



36TH AVENUE: TRAFFIC CALMING STRATEGIES AND PUBLIC ART

MINNESOTA DESIGN CENTER
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36TH AVENUE : TRAFFIC CALMING STRATEGIES + PUBLIC ART

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OVERVIEW

INTRODUCTION TO 36TH AVENUE

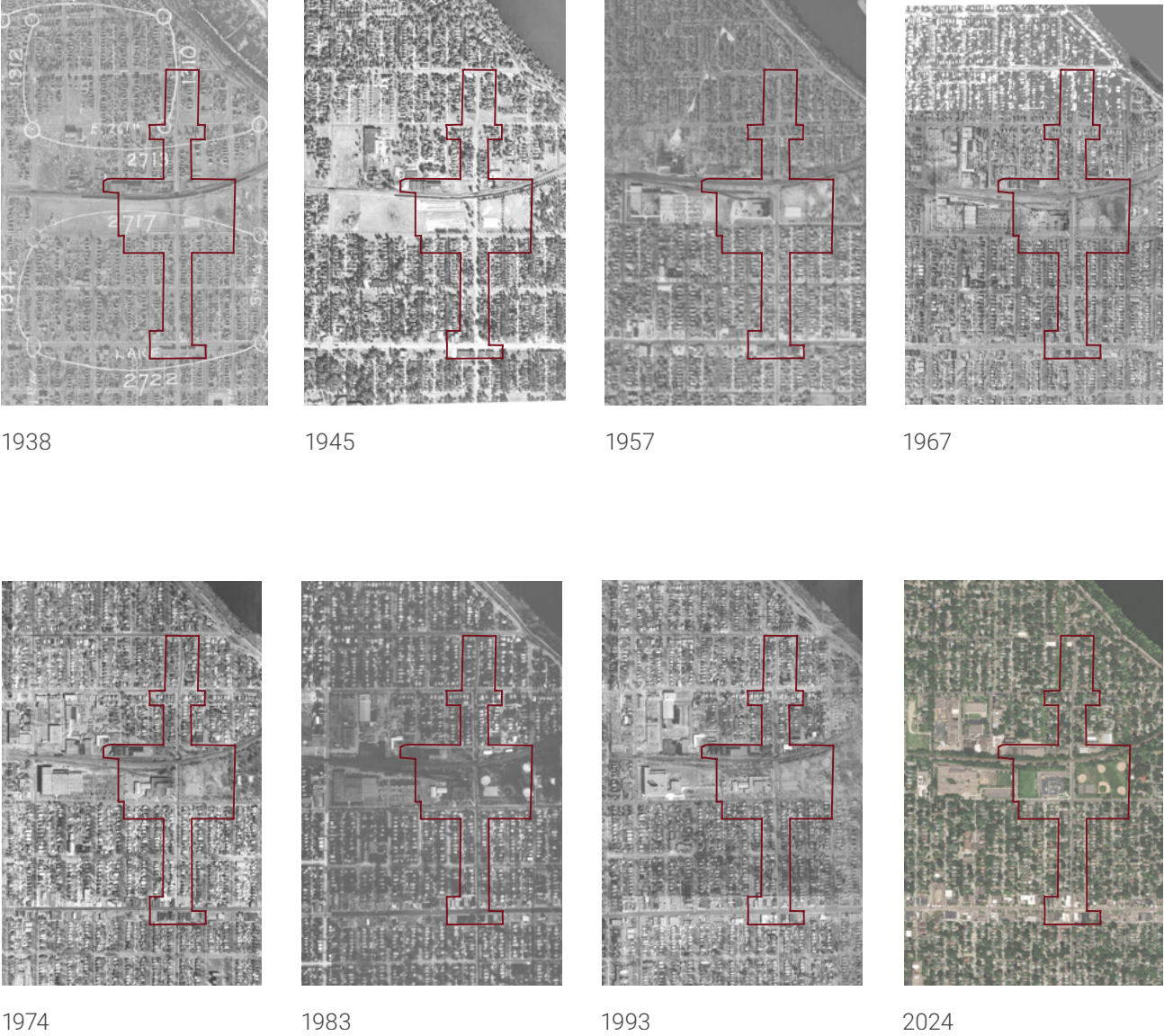
Traffic congestion and speeding on 36th Avenue have long been concerns for residents and commuters, prompting a community-led response. [36th ART](#) (Avenue Revitalization & Transformation), a volunteer-driven initiative founded in the summer of 2022, was established by residents of Minneapolis's Seward and Longfellow neighborhoods to address these issues. The organization's mission is to enhance the 36th Avenue South corridor—from East Lake Street to 25th Street East—by improving safety, accessibility, aesthetics, and way finding.

At the heart of 36th ART's vision is the transformation of overlooked and underutilized spaces into vibrant, people-centered areas enriched with public art, natural elements, and pedestrian-friendly infrastructure. The initiative aims to create a corridor that is safe, walkable, bikeable, and environmentally resilient, ultimately enhancing the quality of life for residents, businesses, and visitors.

However, Lake Street, a major arterial road that intersects 36th Avenue, presents significant challenges. High traffic volumes, vehicle spillover, unsafe pedestrian crossings, and insufficient infrastructure for cyclists and walkers have exacerbated congestion and safety concerns along 36th Avenue. The intersection between the two corridors lacks adequate traffic management, increasing risks for both motorists and non-motorized travelers. Addressing these challenges requires a coordinated approach that considers the relationship between

neighborhood streets and major transportation corridors.

To develop data-driven solutions, 36th ART partnered with the Minnesota Design Center (MDC) to conduct a traffic study and provide examples of traffic calming strategies to slow down vehicles. This research examines existing traffic patterns, identifies key challenges, and proposes traffic-calming strategies tailored to the corridor's unique character and community needs. Through student engagement, data collection, and cross-agency collaboration, the initiative seeks to create a safer, more sustainable, and pedestrian-friendly 36th Avenue corridor.



Historical Aerial Photographs of 36th Avenue ►
(Study Area -Lake Street to 25th Avenue- in Maroon)
Minnesota Historical Aerial Photographs Online
(<https://apps.lib.umn.edu/mhapo/>)

OVERVIEW

HISTORY OF 36TH AVENUE



Pre 1800s

1820

1890

1945

1980

2007

2010

2020

2022

Indigenous Land

Before roads or buildings, this land was a vast meadow, scattered with oak savannas. It was a place of gathering and conflict, serving as both a meeting ground and battleground for the Dakota and Ojibwa nations. Stories lived in the land long before settlers arrived.

Military and Early Settlement

In 1819, the U.S. Military claimed the land as part of the Fort Snelling Preserve, keeping it undeveloped for decades. That changed in 1852 when settlers moved in, shaping what would become Longfellow. By the late 19th century, Minneapolis expanded southward, annexing the area from Richfield and bringing homes, businesses, and new beginnings.

Growth and Streetcar Suburb

With the rise of streetcars in the early 1900s, the neighborhood flourished, attracting Scandinavian families seeking a place to call home. In 1907, a group from Faribault planned to build the Seabury Institute, an Episcopalian school for priests. The vision never materialized, and the land was sold, paving the way for other developments.

Industry and Manufacturing

By the mid-20th century, industry replaced open land. In 1946, the Canada Dry Bottling Works began operations, filling the air with the scent of ginger ale. Shasta Beverages took over in the 1970s, and in the 1980s, Western Electric moved in, shifting the site's role from soft drink production to electronics manufacturing.

Creative and Mixed-Use Era

As industry faded, creativity took root. By the late 1980s, the site transformed into a hub for artists, blacksmiths, and musicians. Warehouses became studios, and the echoes of machines gave way to the sounds of craftsmanship and expression. The land, once defined by production, became a space for imagination.

Rocket Ship Sculpture

Community-funded sculpture installed, made from the rocket ship structure they saved when it was removed from Brackett Park's playground. Return Journey, by Randy Walker

Early Corridor Character

In the early 2010s, 36th Ave was largely shaped by underused lots and fragmented public space, with growing community interest in education access and neighborhood revitalization.

Charter School

Between 2017 and 2020, Hiawatha Academies announced plans for a new charter school, and by 2018, construction began with a focus on sustainability, supported by the Mississippi Watershed Management Organization (MWMO).

36th ART

The 36th ART initiative emerged, filling the neighborhood with murals, installations, and creative interventions that honored the past while inspiring the future.

MAPS

STUDY AND FOCUS AREAS
LAKE STREET TO 25TH
STREET ON 36TH AVENUE

- Name

Landmark
- |||||

Midtown Greenway/
Active Railway
- Neighborhood Boundary
- Topography
- Study Area
- +

Focus Area

Although the study area stems from 25th Street to Lake Street along 36th Avenue, our traffic calming study focused primarily at the intersection of 28th Street and 36th Avenue largely due to noticeable speeding and unsafe driving, particularly during school's hours (at the start and at the end).

Study Area and Focus Area Maps

1 Study Area - 25th Street to Lake Street

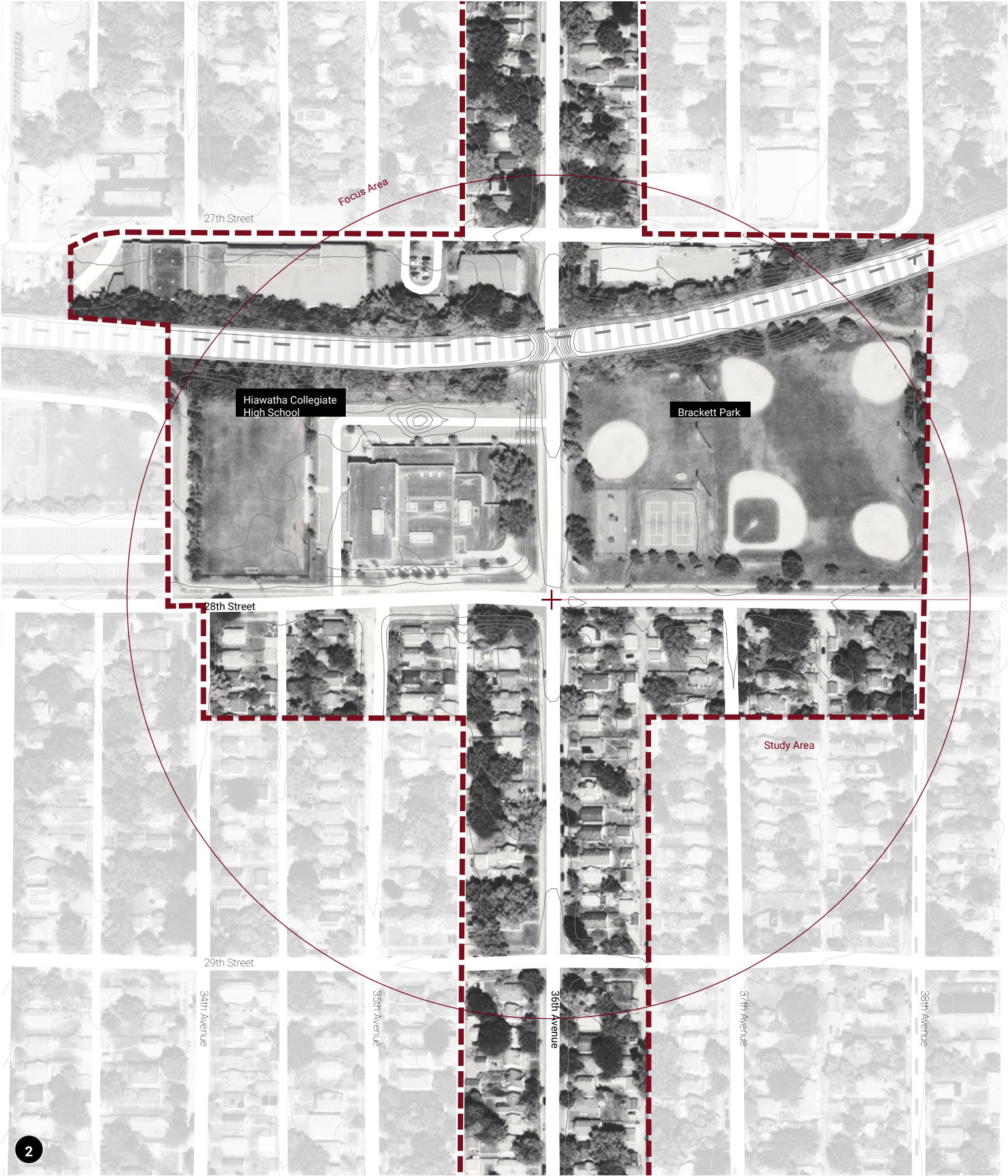
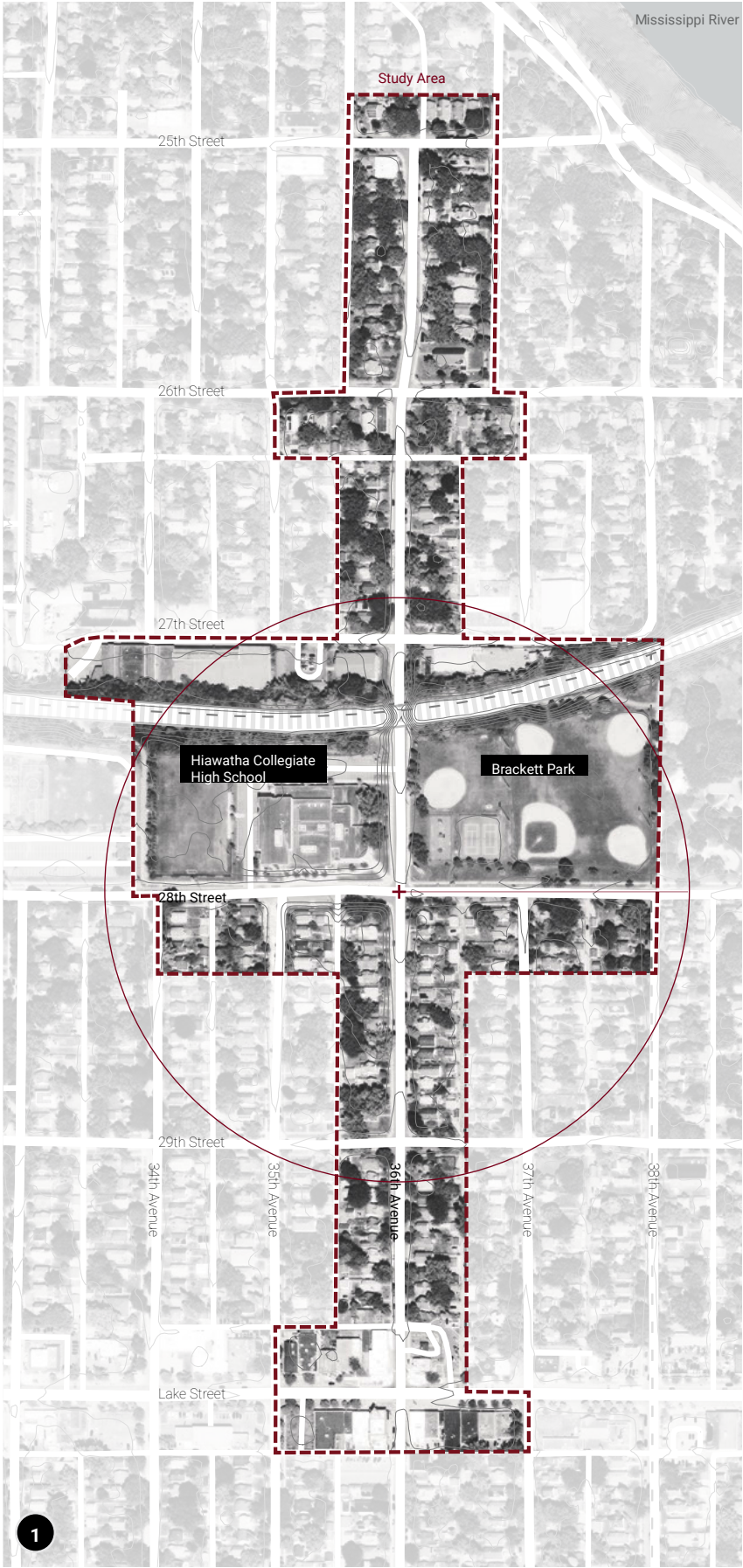
2 Focus Area - 36th Avenue and 28th Street

(on page 11)

0

1/8

1/4 Mile



STUDENT WORKSHOP

ENGAGEMENT SUMMARY

MDC engaged with over 15 students at Hiawatha Collegiate School in May of 2024. During the in-class workshop, MDC staff learned valuable insights about parking, 28th Street, and traffic patterns along the 36th Avenue corridor.



Workshop Maps ►
1 Circulation Routes 2 Spaces to Socialize
3 Traffic Concerns 4 Safety Concerns
(Summer 2024)

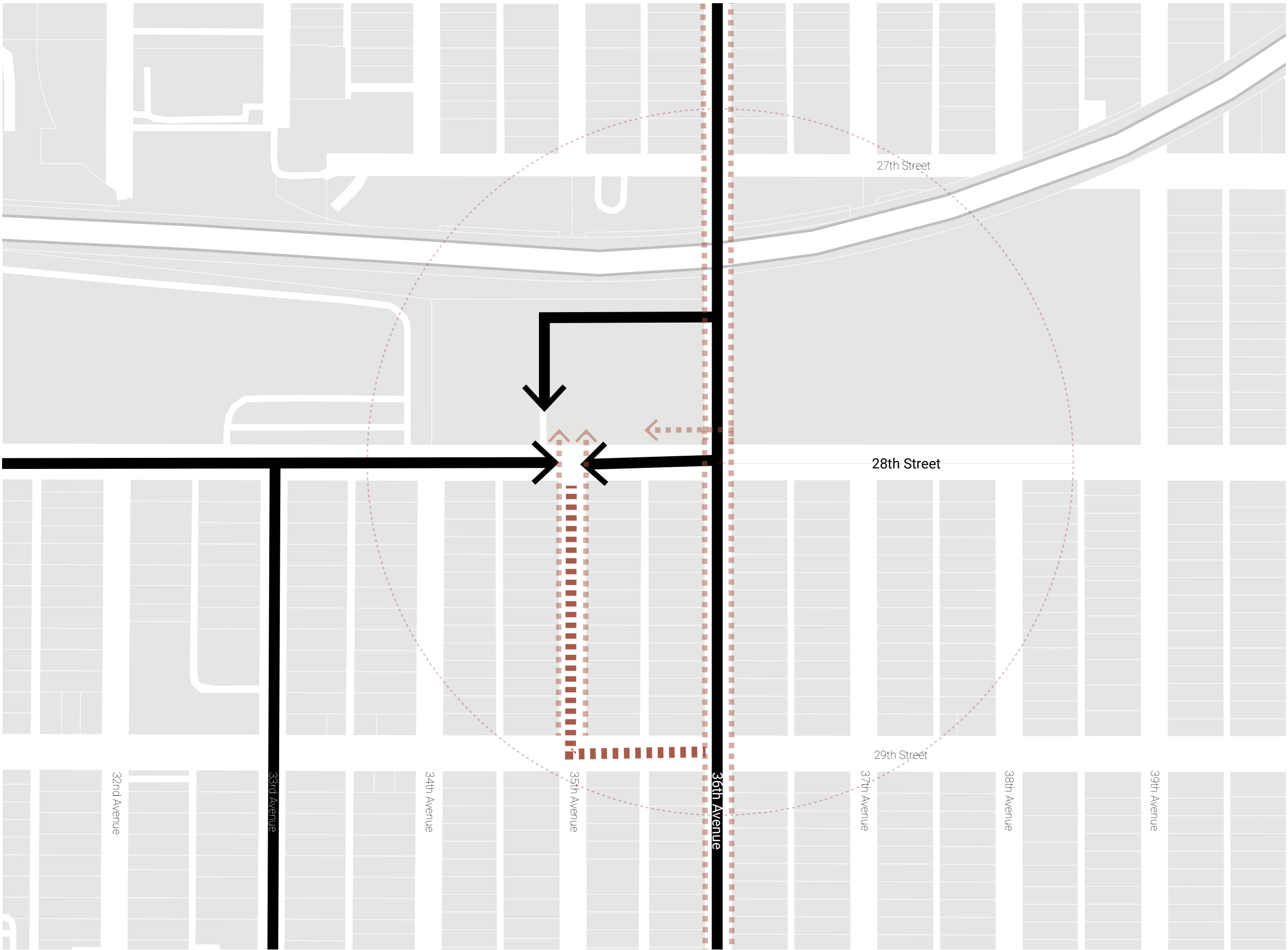
STUDENT WORKSHOP

CIRCULATION ROUTES

- Vehicle and Public Transits (Bus/ BRT)
- - - On-foot
- . . . Park (in residential area) then Walk to school
- + — Site (1/4 Mile Radius)

Summary

- Since school transportation is limited, many students rely on public transits, personal vehicle, bicycle, and/or foot to get to and from school.
- Many students live west of 36th Avenue and not in the Longfellow, Seward, or Cooper neighborhoods.
- Students who utilize public transits often get off at Lake Street and walk to school to avoid traffic congestion on 36th Avenue.
- To avoid traffic congestion on 36th Avenue, students and/or parents who drive detour onto 33rd Avenue or other less congested local streets.



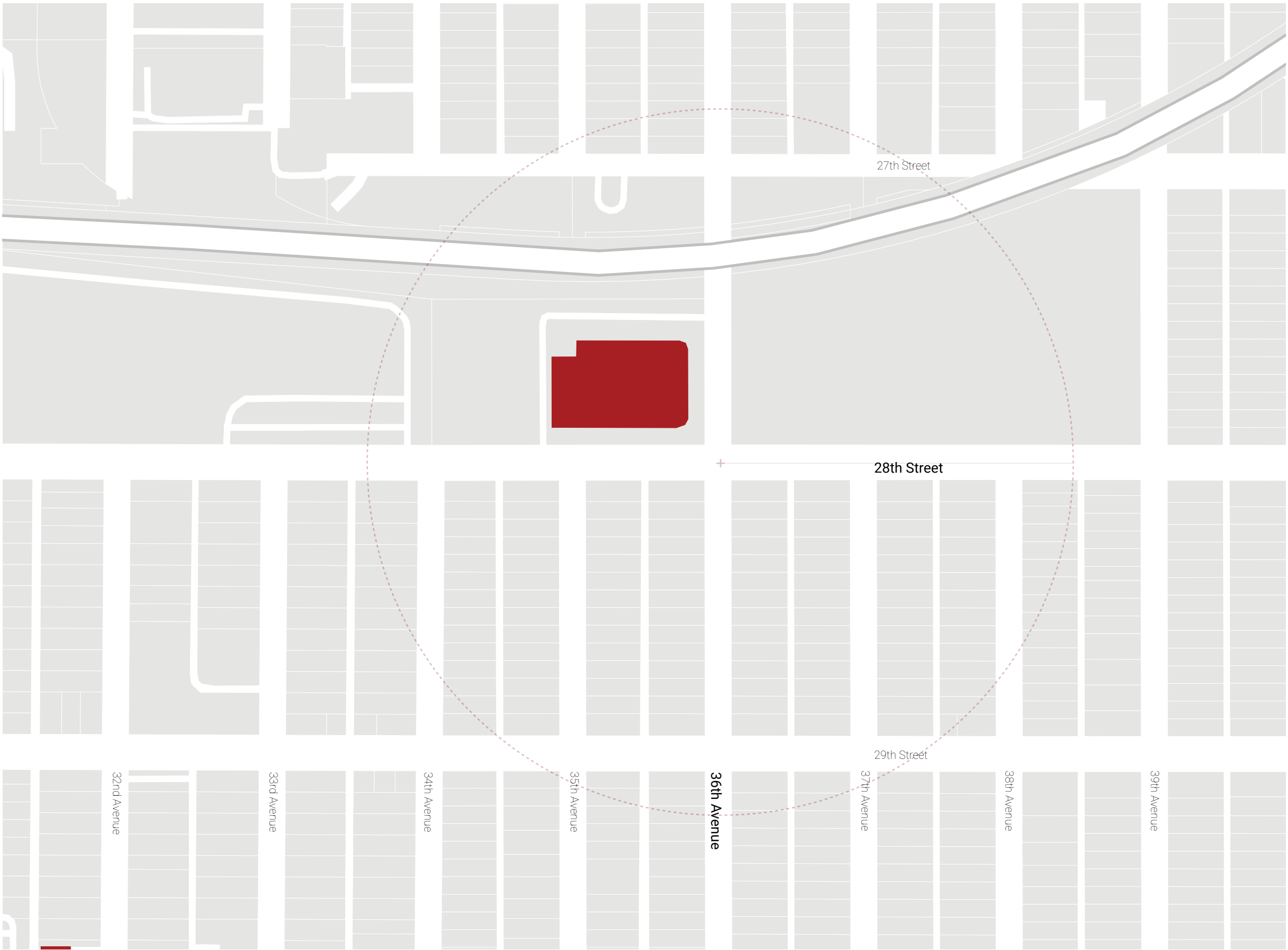
STUDENT WORKSHOP

SPACES TO SOCIALIZE

 Socialization
 Site (1/4 Mile Radius)

Summary

- Green spaces (Brackett Park and Midtown Greenway) are under-utilized. Students do not typically hang out in these spaces.
- Since there is no programming along 36th Avenue or at the school before or after classes, there is no incentive for students to stay. The intersection is not a destination.
- Students prefer a closed and controlled environment to hang out in. Socialization at school occurs only inside during school's hours. Outside of school's hours, students can be found on Lake Street.
- The student population is predominantly Latinx, with a smaller number of Black and Indigenous students. Most students do not live in the surrounding neighborhood.



STUDENT WORKSHOP

TRAFFIC CONCERNS

- Intersection
- Primary Street
- Secondary Street
- Site (1/4 Mile Radius)

Summary

- Many students avoid crossing at 36th Avenue and/or 28th Street due to traffic congestion at peak hours. There are no dedicated crosswalks on 36th Avenue or 28th Street despite two schools on the north side of 28th Street.
- Seasonal weather conditions (rain, snow, and ice) make 36th Avenue dangerous.
- Vehicles are not coming to a complete stop at the intersection.
- Since parking spaces are limited on school's property, students park on neighboring residential streets. On-street parking on 35th Avenue, 34th Avenue, and 33rd Avenue has caused mild tensions between students and residents.
- 36th Avenue is most congested before school and after school.



STUDENT WORKSHOP

SAFETY CONCERNS

- Safe Street
- Unsafe Street
- Unsafe Intersection
- Site (1/4 Mile Radius)

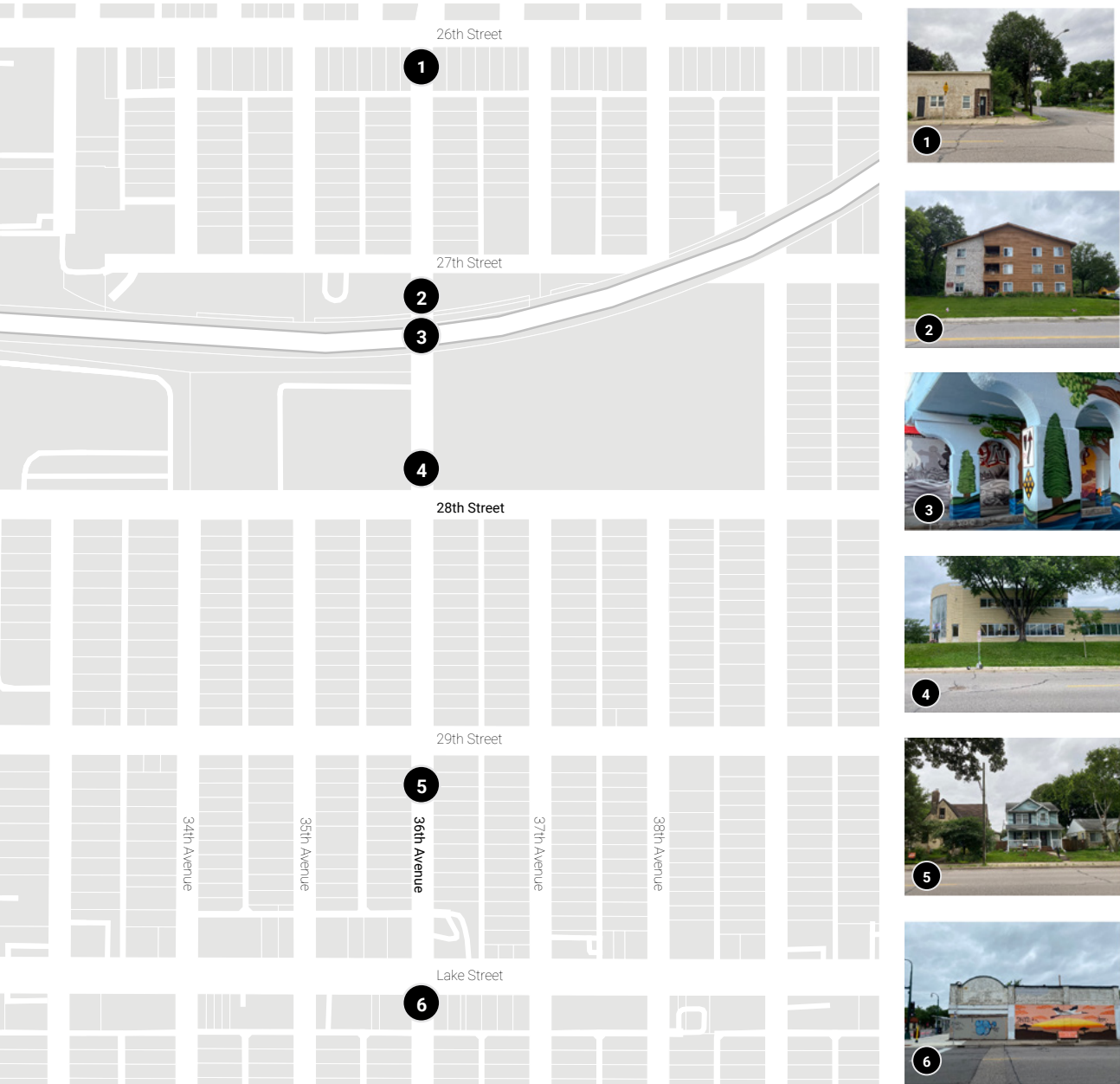
Summary

- Students feel safe in the residential area (north of 28th Street)
- Students feel less safe in the commercial area (south of 28th Street)
- There are no crosswalks or traffic safety signs between 34th Avenue and 39th Avenue along 28th Street. However, there are a few crosswalks from 34th Avenue to 31st Avenue along 28th Street serving Sullivan STEAM Magnet School.

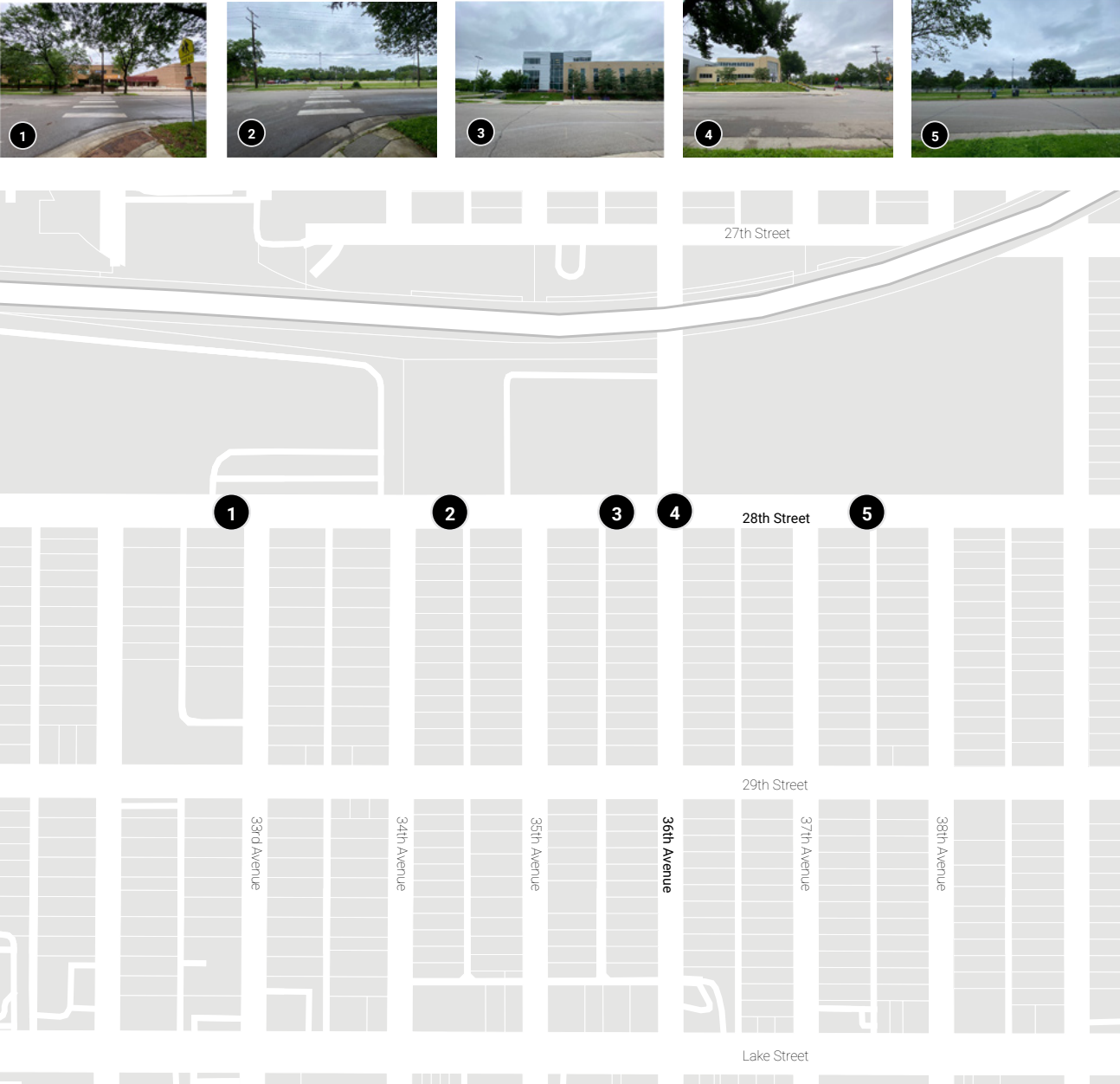


OBSERVATIONS

ON 36TH AVENUE



ON 28TH STREET



OBSERVATIONS

CURRENT CONDITIONS



Streets could be more vibrant and active.

There are minimal traffic-safety and/or school-related signs.

The intersection lacks an identity. Could the intersection be a community landmark?

There are no dedicated crosswalks at intersection.

Both 36th Avenue and 28th Street are wide (vehicle dominant) streets. Many vehicles do not completely stop at the intersection while speeding.

Sidewalks are narrow, unkempt, and often crowded by utility poles.

TRAFFIC STUDY

DATA

Overview of Traffic Study

This traffic study was conducted to assess vehicle speed patterns, traffic volume, and safety concerns on 36th Avenue. Data collection took place every Tuesday and Thursday during peak travel hours: 8:00 - 9:00 AM and 3:30 - 4:30 PM. These time frames were chosen to align with school start and dismissal times, as well as general rush-hour traffic. Vehicle speed measurements were recorded using a radar speed gun to ensure accuracy and consistency.

Methodology

The study focused on monitoring vehicle speeds in both northbound and southbound directions along 36th Avenue. Data points collected included average speed, minimum and maximum speeds, total vehicle counts, and the percentage of cars exceeding the posted speed limit of 25 MPH. Traffic patterns, congestion points, and specific incidents affecting roadway safety were also documented.

Traffic Pattern + Observation

Over the two-month period, 3,377 vehicles were recorded during morning observation periods and 3,298 during evening periods. Average vehicle speeds were slightly above the posted 25 MPH speed limit, measuring 26 MPH in the morning and 27 MPH in the evening. However, maximum recorded speeds reached 49 MPH in the morning and 59 MPH in the evening, indicating instances of excessive speeding. Approximately

52% of morning drivers and 60% of evening drivers exceeded the speed limit, resulting in an overall speeding rate of roughly 56% across all recorded vehicles. This suggests that drivers are more likely to speed, especially during evening hours, potentially due to fewer enforcement measures or increased urgency in travel.

Driver behavior and congestion issues were also observed throughout the study. Frequent U-turns, particularly near intersections and drop-off points, contributed to congestion and erratic driving patterns. Many vehicles failed to stop at stop signs, especially when making left turns, creating unsafe crossing conditions for pedestrians. Honking and aggressive driving behaviors were common, particularly when traffic was blocked by buses, stopped cars, or other delays. School-related congestion was prevalent, as many parents used undesigned areas for student drop-off and pick-up, further worsening traffic flow. Additionally, pedestrian and cyclist activity was significant, particularly on non-school days, when the absence of students encouraged higher vehicle speeds.

Conclusion

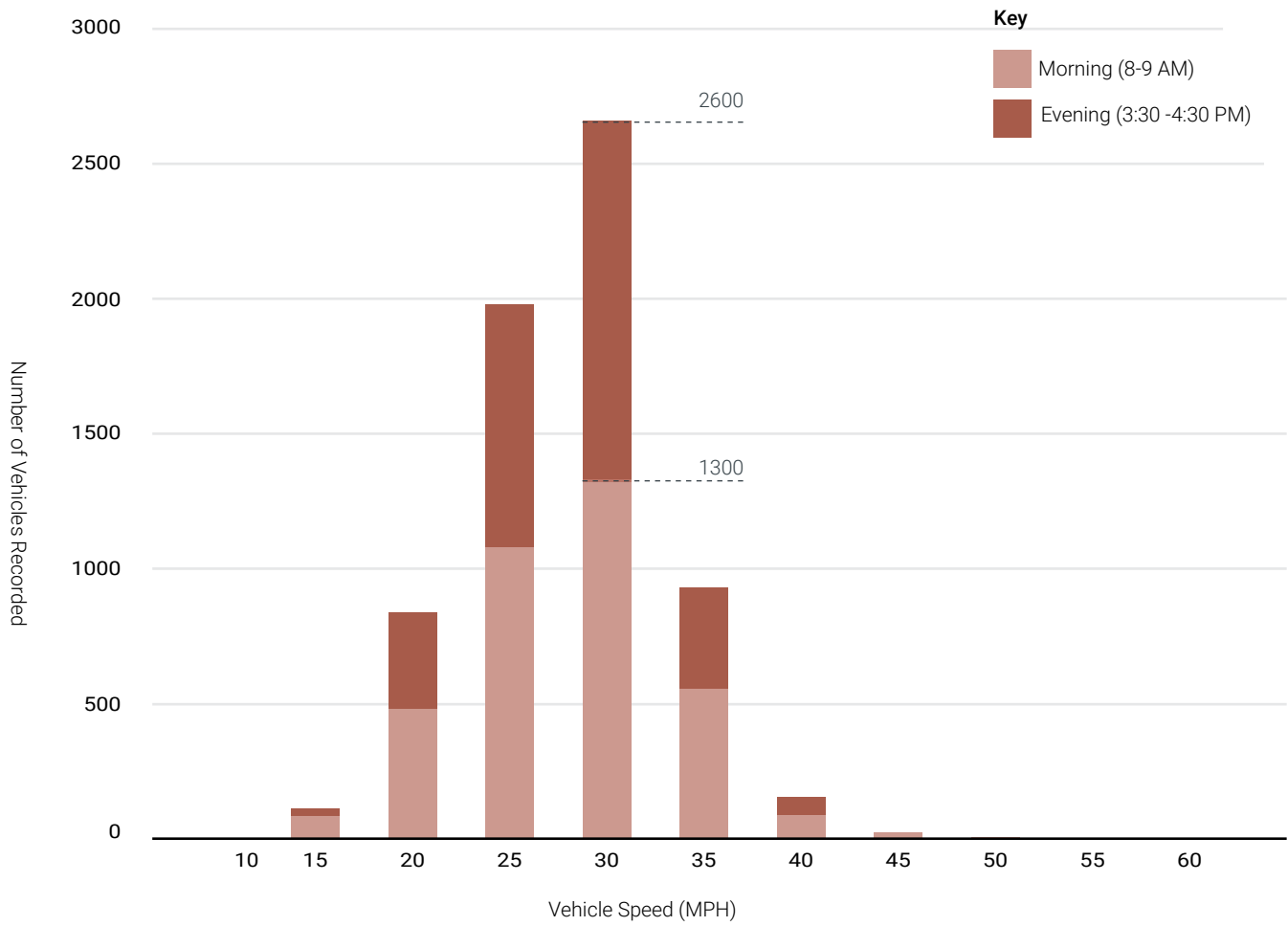
The findings indicate a clear issue with speeding, particularly in the evening when compliance with speed limits decreases. Traffic congestion and unsafe driving behaviors, such as failing to stop at intersections and making frequent U-turns, contribute to roadway hazards.

Analysis of traffic patterns suggests that increased congestion during peak hours is exacerbated by poor driver compliance with traffic laws, lack of clear traffic flow management, and inadequate pedestrian infrastructure. The significant percentage of vehicles exceeding speed limits highlights the need for targeted intervention.

Street interventions, such as Curb Extension, Crosswalk, Signage, Narrow Lanes, Change of Material, and Mid-block Access (Pinch Point) have proven to be successful in slowing traffic and creating safer streets both during peak school hours and when school is not in session.

Traffic on 36th Avenue ►
Peak hours of pick-up and drop-off
(Fall 2024)

Traffic Speed Distribution (Two Month Study)



TRAFFIC CALMING

STRATEGIES

Traffic calming refers to design and engineering measures that aim to reduce vehicle speeds, enhance pedestrian safety, and improve overall road conditions. Implementing traffic calming strategies can help mitigate many of the issues identified in this study, including speeding, congestion, and unsafe crossings. Ultimately, the intention of these traffic calming strategies is to create an accessible, safe, and healthy environment where students, residents, park goers, and drivers can co-exist on 36th Avenue.



Traffic Calming Strategies: ►
1 Curb Extension 2 Crosswalk 3 Signage
4 Narrow Lanes 5 Change of Material
6 Mid-block Access (Pinch Point)

1. CURB EXTENSION

TRAFFIC CALMING STRATEGIES

Curb extensions are widened sections of the sidewalk that extend into the roadway at intersections or mid-block crossings.

By narrowing the roadway, curb extensions naturally slow down drivers while also reducing pedestrian crossing distances. They improve visibility for both drivers and pedestrians by preventing illegal parking near crosswalks. Additionally, these extensions can serve as small public spaces by incorporating landscaping, seating, or artistic elements such as mosaics or murals that enhance the streetscape.



26th and Calvert Streets
Baltimore, Maryland
2019



Tactical Urbanism Trials
Gebze, Turkey
2023



Shared Streets; Meeting Streets
San Roque, Tuxtla Gutiérrez
2022



Cherry Creek North
Denver, Colorado
2011

2. CROSSWALK

TRAFFIC CALMING STRATEGIES

Crosswalk, a designated pedestrian crossing area, typically marked with paint, raised surfaces, or embedded materials to improve visibility and safety.

High-visibility crosswalks featuring vibrant colors, patterns, or community artwork can attract attention and encourage drivers to reduce speed. Raised crosswalks further enhance safety by creating a slight bump that forces slower speeds while maintaining accessibility for all users.



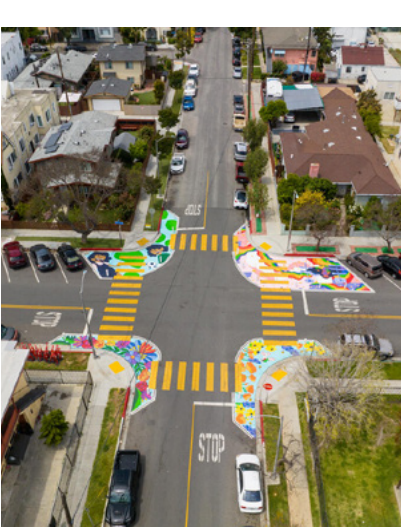
Tactical Urbanism Trials
Karla Phata, India
2020



Bell Park Street
Seattle, Washington
2014



Gemenskap Park
Seattle, Washington
2018



15th Street and Chestnut Avenue
Long Beach, California
2023

3. SIGNAGE

TRAFFIC CALMING STRATEGIES

Traffic signage is a navigation tool that helps provide information or regulate driver behavior, such as speed limits, pedestrian crossings, or neighborhood identity markers.

While standard regulatory signs enforce speed limits and pedestrian crossings, creative signage can be more engaging and effective. Community-designed signs, sculptural wayfinding elements, or digital speed feedback displays can make drivers more conscious of their surroundings. In school zones, for instance, illuminated signs featuring student artwork can reinforce the importance of slowing down.



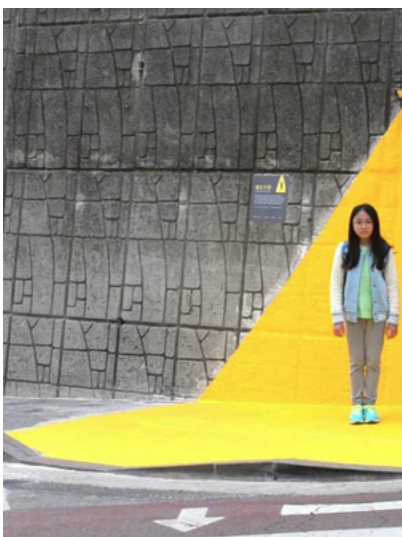
Weather Vane
Saint-Étienne France
2021



SAINT PAUL STREETS
St Paul, Minnesota
2013



Wayfinding for the City of Burgdorf
Burgdorf, Switzerland
2020



Yellow Carpet Project
Seoul, South Korea
2019

4. NARROW LANES

TRAFFIC CALMING STRATEGIES

Narrow lanes encourage the reduction of travel lanes from 12 feet to 10 feet to slow traffic.

When roads feel more constrained, motorists naturally become more cautious. Narrowing lanes can be achieved by re-striping roadways, adding bike lanes, or incorporating elements such as staggered street trees and bollards. This strategy not only improves pedestrian safety but also allows for the inclusion of additional green infrastructure and community spaces.



Tactical Urbanism Trials
Karla Phata, India
2020



South-Folwell Safe Routes to School
Minneapolis, Minnesota
2024



Dragão do Mar Cultural District
Fortaleza, Brazil
2018



Vester Voldgade
Copenhagen, Denmark
2013

5. CHANGE OF MATERIAL

TRAFFIC CALMING STRATEGIES

The use of different paving textures or colors to distinguish pedestrian zones and shared spaces. Materials like cobblestones, brick, stamped concrete, or colored asphalt can subtly signal a transition in road use.

Drivers instinctively slow down when they move onto textured surfaces, as these create minor vibrations and a sense of caution. Beyond traffic calming, material changes can enhance the aesthetic quality of public spaces, making streets more inviting. A pedestrian plaza paved with brick, for example, can serve as both a gathering space and a traffic-slowing measure.



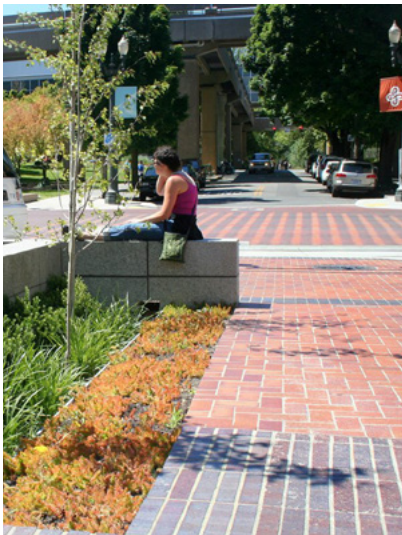
West Capitol Avenue
Sacramento, California
2008



Westfield Coomera
Coomera, Australia
2018



Justin Kabwe Primary School
Lusaka, Zambia,
2017



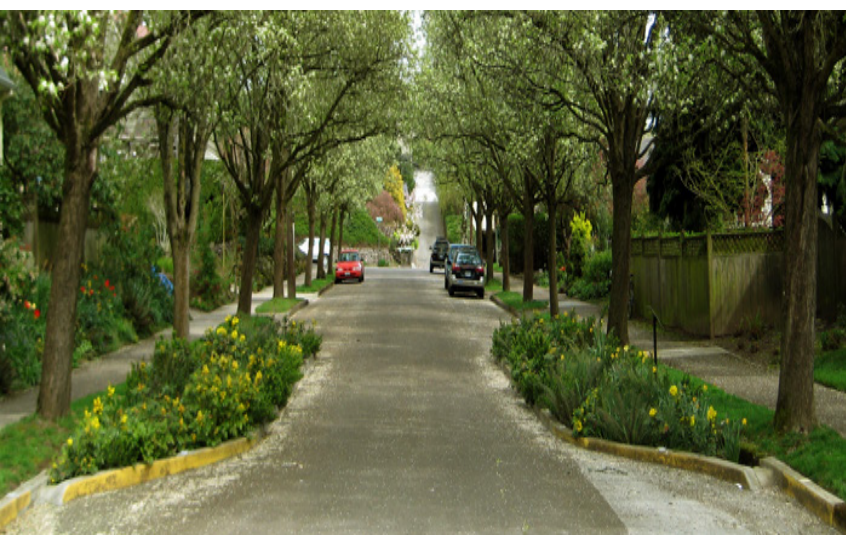
Montgomery Green Street
Portland, Oregon
2009

6. MID-BLOCK ACCESS

TRAFFIC CALMING STRATEGIES

Strategically placed curb extensions or landscaped islands create a “pinch point” at the midpoint of the block, slowing drivers without fully stopping traffic. These can be created using landscaped islands, curb extensions, or street furniture.

By breaking up long, uninterrupted road segments, pinch points reduce straightaway speeds and create opportunities for pedestrian-friendly spaces. Integrating planters, benches, or interactive sculptures at these points can transform them into valuable community assets while improving safety.



Siskiyou Street and 35th Plaza
Portland, Oregon
2003



Tactical Urbanism Trials
Karla Phata, India
2020



6 1/2 Avenue
New York, New York
2019

RECOMMENDATIONS

TRAFFIC CALMING STRATEGIES

1. Curb Extension

Shortens crossing distances, improves pedestrian visibility, and slows turning vehicles.

2. Crosswalk

Improves pedestrian safety and creates clearer crossing points for users.

3. Signage

Increases driver awareness and communicates speed, crossing, or priority pedestrian zones.

4. Narrow Lanes

Encourages slower vehicle speeds and creates safety for pedestrians

5. Change of Material

Signals transitions in roadway priority and encourages drivers to reduce speed.

6. Mid-block Access (Pinch Point)

Narrows the roadway to slow traffic and improve pedestrian crossing opportunities.

ADDITIONAL STRATEGIES

7. Dedicated Waiting Area

Creates a safer and more comfortable space for pedestrians and transit users.

8. Dedicated Pick-up and Drop-off Area

Organizes vehicle circulation and reduces conflicts between cars, pedestrians, and cyclists.

9 Traffic Facilitator

Improves traffic flow and increases safety through clearer movement and circulation patterns.

10. Street Furnishings

(Street Light, Seat, Tree, Trash Receptacle, Bike Rack, Shelter, Bollard)



RECOMMENDATIONS

OPPORTUNITIES FOR PUBLIC ART

1. Rain Garden/ Salt-tolerant Plants/ Pollinator Garden

Improves stormwater management, supports biodiversity, and creates a more welcoming streetscape.

2. Sculpture/ Art Installation (Community Landmark)

Creates a sense of arrival and strengthens neighborhood identity while encouraging slower traffic speeds by giving a visual pause.

3. Street Identity/ Wayfinding

Improves navigation and reinforces a cohesive neighborhood character.

4. Surface Application/ Treatment/ Wrap

Increases visibility and helps calm traffic through visual roadway changes.

5. Textured Material/ Surface

Encourages slower driving speeds and enhances pedestrian crossings through tactile roadway cues.

6. Mural

Adds visual interest, reflects community identity, and supports placemaking.

7. Parklet/ Gathering Space

Creates space for gathering and seating while supporting pedestrian activity and traffic calming.

8. Nighttime Illumination of the Rocket Sculpture

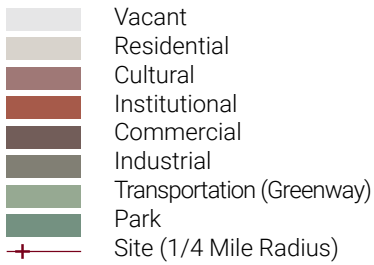
Provides nighttime illumination of the Rocket sculpture to encourage slower traffic by giving a visual pause.



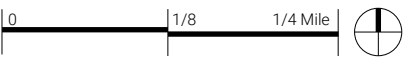
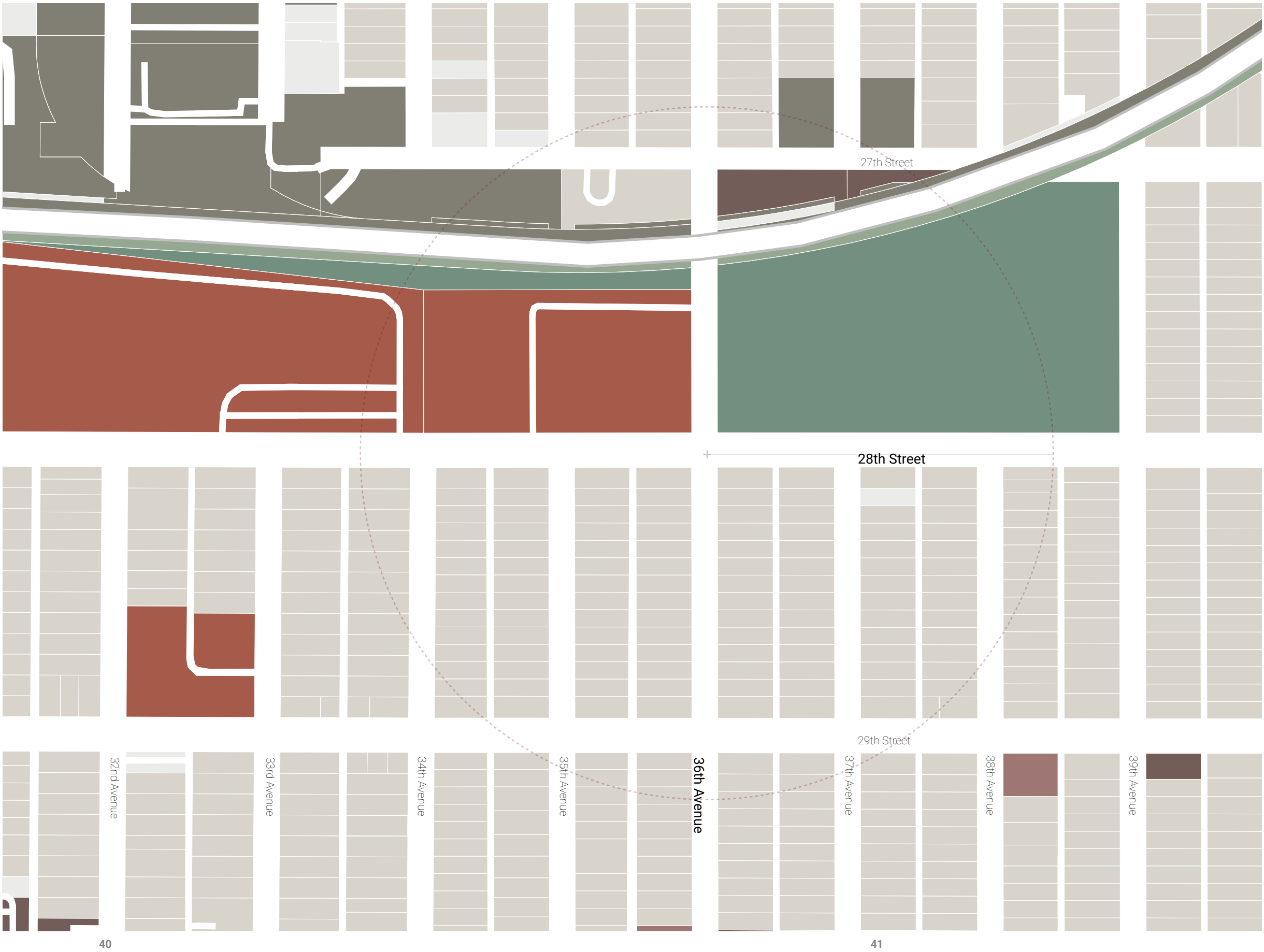
APPENDIX:

LAND USE MAP

CURRENT



36th Avenue is primarily residential with a concentration of commercial and cultural uses along Lake Street and a mixture of institutional, industrial, and park uses between 28th Street and 27th Street.



APPENDIX:

LAND USE MAP

FUTURE (MINNEAPOLIS 2040)

- Urban Neighborhood
- Corridor Mixed Use
- Production Mixed Use
- Parks and Open Space
- Site (1/4 Mile Radius)

Future Land Use includes broader and more vague definitions. No significant changes.

Urban Neighborhood

Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses scattered throughout.

Corridor Mixed Use

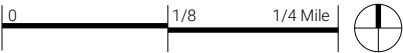
Corridor Mixed Use serves a larger market area than Neighborhood Mixed Use, and may have multiple competing uses of the same type. Commercial zoning is appropriate, mixed use multi story development is encouraged, and contiguous expansion of commercial zoning is allowed.

Production Mixed Use

Production Mixed Use is a land use designation that allows both production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city. Adaptive re-use of older industrial property is encouraged.

Parks and Open Space

Applies to land or water areas generally free from development. Primarily used for park and recreation, natural resource conservation, transportation, historic, or scenic purposes. Park related uses such as amphitheaters, food service, parkways, and equipment rental are also permitted. This generally does not capture privately-owned and operated open spaces and plazas.



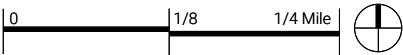
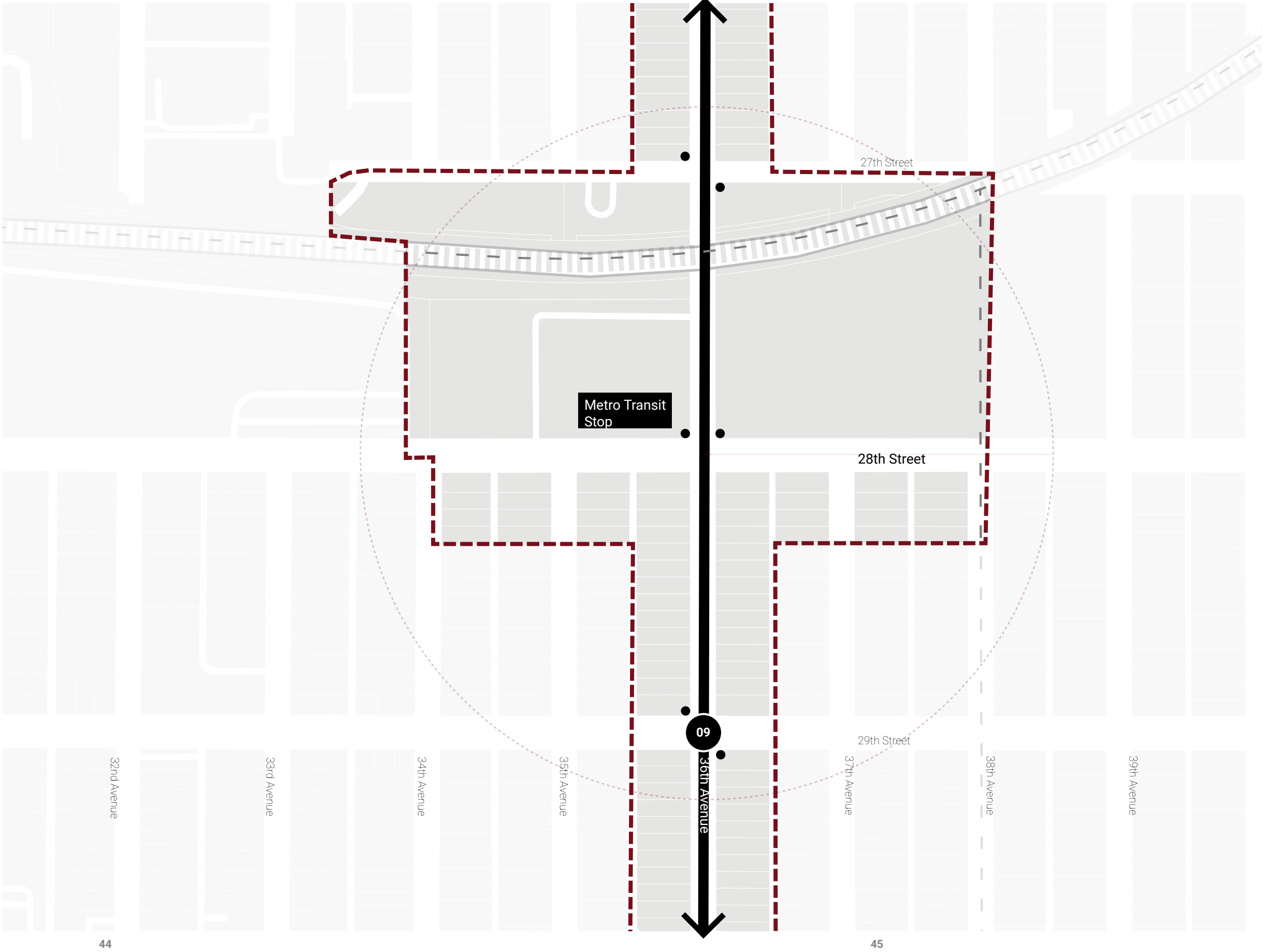
APPENDIX:

PUBLIC TRANSIT MAP
BUS AND BUS RAPID TRANSIT

- Bus Route
- Bus Stop
- Bus Rapid Transit (BRT)
- +— Site (1/4 Mile Radius)

Bus 9 runs north and south on 36th Avenue, following the historic Kenwood - East 25th Street Streetcar Line. Bus 21 and the B-Line runs east and west on Lake Street, following the historic Selby

Lake Streetcar Line. Bus stops are spaced roughly a block apart while BRT stops are spaced on average 1/4 to 1/2 mile apart.

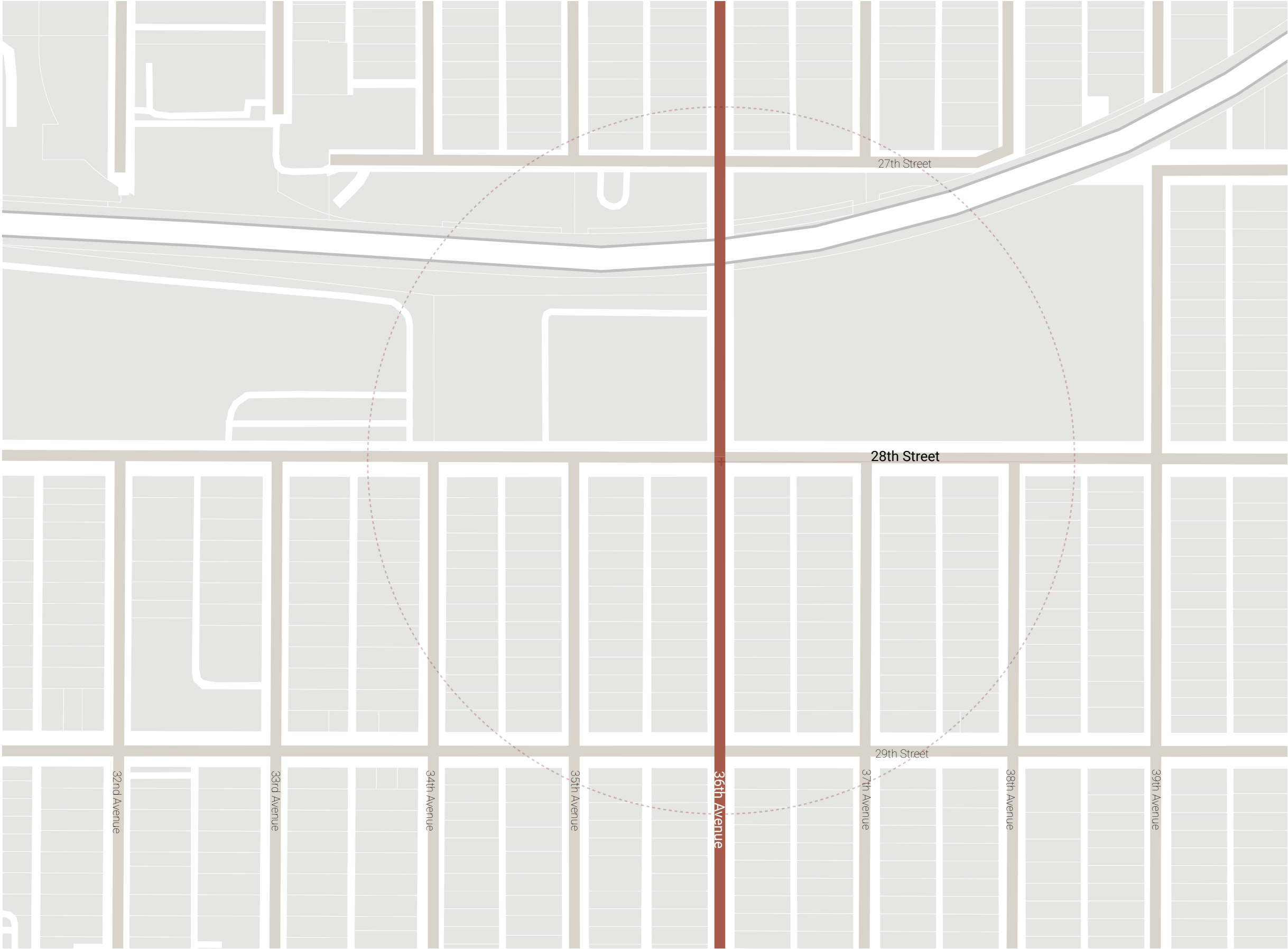


APPENDIX:

SPEED LIMITS MAP
CURRENT

- 10 MPH
- 20 MPH
- 25 MPH
- Site (1/4 Mile Radius)

The current speed limit for 36th Avenue is 25 MPH.

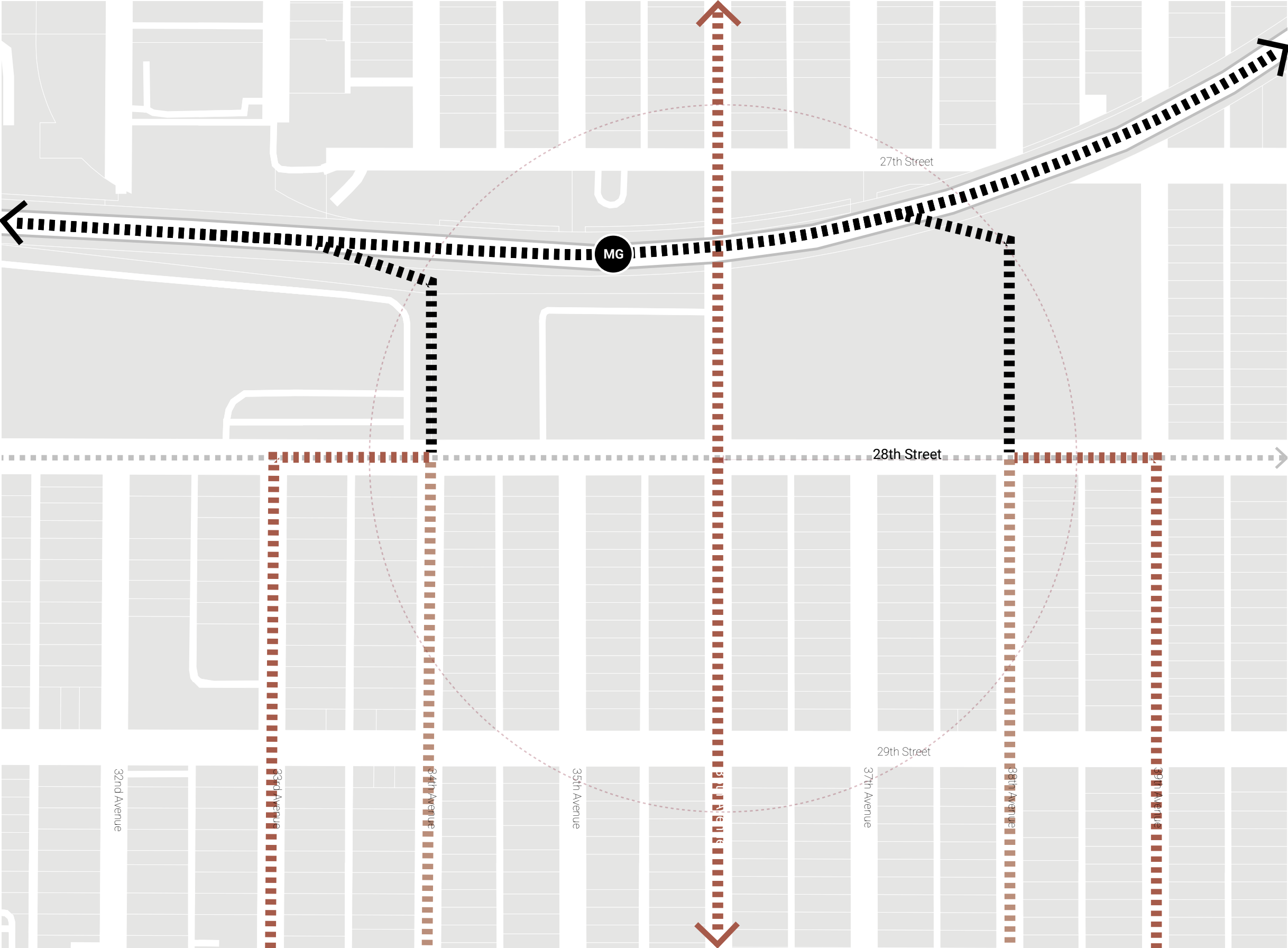
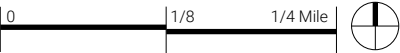


APPENDIX:

CIRCULATION MAP
PATHS AND BIKEWAYS

- Pedestrian and Cyclist (Midtown Greenway)
- Pedestrian
- Cyclist (Future)
- Pedestrian and Cyclist (Shared Street)
- + — Site (1/4 Mile Radius)

36th Avenue is primarily for pedestrians while 28th Street is identified as a shared street.



APPENDIX:

RAW COLLECTED DATA

The following appendix contains the raw data collected during the 36th Avenue traffic study. Charts and tables document vehicle speeds, traffic volumes, directional flow, and speeding frequency recorded during morning and evening observation periods over the two-month study. The data supports the analysis presented in the report and provides a detailed record of observed traffic patterns, driver behavior, and roadway safety conditions.

10/15/2024		10/17/2024		10/22/2024		10/24/2024		10/29/2024		10/31/2024		11/5/2024		11/7/2024		11/12/2024		11/14/2024		11/19/2024		11/21/2024		11/26/2024		11/28/2024		12/3/2024		12/5/2024		
AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	AM (MPH)	PM (MPH)	
27	36	30	28	30	29	20	28	38	28*	24	25	33	38	38	32	27	36	26	31	21	27	19	31	27	26	37	24	25	25	21	33	
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26	30	27*	28	26	28	30																										

APPENDIX:

RAW COLLECTED DATA
(CONTINUED)

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25	18				25	23	25*	28	29	32	27	30			20	26	28		20	23	26	28	32	20	27	21	16	30	20	24	28	31	

APPENDIX:

RAW COLLECTED DATA SUMMARY

MIN	18	18	20	20	16	14	16	14	19	14	12	15	15	16	11
MAX	40	42	41	38	40	43	39	41	45	46	40	38	38	48	42
AVERAGE	26	26	28	29	27	27	26	25	26	27	24	26	26	28	25
MODE	24	30	26	26	27	27	25	26	25	26	22	26	27	28	28
NO. Cars	232	194	78	161	255	202	222	239	206	223	245	241	147	159	231
No. Cars Speeding	131	110	57	137	168	138	130	117	113	130	84	132	89	115	105
No Stop	13	2	9	9	1	0	18	7	25	3	5	1	17	0	6
Observation on Site	- metro transits does not stop for stop sign (2) - door open at 8:15 - traffic at 8:15 - Traffic at 8:30 - neighborhood kids bus stop on 28th and 36th - large congestion no yielding	- a lot of sports cars (makes vroom sound) - bus went on sidewalk while making a left turn - students cross diagonal - cars makes a lot of U-turns -No designated drop off or pick up - pick up and drop off at corner - bus for elementary school comes in at around 3:30 make left turn - bus at Hiawatha also come at the same time parked along 36th	- MEA, school was not in session - Many neighborhood cyclist communitie to work - More cars are speeding - Maybe becusae there is not presncence of students they are going faster - Street was relatively quiet - Less cars are making complete stop at intersection	- Many bikers - Most people come from Mississippi in the afternoon - Most people come from lake in the morning - Crosswalk needed for kids and playground	- Gets busy with intersection because of drop off line and bus coming through on 28th - Loud music coming from cars - Honking at stop sign - Cars cannot pass through on 35th becuae of parked cars occupying most of the street block	- Cars honking at intersection while waiting for bus to left turn - Cars went to the left lane and did not wait leading to loooong honking noise	- Cars behind previous cars will not stop at intersection because they feel like they had already stop - Cars making left turn often do not stop at intersection - When school bus drop off the kids other cars cannot go through	- Bus parked crooked into the driving lane - Bus stops in front of school bus stop - Kids bus stop at 4:17 coming from north 36th - Bus U-turn on 36 - 2 Cars U-turn on 28th - Pick and drop off occus at intersections - Some parks and drop off right in front of public transits - This leads to U-turns at intersection - Bus makes U-turn on 29th - Sewer (Man hole) issues	- Student crossing diagonal at intersection - Neighbor Dad having car door wide open cause honking from bus because they cannot get through - Neighbors crossing diagonally at intersections - Cars forming two lanes for right turners - Right turners mostly do not stop for stop signs	- park police patrolling	- U tun at bridge - Bus honking at parent drop off to move (2x) - Traffic all the way at 36 bridge with parent a drop off and pick up at school parking entrance - Water building up along 36th Ave at bridge and along the first block from lake street. This was the reasons of a lot of U-turns at bridge and traffic today	U turn south of 36	- All of walkers and neighbor outside because of voting in school - A lot of people coming to vote via biking and walking - No school for students because of voting (?) - A lot of family with kids put to vote - 11 children at bus stops - Cars waiting at traffic are least likely to stop at intersection because it feels as if they had already did.		- Student drop of in while their parent wait in the stop line of cars

14	12	15	13	12	12	14	13	15	11	14	11	14	15	15	11	12
37	42	39	43	44	49	44	38	55	40	59	37	45	43	50	36	35
26	25	28	24	26	25	26	25	26	25	27	25	26	26	26	25	27
26	27	28	20	27	24	27	24	31	28	27	25	25	26	26	27	26
206	187	153	204	234	212	214	199	229	190	204	230	198	210	208	206	207
111	96	116	81	140	92	126	101	126	94	129	122	96	114	114	105	122
0	6	4	10	0	8	0	1	0	0	0	1	0	3	0	0	0
	- Truck did a uturn at intersection - Loud honking at intersection forcing cars to hurry up and move but there was student crossing at intersection	- Fed ex stop on 36th blocking streets and casual by back up causing traffic back up at insection	- Car drove in front and then backed up from the stop sign chasing back of traffics	- Loud prolong honking	- "Heard sirens along lake street - Students getting dropped off at the stope sign interestion - Crossing diagonally - Dropped off at the playground side of 28th" - Police sirens can be heard again - Long line as husbhave to wait for parents drop off to enter to drop off zone too - Long line as husbhave to wait for parents drop off to enter to drop off zone too - Car made u turn at o terse too	- A lot of sports cars with loud vrooming sounds - Parents wait along 36	- Car got honked because it did not signal that it will be parking		- Cars started crossing even as pes still walking across - Leaves car door ajar blocking traffic - Walked across on to in coming crafty.		Car stopped l. The middle of 36th street Student crossing before the observation crossing	Parent pick up at the park A car pass another car on 36	Bus honking at parent drop off because they need to drop the kids off	U turn on 36 (2x) A lot of sports cars sound and vrooming!		
54												55				



MINNESOTA DESIGN CENTER