

## Frequently Asked Questions

[I received a mailer about the project but didn't hear about the project previously. How was information distributed about this project?](#)

The initial project outreach was to schools, bicycle advocacy groups, neighborhood associations, and residents within 1000' of the intersection. Information about the project was also posted to the Shoreview and North Shoreview neighborhoods on Nextdoor, put into the City's e-Newsletter, and on the City's website. For the second round of outreach, we expanded the mailer distribution to ½ mile from the intersection in addition to following up with the same communication channels as the initial outreach. Part of the reason for the initial outreach being centered on those within 1000' of the intersection was to allow us to prioritize feedback from those immediately adjacent to the project who would be most directly affected by the improvements.

[Why is the project moving forward so quickly?](#)

The project is being funded in part through the Community Development Block Grant (CDBG) which has timeline constraints that must be met to be eligible to receive the funding. The project was advertised for bidding on 10/17/2024 and bidding will close on 11/7/2024. Construction is planned to begin February 2025, and expected to be completed in Spring 2025.

[Why have "no right turn on red" restrictions been added to the intersection?](#)

Previously, a leading pedestrian interval (delay between pedestrian walk sign and vehicle green signal) had been added to help improve pedestrian safety. Feedback we received indicated that right-turning vehicles will typically be looking out for vehicles approaching from the left and do not necessarily check for pedestrians crossing in front of their vehicles. By adding the no right turn on red restriction, it eliminates one of the largest safety concerns called out by the public.

[Will the "no right turn on red" restrictions increase delay and congestion at the intersection?](#)

This restriction does have the potential to introduce additional delay for vehicles making those turns. To help mitigate this potential delay, the project will be implementing additional protected green light time for right turning vehicles when there will be no pedestrians crossing. This additional green time will allow more vehicles to advance through the intersection and reduce delay associated with the no right turn on red restrictions. In addition, the project has evaluated the overall signal timing and will be making modifications to optimize traffic flow.

[Why isn't there a pedestrian crossing with the new bike crossing on Norfolk Street?](#)

This was an option considered during the design process. Ultimately, the final configuration (with bicycle travel directed at the crosswalk to the San Mateo Creek Trail and pedestrian travel directed to the intersection crosswalks) was selected, to increase safety for both bicyclists and pedestrians and reduce signal delays. Separating these modes of travel reduces the number of potential conflict points between bicyclists and pedestrians, which could otherwise increase the potential for accidents.