

# PUBLIC ENGAGEMENT REPORT



## PROJECT: WEST 72<sup>ND</sup> STREET PEDESTRIAN SAFETY ASSESSMENT

Date: December 19, 2019

### ENGAGEMENT PLAN

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#### DECISION TO BE MADE

- Determine if intersection improvements are warranted on West 72<sup>nd</sup> Street
- Project Decision: Staff will make a recommendation to City Council

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#### PROJECT TIMELINE

- April – May 2019
  - o Gathered information on Better Together
- Council decision November 19, 2019
  - o Amended to January 7, 2020 to allow for data analysis and Transportation Commission input

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#### PARTICIPATION LEVEL

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##### INVOLVE

- Goal: We will work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Promise: We will work to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

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#### PROCESS

1. Concept Development
2. Testing/Data Collection
3. Data Analysis
4. Recommendation
5. Close the Loop

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#### STAKEHOLDERS

- Residents in South Cornelia neighborhood
- Edina Public Schools

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## PROJECT BACKGROUND

Staff has received many concerns over the years about pedestrian safety along West 72<sup>nd</sup> Street, particularly at the intersections of Cornelia Drive and Oaklawn Avenue. In order to better understand these concerns, staff planned to work with residents in the South Cornelia neighborhood to develop a trial assessment of safety improvements that could be implemented at these intersections.

The City's public engagement followed protocols developed by the International Association for Public Participation. *Better Together Edina*, the City's online engagement platform, allowed residents to participate in the process online the same way individuals participate at in-person meetings. The website allowed residents to join forum discussions, provide feedback, ask questions and stay up-to-date the project.

The following report includes online and in-person feedback together to show all input was equally valuable. The final recommendations were influenced by the feedback received as well as the traffic data collected.

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### BETTER TOGETHER EDINA PROJECT PAGE

Aug 30

- Site Visits: 639
- Aware Visitors: 435
- Informed Visitors: 242
- Engaged Visitors: 24

Oct 31

- Site Visits: 1.1K
- Aware Visitors: 726
- Informed Visitors: 369
- Engaged Visitors: 67

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## PUBLIC PARTICIPATION SUMMARY

Stage		Techniques	Measures
1	Concept Development	<ul style="list-style-type: none"><li>- Online Forum</li></ul>	<ul style="list-style-type: none"><li>- 57 visitors</li><li>- 13 contributors</li></ul>
2a	Testing/Data Collection (Temporary Pavement Markings)	<ul style="list-style-type: none"><li>- Online Survey</li></ul>	<ul style="list-style-type: none"><li>- 139 visitors</li><li>- 42 contributors</li></ul>
		<ul style="list-style-type: none"><li>- Pop-Up Meeting</li></ul>	<ul style="list-style-type: none"><li>- 12 visitors</li><li>- 5 contributors</li></ul>
2b	Testing/Data Collection (Temporary Delineators)	<ul style="list-style-type: none"><li>- Online Survey</li></ul>	<ul style="list-style-type: none"><li>- 34 visitors</li><li>- 19 contributors</li></ul>
		<ul style="list-style-type: none"><li>- Pop-Up Meeting</li></ul>	<ul style="list-style-type: none"><li>- 25 visitors</li><li>- 5 contributors</li></ul>

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## INPUT

The public input process was designed around answering the following question;

1. Do curb extensions (striped or physical) improve pedestrian safety at the intersections of Cornelia Drive and/or Oaklawn Avenue?

**Scope of Project** – During this process, the public can influence the final decision around design concepts which will increase pedestrian safety.

**Out of Scope Elements** – Increased enforcement/police presence, increased signage, additional pedestrian/bicycle facilities, additional stop signs

**Legal or Technical Requirements** – The project must meet Watershed District, City of Edina and other regulatory minimum design standards.

**Other Considerations** – Collected traffic data, Pedestrian Crossing Policy, Pedestrian and Bicycle Master Plan, Living Streets Plan

## STAGES OF PARTICIPATION

### STAGE 1: CONCEPT DEVELOPMENT

#### SUMMARY

Public engagement for the project began in March 2019. Staff began by soliciting feedback from residents in the neighborhood about these two intersections through *Better Together Edina*. The goal was to determine if the City could perform a short-term test of a temporary improvement and study its efficacy. The questions asked were:

1. Tell us about your experiences using West 72<sup>nd</sup> Street as a pedestrian or bicyclist.
2. What improvements do you think could be made to enhance pedestrian safety at the intersections of Cornelia Avenue and/or Oaklawn Avenue?

The table below provides a high-level summary of the most common topics of concern or improvements suggested by the residents, as well as staff's response to the feasibility of the suggestions.

#### FINDINGS FROM STAGE 1 PUBLIC PARTICIPATION

Topic of Concern/ Suggested Improvement	Resident Comments	Staff Response
Stop sign non-compliance	Vehicles disobeying the existing stop signs was cited as a contributing factor to feeling unsafe at these intersections.	There are additional treatments that can increase stop sign compliance, such as installing curb extensions.
Increased enforcement/ police presence	Some suggested asking the Edina Police Department to monitor these intersections more frequently to improve driver behavior.	While this is undoubtedly effective for a short period of time, it is not a practical long-term solution.
Increased signage/ pavement markings	A few suggestions included adding more signs (including activated flashers) or pavement markings alerting drivers to the pedestrian crossings and/or stop signs.	The City's Pedestrian Crossing Policy provides guidance on when treatments like activated flashers are warranted based on traffic volumes and roadway characteristics. In staff's experience, increased signage and/or pavement markings are only temporarily effective unless they correspond to a physical change in the roadway geometrics.
Additional pedestrian/ bicycle facilities	Some suggested constructing an additional sidewalk on the south side of West 72 <sup>nd</sup> St or installing a separate facility for bicycles along this corridor.	While these improvements may improve safety for pedestrian and bicyclists traveling along West 72 <sup>nd</sup> Street, it would likely have little-to-no effect on safety of pedestrians crossing at the intersections. The Pedestrian and Bicycle Master Plan does not recommend additional facilities on West 72 <sup>nd</sup> Street.
Adding 4-way stop east of Cornelia Drive	Installing an additional 4-way stop on West 72 <sup>nd</sup> Street at one of the four intersections between Cornelia Drive and France Avenue was suggested to slow down vehicles.	Stop signs are not effective for calming traffic. There are industry-standards for when stop signs should be installed based on traffic volumes and physical obstructions to sightlines. Unwarranted stop signs tend to have a high rate of non-compliance.



**Figure 1: Curb Extension Example (NACTO)**

After reviewing the resident suggestions and concerns, staff determined that installing curb extensions at the intersections of Cornelia Drive and Oaklawn Avenue could be a way to improve pedestrian safety. Curb extensions (see Figure 1) physically narrow the roadway, creating shorter crossing distances for pedestrian and compelling drivers to slow down as they drive by them or turn around them. Curb extensions have previously been installed in Edina (see Figure 2).



**Figure 2: Curb Extensions in Edina**

## STAGE 2: TESTING/DATA COLLECTION

### SUMMARY

Staff developed a two-tiered approach to testing curb extensions at the intersections. The first test involved installing temporary curb extensions using pavement markings (see Figure 3). This scenario was intended to mimic the curb extensions previously installed on Wooddale Avenue. The second test involved installing temporary curb extensions using portable traffic delineators (see Figure 4). This scenario was intended to mimic the curb extensions previously installed on Sunnyside Road. Both test scenarios were designed to narrow the existing 30' roadways to approximately 20.'

The tests ran for approximately two weeks each. During the tests, public input was primarily solicited through online surveys on *Better Together*. Staff also hosted a pop-up meeting on-site during each test to solicit feedback and answer questions about the project. Additionally, staff collected traffic data during both tests to compare vehicle speeds on W 72<sup>nd</sup> Street and compliance with the all-way stops at Oaklawn Avenue and Cornelia Drive.





**Figure 3: Temporary Pavement Marking Curb Extensions**



**Figure 4: Temporary Delineator Curb Extensions**

44 residents responded to the Test 1 survey; 24 residents responded to the Test 2 survey. Below is a summary of the survey responses received during both tests.

#### SUMMARY OF STAGE 2 PUBLIC PARTICIPATION

	Test 1 (Pavement Markings)	Test 2 (Delineators)
<b>As a pedestrian/cyclist:</b>		
Vehicles seem to be traveling slower on W 72 <sup>nd</sup> St.	88% disagree	52% disagree
More vehicles seem to be obeying the stop signs.	78% disagree	67% disagree
More vehicles yield to me when I cross W 72 <sup>nd</sup> St.	81% disagree	76% disagree
I feel safer crossing W 72 <sup>nd</sup> St.	86% disagree	80% disagree
The delineators are an improvement over the pavement markings.	-	78% disagree
I support making the curb extensions permanent.	73% disagree	91% disagree
<b>As a motorist:</b>	<b>Test 1 (Pavement Markings)</b>	<b>Test 2 (Delineators)</b>
I travel slower on W 72 <sup>nd</sup> St.	64% disagree	75% disagree
I am more watchful of pedestrians/cyclists along W 72 <sup>nd</sup> St.	68% disagree	79% disagree
I feel safer traveling on W 72 <sup>nd</sup> St.	84% disagree	92% disagree
The delineators are an improvement over the pavement markings.	-	71% disagree
I support making the curb extensions permanent.	73% disagree	88% disagree

Survey respondents were also given the opportunity to voice additional comments and observations related to the two tests (parenthesis represent the number of comments received under each category);

- The curb extensions make the intersections more dangerous for the traveling public (23).
- Snow and ice will create unsafe conditions in these narrowed intersections (17).
- The curb extensions are not changing driver behavior (14).
- The temporary curb extensions are confusing (12).
- Large vehicles, including school buses, will have difficulty in these narrowed intersections (10).
- No problem seems to currently exist at these intersections (7).

- Added signage would be more effective (3).
- Construct a new pedestrian bridge over France Avenue at W 72<sup>nd</sup> Street (2).
- Dynamic display speed signs would be more effective (2).
- Increase speed on W 70<sup>th</sup> Street to reduce non-local traffic (2).
- Reduce speed limit on W 72<sup>nd</sup> Street and/or Cornelia Drive (2).
- Construct additional pedestrian/bicycle infrastructure within the neighborhood (1).
- Install rectangular rapid-flashing beacons (RRFBs) (1).
- City needs to address non-local traffic from W 70<sup>th</sup> Street and/or France Avenue (1).

In addition to resident feedback, the City received comments from Edina Public Schools' Transportation Services Department. While they understand the intention behind narrowing the roadways and intersections and agree on the importance of protecting pedestrians and cyclists, they noted that these extremely narrowed intersections are difficult for bus drivers to traverse safely. In particular, difficulty occurs when there is another vehicle at the intersection or when there is a vehicle parked too close to the intersection. The intersection of Curve Avenue and Sunnyside Road was cited as a specific illustration of where such difficulties have been encountered.

### STAGE 3: ANALYSIS

As previously stated, staff also collected traffic data during both tests. Traffic volumes and speeds were measured at three locations near the test intersections, as shown in Figure 5 below.

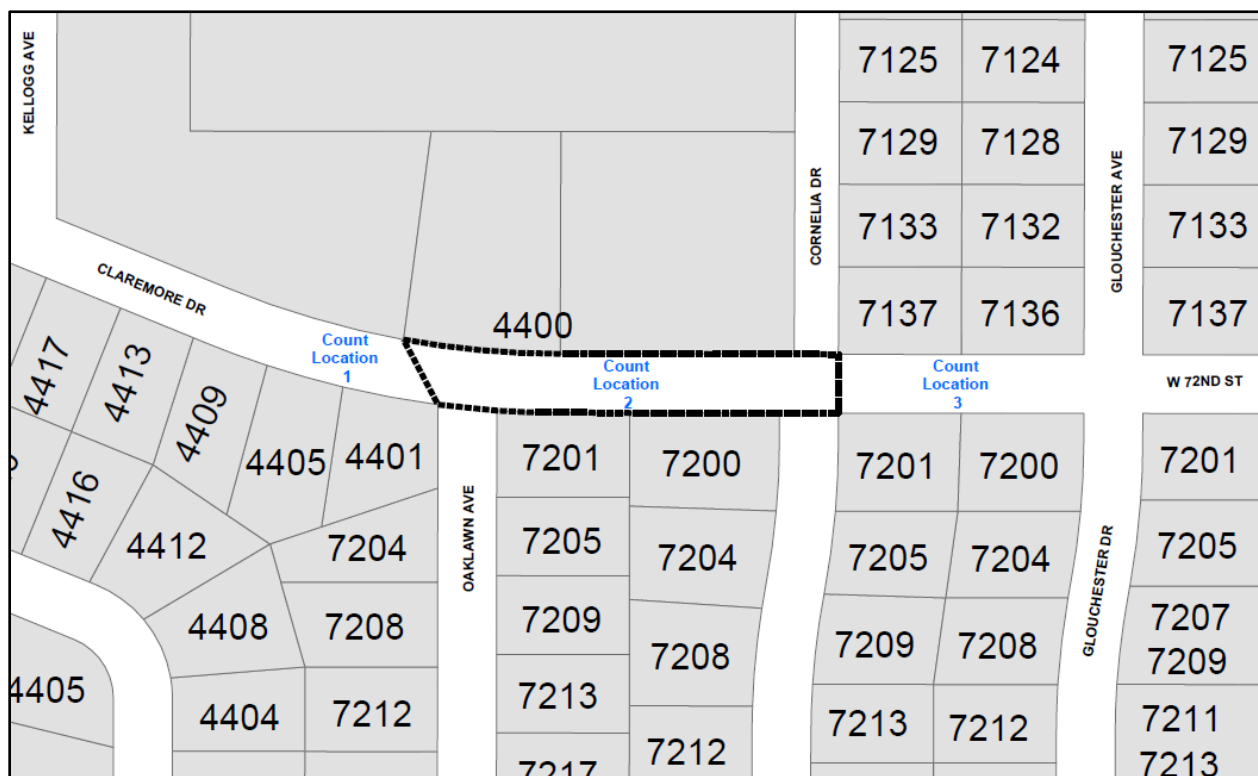


Figure 5: W 72<sup>nd</sup> Street Traffic Count Locations

Figure 6 summarizes the 85<sup>th</sup>-percentile speeds measured at each location during the three stages of the test. In general, no statistically significant reductions in speeds were measured as a result of the temporary curb extensions. The greatest change was observed east of Cornelia Drive, where speeds reduced from 28.5 mph to 27.5 mph (or 3.5%). No change was observed between Oaklawn Avenue and Cornelia Drive, where the observed

speeds were the lowest (all below 24 mph). A slight increase in speeds (about 1%) was measured west of Oaklawn Avenue.

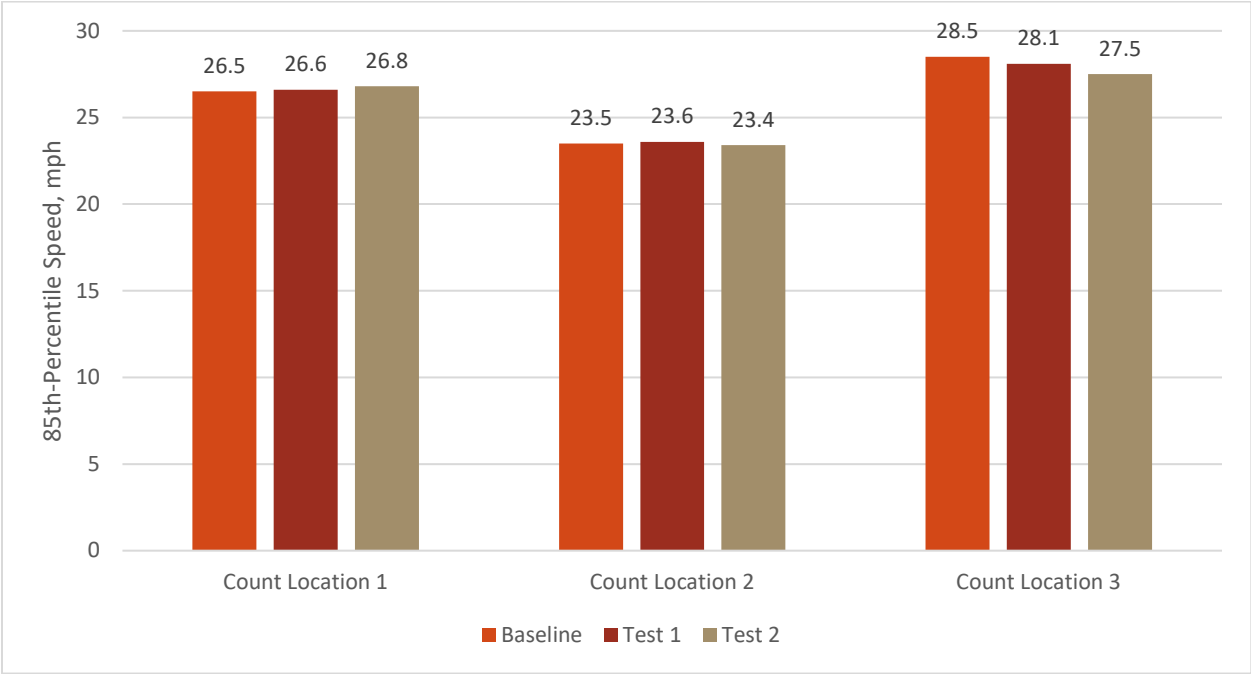


Figure 6: W 72<sup>nd</sup> Street Measured Speeds

Additionally, traffic cameras were utilized to measure vehicle compliance with the existing all-way stops. At Cornelia Drive (see Figure 7), full stops decreased by over 40% while rolling stops increased by over 40%. The percentage of no stops also increased by almost 2%. Staff believes some of this change may be attributable to the confusion experienced by drivers traveling through the intersection.

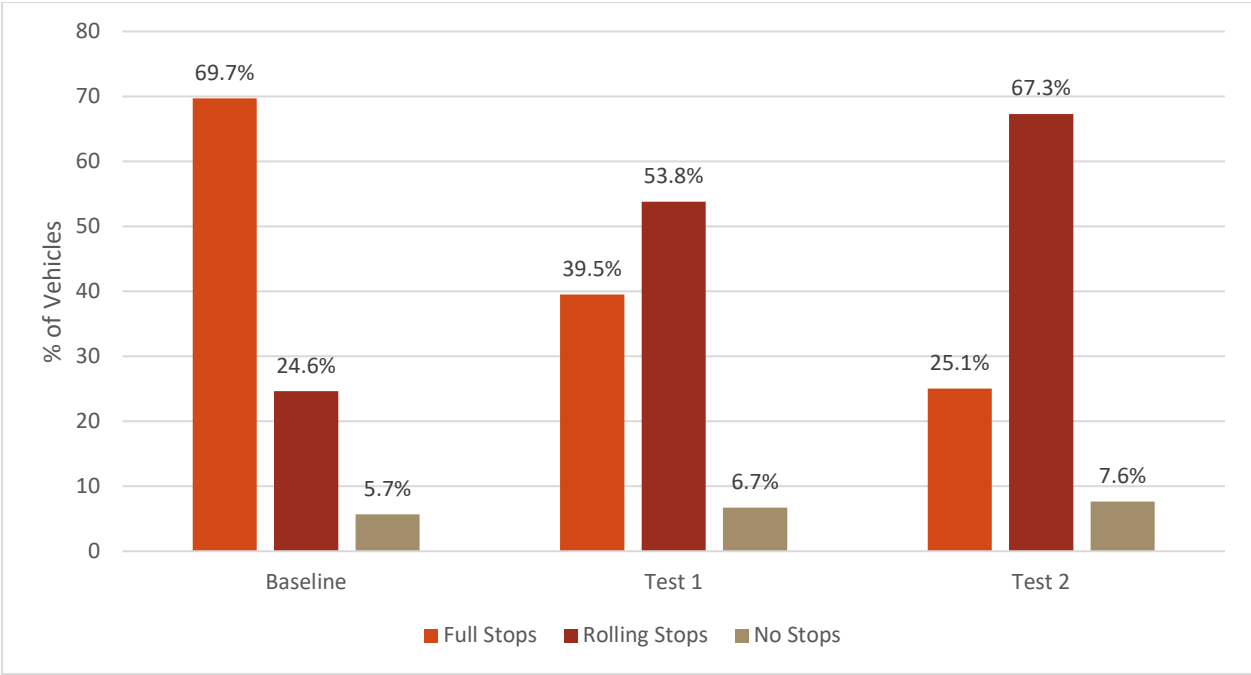
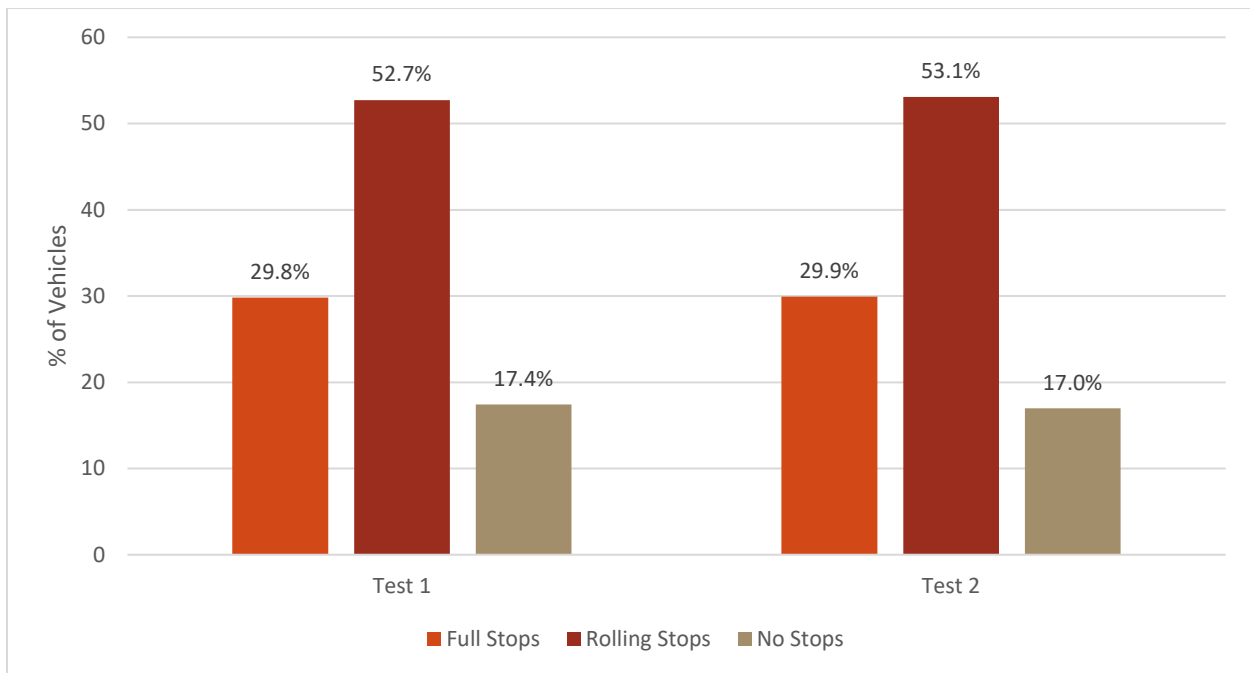


Figure 7: W 72<sup>nd</sup> Street/Cornelia Drive Stop Sign Compliance



**Figure 8: W 72<sup>nd</sup> Street/Oaklawn Avenue Stop Sign Compliance**

At Oaklawn Avenue (see Figure 8), stop sign compliance showed no significant change between Test 1 and Test 2 (baseline data was not collected).

## STAFF RECOMMENDATION

Considering the input from residents, Edina Public School and the collected traffic data, staff does not recommend installing permanent curb extensions at the intersections of West 72<sup>nd</sup> Street and Cornelia Drive or Oaklawn Avenue. The data clearly shows that this measure did not have the desired impact on vehicle speeds or stop sign compliance and is generally unsupported by the adjacent residents. However, staff also recommends the following action items for future consideration;

1. Minimum roadway widths recommended by the Living Streets Plan should be implemented when areas of the South Cornelia neighborhood are scheduled for roadway reconstruction. These recommendations include 24-foot widths for West 72<sup>nd</sup> Street, Cornelia Drive and Oaklawn Avenue.
2. Facilities recommended by the Pedestrian and Bicycle Master Plan and the Active Routes to School Plan within the South Cornelia neighborhood should be prioritized for implementation. Additionally, staff should consider additional engagement with the neighborhood to consider facilities not recommended by either plan (e.g., a sidewalk on the south side of West 72<sup>nd</sup> Street).
3. As the observed 85<sup>th</sup>-percentile speeds along West 72<sup>nd</sup> Street all were under 30 mph, staff does not recommend installing dynamic display speed signs.
4. Staff does not recommend installing rectangular rapid-flashing beacons (RRFBs) at these intersections until such time as the pedestrian volume meets the warrants of the City's Pedestrian Crossing Policy.
5. Staff does not recommend increasing the speed limit on West 70<sup>th</sup> Street as a means to reduce non-local traffic in the South Cornelia neighborhood.
6. Staff will investigate the effect of speed limit reductions on local roads and make City-wide recommendations to Council.



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## NEXT STEPS

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### CITY COUNCIL

Approve staff's recommendation not to install permanent curb extensions at West 72<sup>nd</sup> Street and Cornelia Drive or Oaklawn Avenue.

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### CITY STAFF

With Council approval, staff will proceed with implementing the recommendations detailed in this report as part of their regular work plans;

- Roadway reconstruction in the South Cornelia neighborhood is currently not in the City's 5-Year Capital Improvement Plan.
- New sidewalks on Kellogg Avenue, Claremore Drive, Andover Road and Wooddale Avenue are proposed to be constructed in 2021 as part of the Pedestrian and Cyclists Safety (PACS) Fund work plan.
- Future requests made within the neighborhood will be assessed through the City's standard Traffic Safety review process.

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## LESSONS LEARNED

To continue to improve strategies around public participation, City staff want to continue to gain knowledge from past projects and use these experiences for future projects. Evaluating and documenting the process will provide us with guidance as to which aspects of the process worked well and which may require some improvement.

### 1. Communication

To direct residents to participate in the project through *Better Together*, staff placed yard signs immediately adjacent to the two intersections for the duration of the trial. However, given the context of the roadway, staff may have considered additional communication efforts in other areas within the South Cornelia and Lake Edina neighborhoods. For future projects, staff should also consider posting a "project board" at the location of the test. This board would include basic information about the project which would be accessible to passing pedestrian and cyclists. Such a tool would help the City convey the purpose of the project, its duration, and how residents can provide their feedback.

### 2. Scheduling of Pop-Up Meetings

In order to provide residents an opportunity to provide feedback in-person, staff scheduled two pop-up meetings on-site, one during each curb extension test, where staff would be available to answer questions and solicit feedback. These meetings were scheduled for 2 p.m. with the intention of serving residents walking children home from nearby Cornelia Elementary School. However, the majority of the residents who attended these meetings were not walking children home from school, and some expressed frustration that these meetings were scheduled during the work day. For future projects, staff should consider either varying the timing for such meetings (i.e., hosting one in the afternoon and another in the evening) or surveying the residents to determine an appropriate meeting time.

## W 72nd St Pedestrian Safety Assessment

### Test I: Temporary Pavement Markings

Strongly Agree	Agree	Disagree	Strongly Disagree
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*As a pedestrian/cyclist:*

Vehicles seem to be traveling slower on W 72nd St.	-	5	25	12
	-	11.9%	59.5%	28.6%
	11.9%		88.1%	
More vehicles seem to be obeying the stop signs.	-	9	21	11
	-	22.0%	51.2%	26.8%
	22.0%		78.0%	
More vehicles yield to me when I cross on W 72nd St.	1	7	25	9
	2.4%	16.7%	59.5%	21.4%
	19.0%		81.0%	
I feel safer crossing W 72nd St.	-	6	21	16
	-	14.0%	48.8%	37.2%
	14.0%		86.0%	
I support making the pavement markings permanent.	3	8	10	19
	7.5%	20.0%	25.0%	47.5%
	27.5%		72.5%	

*As a motorist:*

I travel slower on W 72nd St.	4	12	22	6
	9.1%	27.3%	50.0%	13.6%
	36.4%		63.6%	
I am more watchful of pedestrians/cyclists along W 72nd St.	8	5	21	7
	19.5%	12.2%	51.2%	17.1%
	31.7%		68.3%	
I feel safer traveling on W 72nd St.	4	3	25	11
	9.3%	7.0%	58.1%	25.6%
	16.3%		83.7%	
I support making the pavement markings permanent.	5	6	9	21
	12.2%	14.6%	22.0%	51.2%
	26.8%		73.2%	

# Survey Report

30 January 2019 - 27 October 2019

## Test 1 Survey (Temporary Pavement Markings)

PROJECT: West 72nd Street Living Streets Demonstration Project

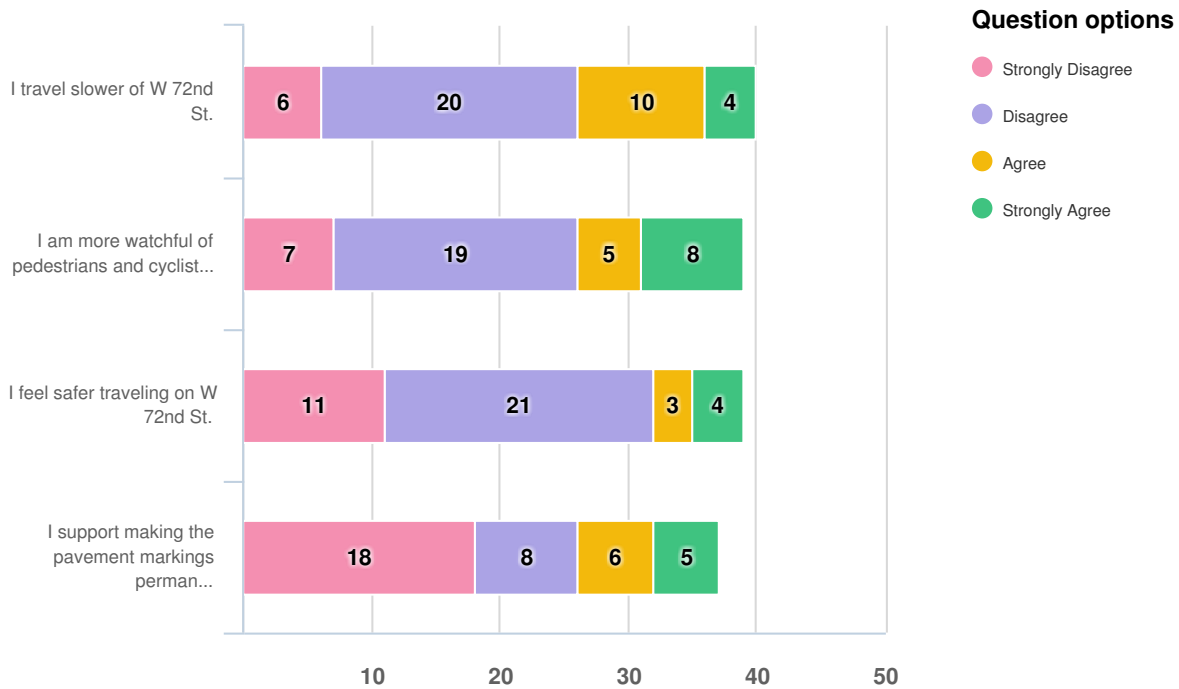
**Better Together Edina**



**Q1 As a pedestrian or cyclist;**



**Q2 As a motorist;**



**Q3 Additional comments or observations related to the temporary pavement markings:**

Many-years-on-Fondell

9/09/2019 02:37 PM

As a motorist I find the temporary pavement markings confusing. Are we supposed to treat them like shoulder lines and veer to the middle of the street, which seems dangerous. Instead of watching for pedestrians, we're in a state of confusion and wondering about our own driving. I think conventional signage would be more effective.

Love our neighborhood

9/10/2019 09:03 AM

Markings and/or barriers will not stop motorists from ignoring the Stop Sign. If barriers are installed, too little space will be available for 2 cars trying to use the intersection at the same time. Cars and large vehicles, especially school buses, will find the available space inadequate. The narrower intersection will create problems when Snow and icy conditions exist.

Oaklawn Ave Resident

9/10/2019 04:30 PM

I chose disagree because I have always felt safe walking my children and pets here, the new sidewalk down Oaklawn makes it even safer!! I think putting barriers in our streets will cause way more harm, as it is now school busses have a very hard time making a turn, plus garbage trucks, snow plows maintenance trucks etc will also have a tough time which could cause a fender bender and be dangerous!!! I think we are putting the cart before the horse here. The drivers are very conscious and respectful and safe as it is, putting up barriers will only cause problems and is needless.

Cornelia II

9/10/2019 04:38 PM

I don't see this intersection as any different than 100's of other intersections in Edina. It is traveled by buses that the narrowing of the street will make difficult as it will for all other large vehicles. Don't see this intersection a danger that tax dollars need to be spent on. Re pave the road if you want to do anything here.

Bech

9/11/2019 09:52 AM

The white striping at the corners does not make more motorists fully stop at the Oakland intersection. We walk around here often and I would guess only 10% of motorists come to a complete stop.

Amy Olson

9/11/2019 10:24 AM

I travel that road by car and by foot. The markings are not apparent enough to make a difference.

KevinOak

9/11/2019 11:21 AM

The marking alone aren't changing driver behavior. Cut through traffic from 70th Street and France Ave is way too frequent and needs to be addressed as well. This will only get worse with development of 7200 and 7250 France Ave. Drivers heading West bound on 72nd often roll through the Cornelia intersection. My opinion is they get too much speed West bound from France to Cornelia so that stretch needs to be included in this dangerous situation. Nobody stops and some don't even bother slowing down at the stop sign at 72nd and Oaklawn. The markings have made no difference. I still see at least one car a day blow through that intersection and it horrifies me with how many of our kids cross that street to get to Cornelia elementary.

Aat1219

9/11/2019 12:56 PM

The markings are silly. Vehicle drivers think they are silly and ignore them. They create even more dangerous intersections as they encourage children to stand on the street instead of waiting on the sidewalk or corner yard. The lines will not show up in the winter anyway. Vehicles are much more likely to respond to yellow "crosswalk" signs!!! I think crosswalk signs should be



installed. Most drivers I observe are careful and give right-of-way to pedestrians and bicyclists. It is actually the children pedestrians and bicyclists who are most at fault for creating unsafe situations as they are poorly trained by their parents as to road safety. Kids are forever riding their bikes down the middle of the road, taking sudden U-turns without looking, and riding right into the street from their driveways without looking. Likewise, children in this neighborhood run right across streets without even looking. Yesterday I had to stop my car because a child was actually sitting in the middle of the road while the parents chatted with friends!! Seriously! The problem with safety today in this neighborhood resides 98% with parents not adequately teaching/observing their children. Last week I knocked on the parents' door after I saw their kid do a sudden U-turn in front of a car without looking. The parent did not care. Also, in this neighborhood I have to slow practically to a stop because kids are riding bikes right down the middle of the road and even if they hear/see me they don't move over to the side, but continue right down the middle as though they own the street! This summer I also observed 4 first graders cut across Gilford right in front of an SUV. The driver rolled the window down to tell them to be careful and the leader of the bikers told off the driver!!! Unbelievably rude, entitled and careless kids in this neighborhood, with parents who don't take the time to educate/adequately supervise their kids. I guarantee you, if a vehicle ever hits a child in this neighborhood, 98% chance it will be the child's fault do to reckless behavior. Most of the vehicles I observe driving around this neighborhoods neighborhood are very careful. When I see yards with signs saying "Drive like your kid lives here," I think, "I do!" But parents can't just put up a sign and fail to teach their kids proper safety behavior!!! That's a recipe for disaster. These markings seem to have little to no effect, whatsoever. If anything, they've raised questions as to their purpose, as it is unclear why they are there or how they are supposed to effect driver/cyclist/pedestrian behavior. I don't see any improvement whatsoever. The only deterrent I noted was the placement of the camera at the intersection for a day or two. That had impact!

Asneller

9/11/2019 02:03 PM

Suenelson9

9/11/2019 03:21 PM

No one knows what those markings are for!!!!!! I live on the corner of cornelia Dr and 72nd. I live here and until I read this I had no idea what the poles were doing in my yard! I had to take down lilac bushes down that have been there for over 33 years. We called the city for some explanation and never received a call back. This is the most ridiculous idea the city has ever had. I walk daily and this has made no positive impact at all. If anything it has impacted us negatively!

manfreds

9/11/2019 09:46 PM

I have no idea what the markings are for, or what I'm supposed to do with them. I'm not aware of other intersections that have similar markings so it's confusing. It also looks sloppy.

Memerson

9/12/2019 06:23 AM

I "disagreed" to multiple questions because I don't feel the markings are enough.

Sandy

9/12/2019 10:48 AM

To have any impact, the pavement markings need to be done in additional places on 72nd Street (further east). I am concerned that having permanent

Kristi

9/12/2019 06:22 PM

pavement markings at the top and bottom of the hill on 72nd Street will make it difficult to go up and down the hill on a slippery day.  
I don't think they have changed any behavior by motorists or pedestrians.

Lpresthus

9/16/2019 09:28 AM

The markings make no sense to a motorist. I drive that route several times a day and questioned what the markings mean.

CorneliaCares

9/18/2019 08:30 AM

I am more worried about car accidents and now looking at how close I am to the cars in the intersection and if I am over the white line than the pedestrians. I am already a cautious driver and looking out for bikers and walkers. I am worried about the snow plow and how hard this will be for cars in the winter when the snow banks come out an extra 5-12 inches. Please give the bus drivers a survey specifically for buses as they need to pass this intersection everyday for their job and I want to make sure they feel safe driving in such a tight intersection with our kids! I still see cars going the same speeds, going over the white lines, and rolling through the stop sign. Unfortunately, the pavement markings alone don't seem to have made an effect on the safety of 72nd street and Cornelia Dr. Perhaps the markings alone have created additional confusion. Sadly, I see many cars just driving over the white lines. Please continue to explore options to slow traffic and increase the safety of the intersection.

mmcraig

9/18/2019 09:07 AM

I can't believe the city is wasting money with such an experiment. If you are concerned with pedestrian safety, build a pedestrian bridge over France Avenue so that we pedestrians can cross to areas east of France AVE from the South Cornelia neighborhood.

REG

9/19/2019 08:36 PM

I is not clear what the pavement markings are for. The posts placed on the markings are a nuisance making walking and driving more difficult

JK777

9/20/2019 04:22 AM

I don't think people understand what the markings mean and they are very confusing. We would recommend a speed detection driver feedback sign going each way on Cornelia Drive by the school. We live on this road and see many cars driving too fast by the school. There is a speed detection sign on 70th by the school, but we observe far less children walking here than on Cornelia. These traffic calming devices are proven to show measurable results.

HeatherEdam

9/20/2019 04:32 AM

The markers that are there are causing more problems than they are helping. It has made the street/intersection too tight. Watching buses try to turn onto our street is painful. There's confusion about who should go, and there's not enough room for two cars to pass each other. NOT a fan of the cones/markers there at all.

Jana Whear

9/20/2019 07:37 AM

I think the markings help. I believe more needs to be done to slow down traffic. I walk and bike along 72nd and find it dangerous to cross 72nd to get over to the south side of 72nd.

Joan Jonswold

9/20/2019 08:37 AM

There needs to be much better communication informing motorists what the expectations are at those intersections. The intersection is way too crowded when two cars are passing and making turns when swinging out around lines. what a waste of time and money. show the actual statistics how many

Oaklawn rez

9/20/2019 09:02 AM

pedestrians have been hurt? less government is always better.

Kellogg70

9/20/2019 10:36 AM

The pavement markings have not influenced my driving habits on 72nd Street because, as a neighborhood resident, I have always chosen to drive like I live there. I think the pavement markings don't go far enough--your question about supporting making the pavement markings permanent misses the opportunity to reshape the street to better balance pedestrian and vehicle traffic.

JaneF

9/20/2019 12:14 PM

No one seems to be driving any slower or yielding to my sons and I when we cross 72nd, because people always seemed to be very cautious anyway. Current traffic isn't the neighborhood concern. If the point of this exercise is to minimize additional car trips \*after\* the redevelopment of the 7200 block of France Ave is completed, additional crosswalk(s)/stop sign at Gloucester, Heatherton and/or Bristol and a speed limit of 20 mph would deter far more cars while keeping the street safer for pedestrians and would likely be significantly less expensive. Furthermore, additional reservations that I have regarding this project include: 1) the approach from Cornelia toward to school. There are no sidewalks there, so will the "living street" have my children and me walking in the street, or will these bump outs also have curb cuts in the back? Who is going to maintain these in the winter? 2) how will these affect street snow removal? Winters seem to be getting worse on average as the climate warms and the curbs had \*so\* much snow on them. I can't see these things improving plowing or sight lines for drivers or pedestrians. 3) if you really wanted to improve the pedestrian experience and safety, you would take the money for this project and put it toward a pedestrian bridge over France Ave. That is an unpleasantly large intersection and because large suburban parking lotted areas aren't pleasant to walk in or through, drivers almost seem shocked at the presence of pedestrians. This project seems wasteful and unnecessary and its aims seem more easily accomplished by dropping the speed and adding another stop sign and crosswalk.

GB

9/20/2019 01:04 PM

I understand that there is a desire to slow down the traffic on 72nd Street. As a pedestrian I have not felt unsafe crossing either of these two intersections. As a driver I find the temporary markings uncomfortable when I am going through the intersection with another vehicle. I am also concerned about getting up the hill at 72nd Street from Oaklawn in the winter with less room to maneuver. The right turn from Cornelia Drive onto 72nd St. south is also an issue with the drop in that turn. I visited the intersections of 44th and Grimes and 45th and Grimes, and do not think the Grimes intersections are comparable to the intersection of 72nd and Oaklawn.

TERRIREA

9/20/2019 03:18 PM

what are the pavement markings supposed to accomplish? It would be nice to see before you put them down so we could see the difference, if any.  
George Rea

**Optional question** (29 responses, 13 skipped)

## W 72nd St Pedestrian Safety Assessment

### Test 2: Temporary Delineators

Strongly Agree	Agree	Disagree	Strongly Disagree
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*As a pedestrian/cyclist:*

Vehicles seem to be traveling slower on W 72nd St.	1	10	6	6
	4.3%	43.5%	26.1%	26.1%
	47.8%		52.2%	
More vehicles seem to be obeying the stop signs.	1	7	13	3
	4.2%	29.2%	54.2%	12.5%
	33.3%		66.7%	
More vehicles yield to me when I cross on W 72nd St.	1	4	13	3
	4.8%	19.0%	61.9%	14.3%
	23.8%		76.2%	
I feel safer crossing W 72nd St.	-	4	9	7
	-	20.0%	45.0%	35.0%
	20.0%		80.0%	
The delineators are an improvement over the pavement markings.	3	2	1	17
	13.0%	8.7%	4.3%	73.9%
	21.7%		78.3%	
I support making the curb extensions permanent.	2	-	2	19
	8.7%	-	8.7%	82.6%
	8.7%		91.3%	

*As a motorist:*

I travel slower on W 72nd St.	1	5	13	5
	4.2%	20.8%	54.2%	20.8%
	25.0%		75.0%	
I am more watchful of pedestrians/cyclists along W 72nd St.	1	4	12	7
	4.2%	16.7%	50.0%	29.2%
	20.8%		79.2%	
I feel safer traveling on W 72nd St.	1	1	9	13
	4.2%	4.2%	37.5%	54.2%
	8.3%		91.7%	
The delineators are an improvement over the pavement markings.	2	5	1	16
	8.3%	20.8%	4.2%	66.7%
	29.2%		70.8%	
I support making the curb extensions permanent.	1	2	3	18
	4.2%	8.3%	12.5%	75.0%
	12.5%		87.5%	

# Survey Report

30 January 2019 - 27 October 2019

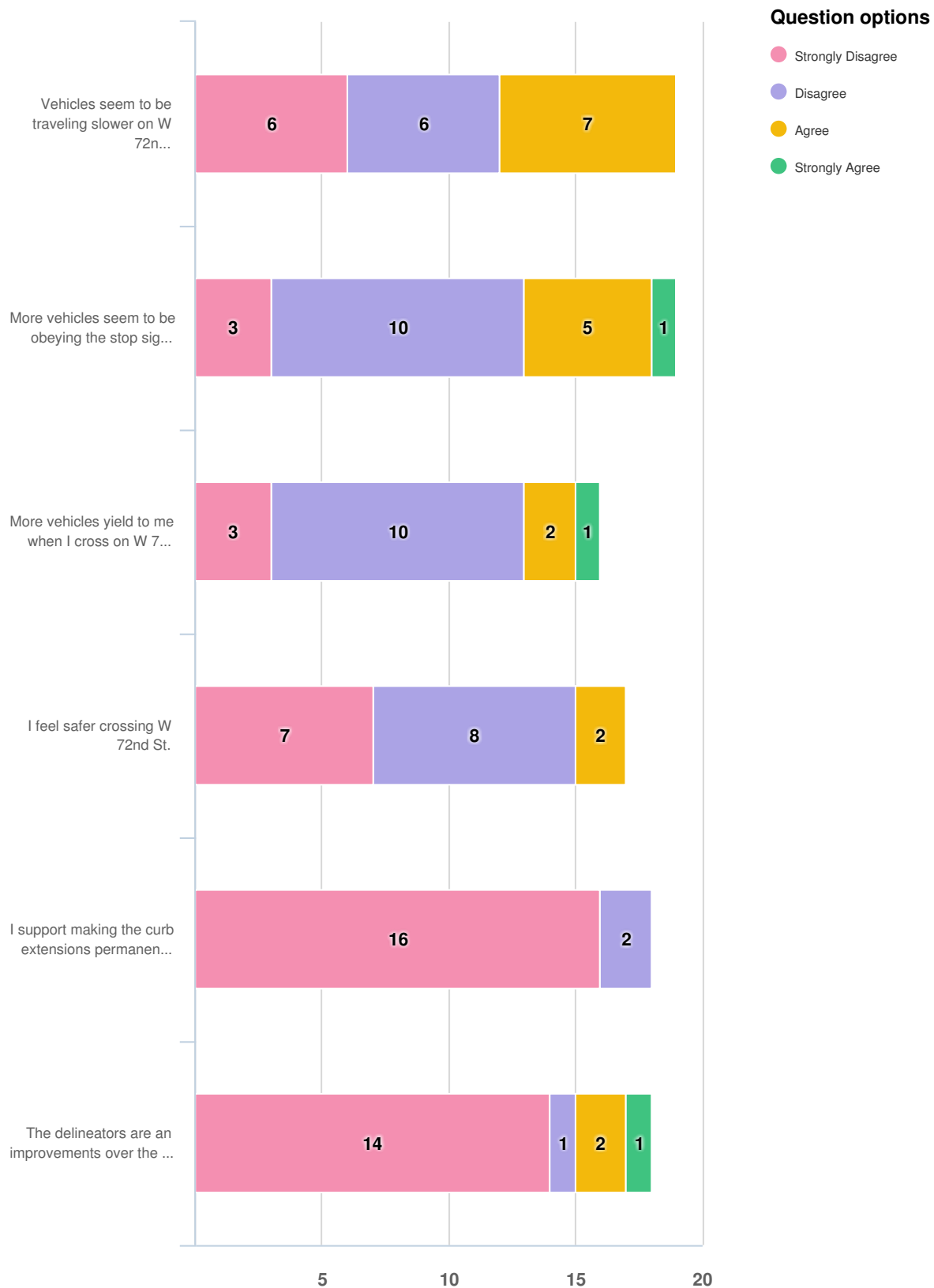
## Test 2 Survey (Temporary Delineators)

PROJECT: West 72nd Street Living Streets Demonstration Project

**Better Together Edina**

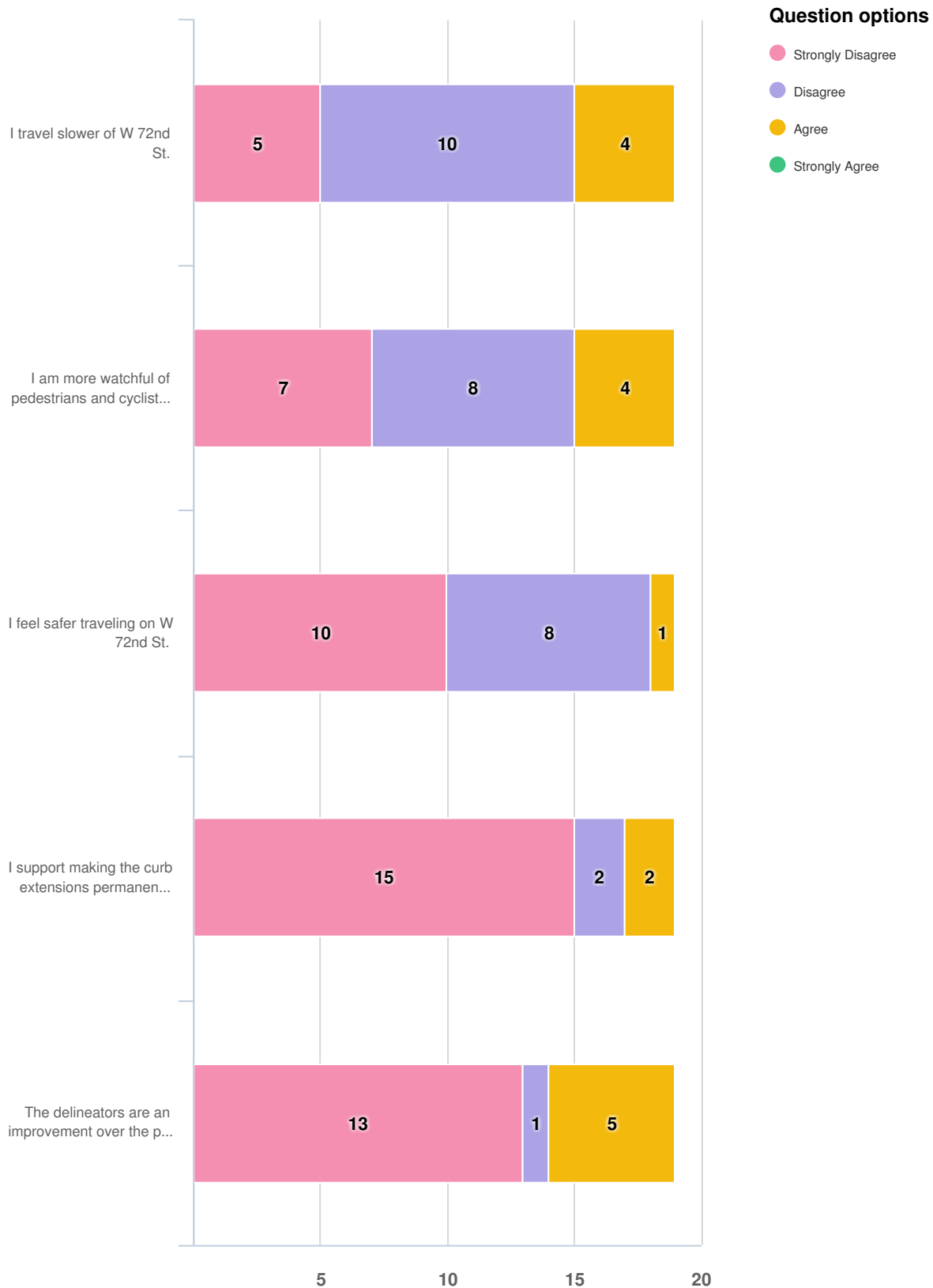


**Q1 As a pedestrian or cyclist;**





**Q2 As a motorist;**



### Q3 Additional comments or observations related to the temporary delineators:

MDY

9/21/2019 10:06 AM

Too tight for cars to fit during turns.

Kalliope

9/21/2019 02:09 PM

I'm concerned about these as another car and I could barely get through the street without swiping each other and I had my 4 month old in the back. I'm also extremely concerned about the bottom of the hill on 72nd and Oaklawn as that hill is icy in the winter and if there is a curb or something permanent, there's no doubt cars will unintentionally slide into it and it'll become a different safety concern.

Our2bugs

9/22/2019 01:33 PM

The intersection has become more dangerous and motorists are less likely to watch for pedestrians and watch for other cars. The lanes are too narrow and there have been a couple narrow misses. The focus is on the road vs the sidewalks and pedestrians. As a walker and cyclist, I avoid that area now. There is not enough roadway for vehicles, especially those that are turning. If the road becomes narrow it will be very dangerous in the winter when the pavement can be icy and the snowbanks eat up more of the roadway. It would be better to have a sidewalk with pedestrian/cyclist lanes on the north side of 72nd for the length of Cornelia park.

carl0178

9/22/2019 07:24 PM

The delineators at this much frequented intersection are harmful to neighborhood safety. The narrower street is visibly causing vehicle traffic to react erratically as it attempts to navigate much narrower passage. The intersections join together a short section of street with a significant grade change that ices heavily in winter, narrower streets are likely to cause increased accidents even for the most careful of drivers. Drivers are more focused on the narrow streets and are not noticing pedestrians, who seem angry when this happens. As an avid bicyclist, the intersections feel highly dangerous to navigate now. The street has a significant grade change and when biking up this hill the decreased road space is dangerous. Do not make this permanent, you are putting people... drivers and even more so bikers and pedestrians at risk and opening the city up to a lawsuit.

sajung

9/23/2019 11:35 AM

Residents have large suvs and it is very tight getting through the intersection when driving. I feel fortunate to not have come across a bus or UPS truck. I walk this intersection all the time and have not had any difficulty crossing the street in the past.

jmankowski

9/24/2019 01:38 PM

As a pedestrian I feel that these improvements are more of a hindrance. I think they may present a false feeling of safety. I have seen several near accidents at the Cornelia / 72nd street intersection due to the narrowed roadway. I have seen car race through the intersection trying to beat the on coming car through the narrow lanes.

PA

9/26/2019 05:13 PM

This survey is useless. Ask questions that matter like did you contemplate buses can no longer make the turns, there is now absolutely no space for a bicyclist to to next to a car, and the side of the road walkers used is now unusable due to cones. Absolutely ridiculous this is a consideration.

HMB

Are you kidding?? There is no longer room for 2-way vehicular traffic at

9/29/2019 07:34 AM

these two intersections! In an effort to help pedestrians (which I personally do not perceive is a current problem- we have sidewalks and crosswalks already), this will now create a new problem for vehicular traffic. I walk my streets often, have lived in this neighborhood for 11 years, and have not had a problem with pedestrian safety. Cars not stopping at stop signs and/or flashing lights is a City-wide problem.....making the streets narrower only confuses drivers and could potentially make them more aggressive as no one knows which driver in the 2-way situation has the right-of-way. And a HUGE concern for our winters when the streets will be even narrower due to snow cover! During winter months when cars may slide when coming to a stop at the intersections, I predict there will now be a huge increase in vehicular accidents at these intersection....one of which is at the base of a hill, which is already difficult enough to stop at during icy conditions. If vehicular traffic is not stopping at stop signs, then increase police monitoring. For these selected intersections, I think they are already too narrow to install roundabouts?? And a pop-up meeting at 2:00 in the afternoon??? What working adult can make that time? The communication about this project has been terrible.....I contacted the City when the white lines first went up as I did not know what they meant.....and even the City rep did not know what they were for!! And to assume people will somehow connect the BetterTogether "lawn signs with tiny print" with this traffic project was a huge assumption.....I guarantee you most people in this neighborhood do not know what is going on with those intersections, so your feedback from residents is going to be a very small sampling. Very unfair and very unfortunate.

Peter

9/30/2019 08:08 AM

This is BAD- open up 70th street to higher speeds, more traffic to reduce cut-through vehicle loads

Love our neighborhood

10/01/2019 10:15 AM

Icy conditions on 72nd St hill, snow plowing, school buses, trucks will all make for problems if 72nd is narrowed. Main objective is to insure traffic exiting 7200/7250 cannot turn west of 72nd. Also, the following can help safer traffic flow: flashing speed limit sign telling drivers they are going too fast, raise speed limit on 70th Street to 30 mph(should reduce cut through) traffic or lower 72nd to 25mph.

Leo

10/02/2019 09:45 PM

I have lived in the neighborhood for 40 years and have never seen nor heard of an accident or safety issues at either of these two intersections. There is no need for any of these markings. In fact the delineators in the winter will be a traffic hazard themselves. I foresee more accidents with these because of ice and snow. Since they have been in place I have narrowly diverted from a turning vehicle from hitting my car as there is no room. Please leave these intersections as they were. If there has been a safety issue, please let us know the accidents that have occurred here. Thank You

Sandy

10/03/2019 08:31 AM

I think it will be very difficult to go up and down the hill on 72nd Street in the winter with permanent curbs. Please try a 3D trial project. It's just paint!

Cheryl

10/03/2019 06:02 PM

This is nonsense.

richard

the proposal will result for a traffic jam for those of us living in the

10/03/2019 07:15 PM

neighborhood. during the snow season, doubt large vehicles like garbage trucks will navigate the new curb. like the idea of visual 3D curb pedestrian markings. also favor flashing speed limit light. also separate flashing light to be activated by pedestrians crossing the street. if worth doing, then spend the money!

Many-years-on-Fondell

10/04/2019 11:49 AM

The delineators are an improvement over markings because there is less ambiguity. But I'm still concerned with permanent curb extensions, especially in the winter. Moreover, I'm most concerned with the SE corner of 72nd and Oaklawn. Permanent curbing there will likely make it much harder to navigate the hill going west on 72nd (which is already tricky in the winter due to slick conditions). Cars turning right onto 72nd from Oaklawn are unlikely to be cut-through traffic--rather, we are residents who live here and are attentive. I strongly urge you to consider whether curb extensions are needed on every corner, or whether they can be used more strategically to target cut-through traffic (in other words, please don't install curb extensions on the SE corner of Oaklawn and 72nd). Thanks for listening.

GB

10/04/2019 12:27 PM

It is easier to drive very close to the tall delineators, but I feel it will be harder to drive so close to a low curb; consequently, I think traffic will travel more in the middle of the street if curbs are installed. I feel the curbs will be harder to navigate in the winter with snow and ice. In the winter making the turn to drive up the hill on 72nd St. from Oaklawn will be more difficult with the curbs and possibly bring cars passing each other too close for comfort. I am concerned about school buses and garbage trucks making the turns with narrower intersections. I am also concerned about how the snow plows will operate and wonder if the intersections will get even narrower if the snow is not plowed to the curbs. (Side note: One concern raised in the last pop-up meeting was that traffic from 70th St. cuts through the neighborhood because of the 25 mph speed limit on 70th St. compared to 30 mph speed limit within the neighborhood. While I agree that the differing speed limits are incongruous, I think congestion on 70th St is the more likely reason why a person would drive through the neighborhood, not the speed limit. When traffic heading east on 70th St. is so congested that it is at a standstill, it's easy to understand why a person would seek another route. The congestion on Hwy 62 heading east probably also plays into this issue.)

LMC

10/04/2019 01:09 PM

The delineators do not slow traffic except through the very short area where they are, where they cause vehicles come to do a two step to proceed when there is a car in the opposite lane. They will be very cumbersome when winter snow piles up alongside them. More expense will be incurred to clear the snow from this curbed-out area, with extremely little gain in terms of traffic slowing.

CorneliaCares

10/04/2019 08:05 PM

Too many big trucks and buses hitting the cones almost daily Confusing where to stop.. before the curb cut and then again at the stop sign? Worried about plows and snow build up Cars are backing up 3 deep during rush hour, what will happen once 7200 France development goes in? So glad you are looking into this but don't think it's the right solution yet.

**Optional question** (18 responses, 1 skipped)

**West 72nd Street west of Oaklawn Avenue**

	Count Start Date	Count End Date	M-F Total ADT	M-F EB ADT	M-F WB ADT	M-F 85% Speed	M-F EB 85% Speed	M-F WB 85% Speed	Peak AM Hour	Peak AM ADT	Peak PM Hour	Peak PM ADT
<b>Baseline</b>	8/27/2019	8/30/2019	532	267	265	26.5	25.9	26.9	7:00	48	4:45	65
<b>Test 1: Pavement Markings</b>	9/17/2019	9/20/2019	535	262	273	26.6	25.9	27.4	7:30	45	4:45	69
<i>Change from Baseline</i>			0.56%	-1.87%	3.02%	0.38%	0.00%	1.86%				
<b>Test 2: Delineators</b>	9/30/2019	10/4/2019	509	258	251	26.8	25.7	27.3	7:00	52	4:45	68
<i>Change from Test 1</i>			-4.86%	-1.53%	-8.06%	0.75%	-0.77%	-0.36%				
<i>Change from Baseline</i>			-4.32%	-3.37%	-5.28%	1.13%	-0.77%	1.49%				

**West 72nd Street between Oaklawn Avenue and Cornelia Drive**

	Count Start Date	Count End Date	M-F Total ADT	M-F EB ADT	M-F WB ADT	M-F 85% Speed	M-F EB 85% Speed	M-F WB 85% Speed	Peak AM Hour	Peak AM ADT	Peak PM Hour	Peak PM ADT
<b>Baseline</b>	8/27/2019	8/30/2019	1535	771	764	23.5	23.6	23.6	7:00	123	5:00	162
<b>Test 1: Pavement Markings</b>	9/17/2019	9/20/2019	1605	829	776	23.6	23.2	23.7	7:15	139	4:45	176
<i>Change from Baseline</i>			4.56%	7.52%	1.57%	0.43%	-1.69%	0.42%				
<b>Test 2: Delineators</b>	10/1/2019	10/4/2019	1474	729	745	23.4	23.3	23.6	7:15	133	4:30	170
<i>Change from Test 1</i>			-8.16%	-12.06%	-3.99%	-0.85%	0.43%	-0.42%				
<i>Change from Baseline</i>			-3.97%	-5.45%	-2.49%	-0.43%	-1.27%	0.00%				

**West 72nd Street east of Cornelia Drive**

	Count Start Date	Count End Date	M-F Total ADT	M-F EB ADT	M-F WB ADT	M-F 85% Speed	M-F EB 85% Speed	M-F WB 85% Speed	Peak AM Hour	Peak AM ADT	Peak PM Hour	Peak PM ADT
<b>Baseline</b>	8/27/2019	8/30/2019	2246	941	1305	28.5	27.9	29.1	7:00	185	4:30	246
<b>Test 1: Pavement Markings</b>	9/17/2019	9/20/2019	2292	1023	1269	28.1	27.4	28.5	7:15	220	4:45	241
<i>Change from Baseline</i>			2.05%	8.71%	-2.76%	-1.40%	-1.79%	-2.06%				
<b>Test 2: Delineators</b>	9/30/2019	10/4/2019	2030	897	1133	27.5	27.5	28.4	7:15	207	4:30	227
<i>Change from Test 1</i>			-11.43%	-12.32%	-10.72%	-2.14%	0.36%	-0.35%				
<i>Change from Baseline</i>			-9.62%	-4.68%	-13.18%	-3.51%	-1.43%	-2.41%				

8/27/2019

## W 72nd St and Cornelia Dr Baseline

	EB Thru				EB Right				EB Left				WB Thru				WB Right				WB Left			
	Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop	
Total	332	144	47	523	5	9	2	16	88	53	32	173	520	68	0	588	173	121	13	307	40	14	0	54
	63.5%	27.5%	9.0%		31.3%	56.3%	12.5%		50.9%	30.6%	18.5%		88.4%	11.6%	0.0%		56.4%	39.4%	4.2%		74.1%	25.9%	0.0%	
	332	191			5	11			88	85			520	68			173	134			40	14		
	63.5%	36.5%			31.3%	68.8%			50.9%	49.1%			88.4%	11.6%			56.4%	43.6%			74.1%	25.9%		

Full Stop 1,158 69.7%  
Rolling Stop 409 24.6%  
No Stop 94 5.7%  
**Total Vehicles 1,661 100.0%**

9/17/2019

## W 72nd St and Cornelia Dr Test 1 (Pavement Markings)

	EB Thru				EB Right				EB Left				WB Thru				WB Right				WB Left			
	Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop	
Total	187	351	17	555	4	12	2	18	67	101	18	186	307	245	29	581	68	166	46	280	31	29	1	61
	33.7%	63.2%	3.1%		22.2%	66.7%	11.1%		36.0%	54.3%	9.7%		52.8%	42.2%	5.0%		24.3%	59.3%	16.4%		50.8%	47.5%	1.6%	
	187	368			4	14			67	119			307	274			68	212			31	30		
	33.7%	66.3%			22.2%	77.8%			36.0%	64.0%			52.8%	47.2%			24.3%	75.7%			50.8%	49.2%		

Full Stop 664 39.5%  
Rolling Stop 904 53.8%  
No Stop 113 6.7%  
**Total Vehicles 1,681 100.0%**

10/1/2019

## W 72nd St and Cornelia Dr Test 2 (Delineators)

	EB Thru				EB Right				EB Left				WB Thru				WB Right				WB Left			
	Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop	
Total	143	369	34	546	5	10	1	16	33	108	15	156	162	377	22	561	40	184	45	269	20	35	6	61
	26.2%	67.6%	6.2%		31.3%	62.5%	6.3%		21.2%	69.2%	9.6%		28.9%	67.2%	3.9%		14.9%	68.4%	16.7%		32.8%	57.4%	9.8%	
	143	403			5	11			33	123			162	399			40	229			20	41		
	26.2%	73.8%			31.3%	68.8%			21.2%	78.8%			28.9%	71.1%			14.9%	85.1%			32.8%	67.2%		

Full Stop 403 25.0%  
Rolling Stop 1,083 67.3%  
No Stop 123 7.6%  
**Total Vehicles 1,609 100.0%**



9/17/2019

## W 72nd St and Oaklawn Ave Test 1 (Pavement Markings)

	EB Thru				EB Right				WB Thru				WB Left			
	Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop	
	118	101	6	225	8	20	5	33	57	120	49	226	118	291	116	525
	52.4%	44.9%	2.7%		24.2%	60.6%	15.2%		25.2%	53.1%	21.7%		22.5%	55.4%	22.1%	
	118	107			8	25			57	169			118	407		
	52.4%	47.6%			24.2%	75.8%			25.2%	74.8%			22.5%	77.5%		

Full Stop	301	29.8%
Rolling Stop	532	52.7%
No Stop	176	17.4%
<b>Total Vehicles</b>	<b>1,009</b>	<b>100.0%</b>

10/1/2019

## W 72nd St and Oaklawn Ave Test 2 (Delineators)

Time	EB Thru				EB Right				WB Thru				WB Left			
	Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop		Full Stop	Rolling Stop	No Stop	
Total	106	117	16	239	11	20	2	33	56	106	50	212	123	282	100	505
	44.4%	49.0%	6.7%		33.3%	60.6%	6.1%		26.4%	50.0%	23.6%		24.4%	55.8%	19.8%	
	106	133			11	22			56	156			123	382		
	44.4%	55.6%			33.3%	66.7%			26.4%	73.6%			24.4%	75.6%		

Full Stop	296	29.9%
Rolling Stop	525	53.1%
No Stop	168	17.0%
<b>Total Vehicles</b>	<b>989</b>	<b>100.0%</b>