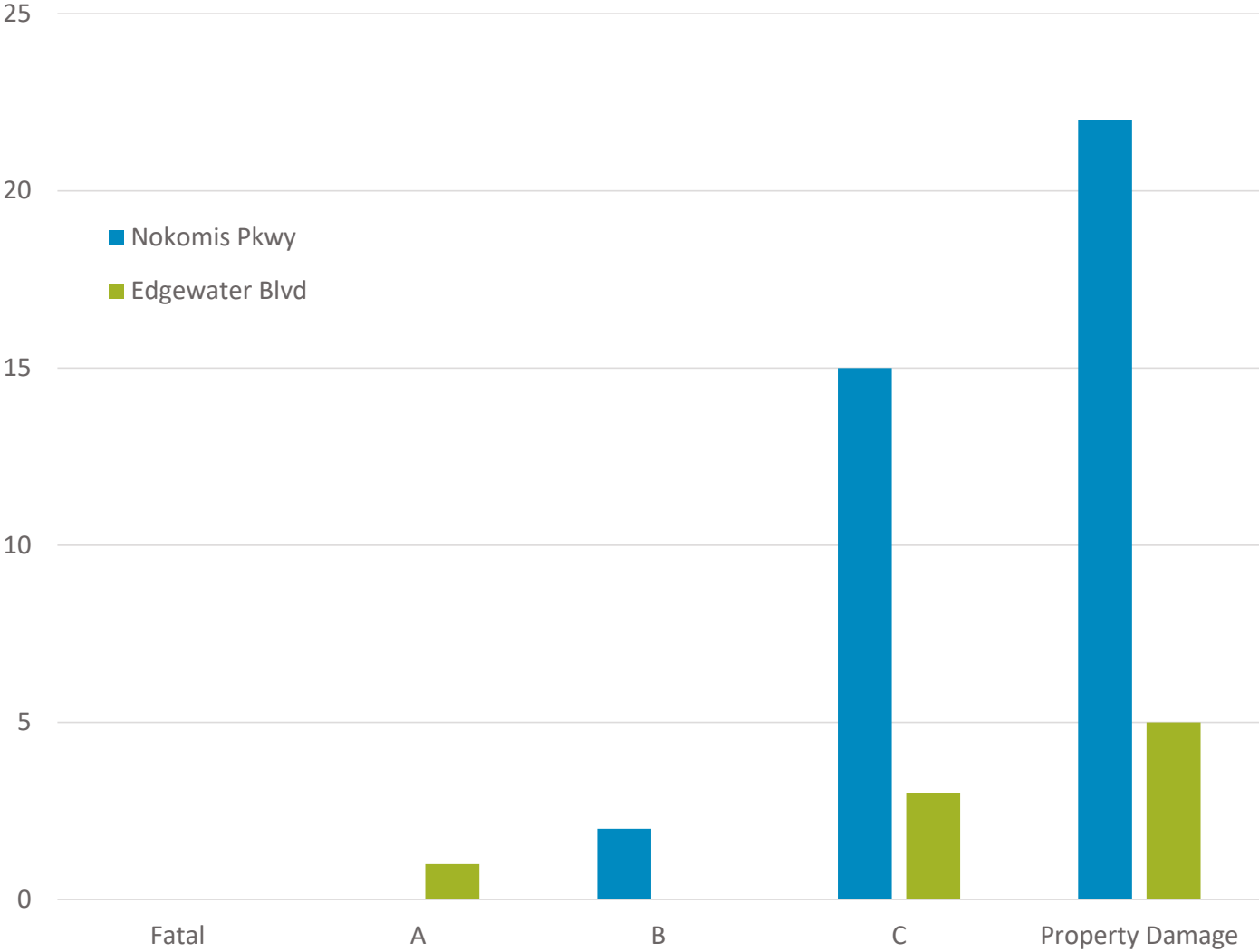
Cedar Ave Total Crashes, 2018-2020



Cedar Ave Crash Types, 2018-2020

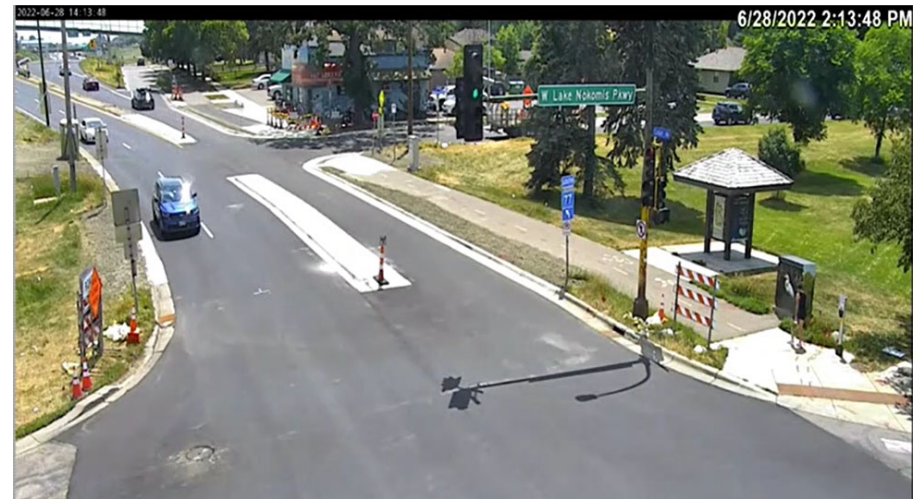


Cedar Ave Crash Severity, 2018-2020



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



Intersection Changes (summer 2022)

Before Conditions (spring 2022)



After Conditions (fall 2022)



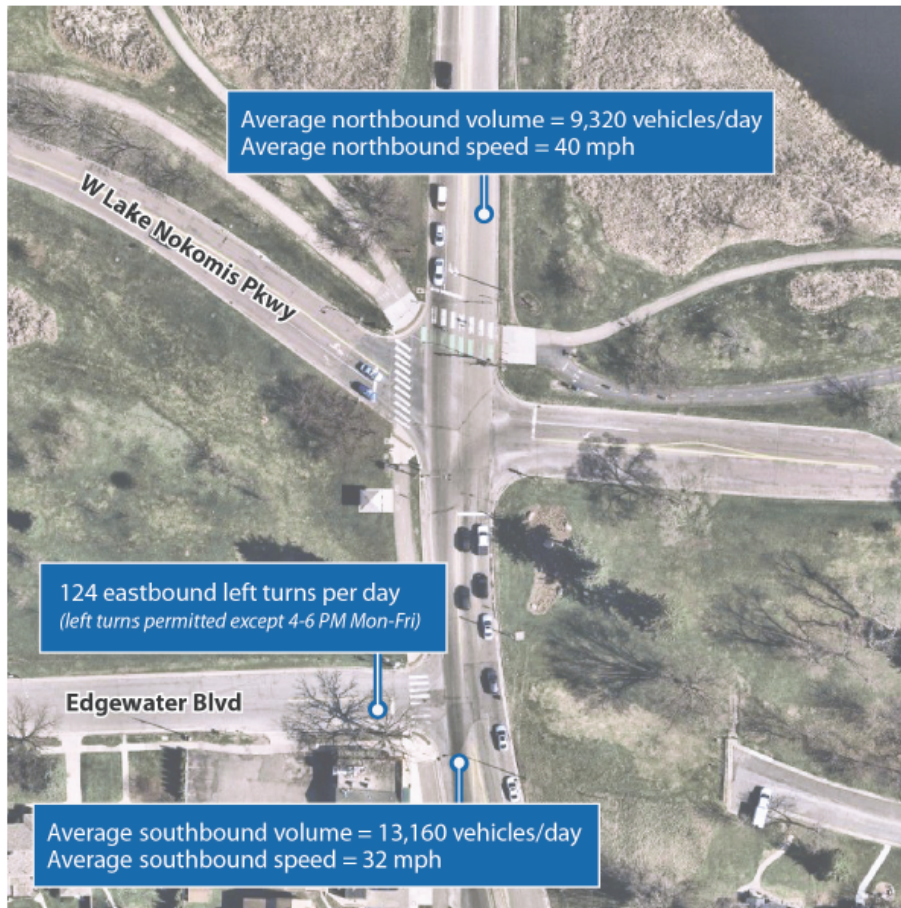
Data Collection & Analysis

- Extensive data collection
 - Traffic count data
 - Vehicle speed data
 - Trip pattern data
 - Data created through sampling of smart devices

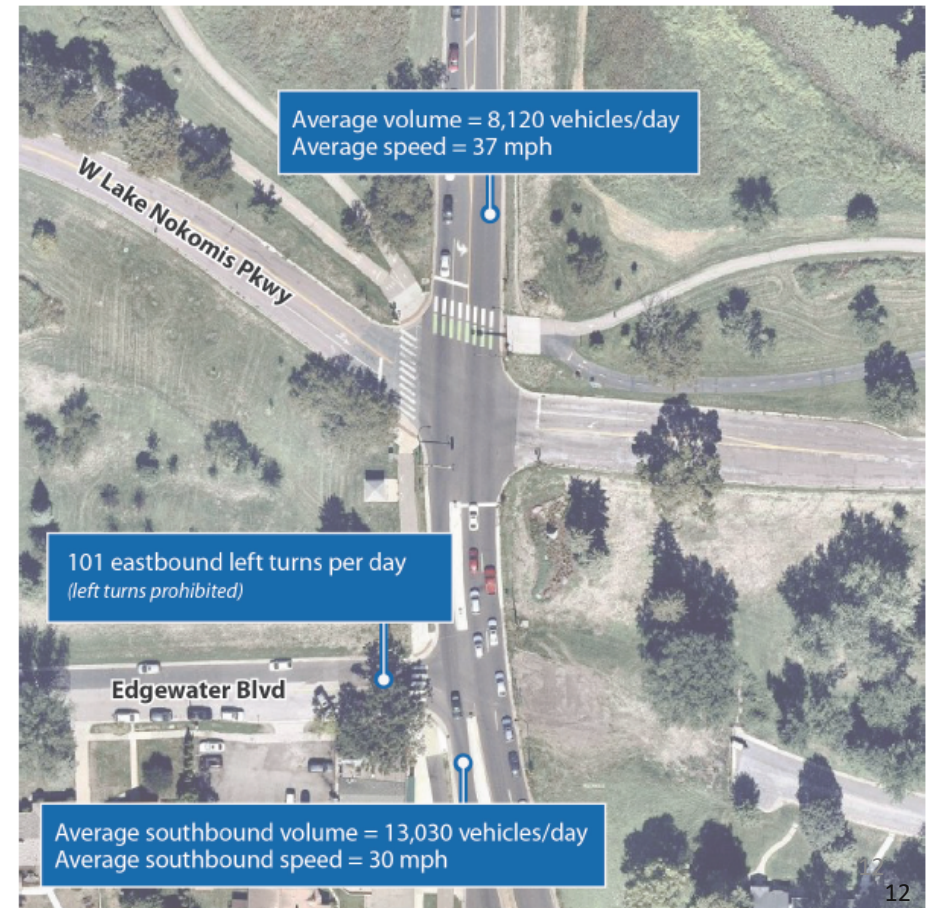


Data Collection & Analysis

Before Conditions (spring 2022)



After Conditions (fall 2022)

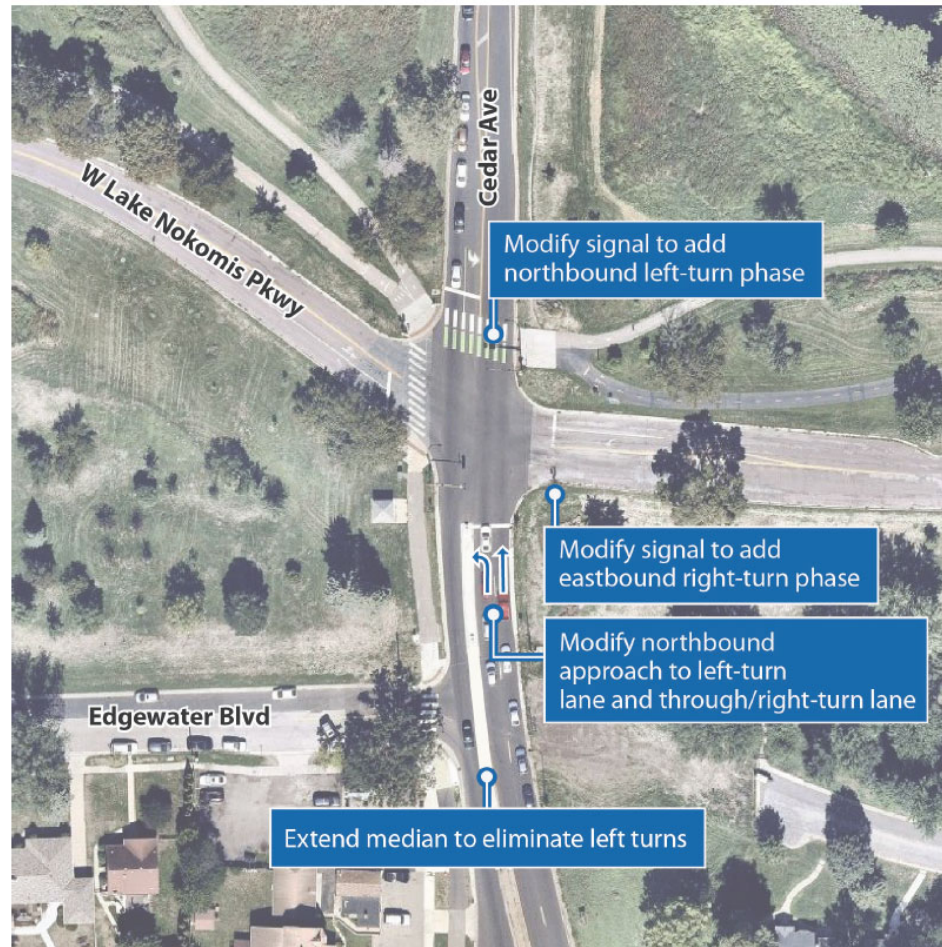


Proposed Intersection Changes (spring 2023)

- Cedar/Edgewater intersection modified to right-in/right-out
 - Improve safety
 - Reduce cut-through traffic
- Provide northbound left-turn and left-turn phase at Cedar/Lake Nokomis Pkwy
 - Improve safety of left-turn
 - Reduce left turn delay, which also affects safety
- Provide eastbound right-turn phase at Cedar/Lake Nokomis Pkwy
 - Improves signal operation efficiency
 - Reduces conflicts between two highest volume movements on Lake Nokomis Pkwy



Proposed Intersection Changes (spring 2023)



Proposed Intersection Changes (spring 2023)

	AM Peak Hour		PM Peak Hour	
	Existing Conditions (fall 2022)	Proposed Conditions (spring 2023)	Existing Conditions (fall 2022)	Proposed Conditions (spring 2023)
Eastbound Lake Nokomis Pkwy	25 sec	30 sec	30 sec	35 sec
Westbound Lake Nokomis Pkwy	35 sec	40 sec	40 sec	50 sec
Northbound Cedar Ave	15 sec	15 sec	40 sec	30 sec
Southbound Cedar Ave	10 sec	10 sec	15 sec	15 sec
Overall Intersection	20 sec	20 sec	40 sec	35 sec

Cedar Ave Traffic Volumes

