

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** IV. E.

**From:** Wayne D. Houle, PE, Director of Engineering

**Action**

**Discussion**

**Date:** January 22, 2013

**Information**

**Subject:** Traffic Safety Report Of December 12, 2012

## **Action Requested:**

Review and approve the revised Traffic Safety Committee Report of December 12, 2012.

## **Information / Background:**

The Edina Transportation Commission (ETC) reviewed the December 12, Traffic Safety Committee Report at their December 20 meeting and made the following comments:

Item B1: Change the sentence "The MNMUTCD has standards in which a Yield sign can be placed at an intersection..." to '*The MNMUTCD provides guidance on when a Yield sign should be placed at an intersection...*'

## **Attachments:**

Revised Traffic Safety Committee Report of December 12, 2012  
Draft ETC Meeting Minutes of December 20, 2012

**TRAFFIC SAFETY COMMITTEE REPORT**  
(Revised December 20, 2012)

Wednesday, December 12, 2012

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on December 12. The Director of Engineering, Public Works Director, Police Traffic Supervisor, and Traffic Safety Coordinator were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the December 20, Edina Transportation Commission and the January City Council agenda.

**SECTION A:**

Requests on which the Committee recommends approval:

At this time, there are no requests that are recommended for approval.

**SECTION B:**

Requests on which the Committee recommends denial:

1. Request for a Yield sign at the intersection of Highland Road and Westridge Boulevard.

This request is from a resident who lives on Westridge Boulevard. The requestor states that vehicles are having a hard time seeing other vehicles that are travelling on either road. The requestor also mentioned that the high amount of children in the neighborhood makes driving dangerous without sidewalks in the neighborhood. The requestor feels that placing a Yield sign would be helpful for vehicles to establish a right-of-way. The requestor also requested that the clear-zone be looked at for compliance.

There have been no relevant requests in this area. This intersection is Y-shaped with Westridge Boulevard intersecting Highland Road at an angle not at 90 degrees. There have also been zero crashes at this intersection from 2001 to 2010. Pictures are provided below.

Westridge Boulevard is classified as a local roadway that has a width of 27 feet with curb and gutter. Highland Road is classified as a *local* street that has a width of 27 feet with curb and gutter. Both are bituminous

streets with no sidewalks or parking restrictions on either side. Traffic counts conducted at this intersection show that 283 vehicles enter the intersection on a typical weekday.

A check for compliance for clear zone was conducted, and was determined that the corner is in compliance with the city code for clear zones.

The MNMUTCD *provides guidance on when a Yield sign should be placed at an intersection as listed below:*

*A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*

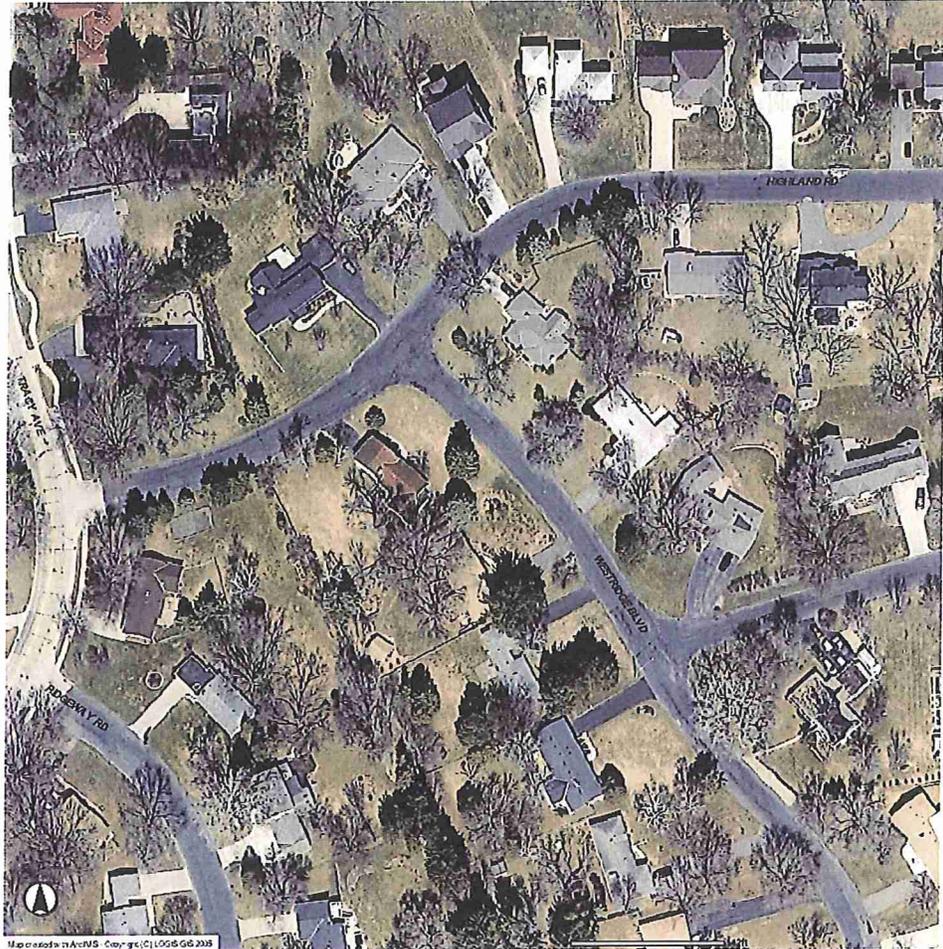
*B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*

*C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

*YIELD or STOP signs should not be used for speed control.*

This intersection does not meet warrants set out by the MNMUTCD. Observations conducted at this intersection show no other special considerations.

**Staff recommends denial of request for a Yield sign.**



**Photo 1: Highland Road and Westridge Boulevard**



**Photo 2: Highland Road looking westbound at Westridge Boulevard**



**Photo 3: Westridge Boulevard looking towards Highland Road**

2. Request for parking restrictions on Antrim Road south of Chapel Drive.

This request is from a resident who lives on Antrim Road. The requestor has stated that traffic is parking and restricting the sightlines of both Chapel Drive and their driveway. Requestor states that the vehicles are driven by high school students who park on Antrim Road and walk to school. The requestor feels that parking restrictions would help disperse the density of vehicles parked next to Chapel Drive.

This is a T-intersection with Antrim Road running north-south and Chapel Drive running east-west. This intersection is also close to Valley View Road. A total of 10 houses would be affected if the restriction were placed from Chapel Drive to 70<sup>th</sup> Street West. Pictures are provided below.

Antrim Road is classified as a Collector street with an Average Daily Traffic (ADT) of 4104 vehicles with an 85<sup>th</sup> percentile speed of 36.4 MPH south of Chapel Drive. The street is 43 feet wide with curb and gutter on both sides.

Crash records show two crashes at this intersection from 2001 to 2011. One was property damage only in 2002 and the other was a possible injury in 2010. Observations conducted at this intersection conclude vehicles parked on Antrim Road are high school students who park and walk to school. Parking restrictions restricting at certain times could alleviate the issue, however the restrictions would apply to residents as well. After discussion, it was recommended that placing parking restrictions would not be necessary. Enforcement of City Code for parking near a driveway and parking near an intersection would eliminate issues with sightlines.

**Staff recommends denial of the request for parking restrictions.**



**Photo 4: Antrim Road looking south**



Photo 5: Antrim Road and Chapel Lane

**SECTION C:**

Requests that are deferred to a later date or referred to others.

At this time, there are no requests that require deferral to a later date.

**SECTION D:**

Other traffic safety issues handled.

1. Call from a resident requesting traffic counts on Interlachen Boulevard from Schaefer Road to Ridge Road. The 2005 traffic counts show an ADT of 2198 vehicles and an 85<sup>th</sup> percentile speed of 29.4 MPH.
2. Call from a resident requesting a sign to inform drivers of pedestrian crossings on Edina Industrial Boulevard and TH 100. Resident was

forwarded to MNDOT; MNDOT owns and maintains signal operations and signs at this intersection.

3. Call from a resident requesting traffic counts on Xerxes Avenue north of TH 62. The most recent traffic counts (2012) show an ADT of 14590 vehicles and an 85<sup>th</sup> percentile speed of 34.6 MPH.
4. Call from a resident requesting information about the traffic control near Xerxes Avenue and TH 62. Requestor was forwarded to MNDOT, who manages that intersection.
5. Call from a resident requesting repair of the traffic signal light at 70<sup>th</sup> Street West and Metro Boulevard. Request was forwarded to Edina Public Works, who maintains this traffic signal.
6. Staff reviewed enforcement and observations made on Cornelia Drive near Mavelle Drive regarding parked vehicles. A request was made to investigate the area for possible parking restrictions. The requestor states that vehicles are parking on Cornelia Drive and blocking the turning of buses from Cornelia School. Requestor would like parking restrictions to help buses move freely from the parking lot of the school onto Cornelia Drive. After enforcement of existing City Code, observations made in the area determined that the issue of parked vehicles was resolved.

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COMMUNITY ROOM  
DECEMBER 20, 2012  
6:00 P.M.**

**ROLL CALL** Answering roll call was members Bass, Braden, Franzen, Iyer, Janovy, LaForce, Nelson, Schweiger, Sierks, and Thompson.

**APPROVAL OF MEETING MINUTES**

**REGULAR MEETING OF NOV. 15, 2012**

The following correction was made: Page 4, paragraph 4, delete entire paragraph and replace with *'Member Janovy said engineering's role in communications should be to provide the technical expertise to the communications department and let them know when projects are coming up so that a communications plan can be developed. She said communications department staff is the communications professionals. They should be developing the relationship with the engineering department to stay ahead of the issues, rather than react. She said in their committee discussion she asked, "What is the role of the communications department: how do they work to identify the communications needs of other departments?" Director Houle said he believes they work on hot issues and residents' reaction to the bike lanes took everyone by surprise. He said the communications department does not work with other departments to anticipate upcoming issues.'* **Motion was made by member Bass and seconded by member Janovy to approve the amended minutes of Nov. 15, 2012.**

**Aye: Bass, Braden, Franzen, Iyer, Janovy, LaForce, Nelson, Schweiger, Sierks**

**Abstain: Thompson**

**Motion carried.**

**COMMUNITY COMMENT**

Mary Everett, 5600 Park Place, said she was in attendance to be more informed about things like the bike advisory lane on Wooddale Avenue and airport noise.

Laura Hemler, 5601 Park Place, said she has actively opposed the bike lane on Wooddale Avenue and is in attendance to learn more about the process and how they were approved.

**REPORTS/RECOMMENDATIONS**

**2013 Capital Improvement Plan (CIP) and Work Plan Update**

Director Houle said this is on the agenda because member Janovy brought it to his attention that many of the items listed are transportation related. Member Janovy said she there are items listed such as the Greater Southdale Area Transportation Study that is not on the ETC's Work Plan. She asked for feedback from the ETC and also asked how the projects would be coordinated.

Director Houle explained that all the projects in the CIP are staff initiated and that the ETC will become involved but that staff was taking the lead role. He said the Greater Southdale Area Transportation Study is planned because of ongoing redevelopment in the area and staff would like to create a master plan. Member Bass mentioned the Grandview Area Small Study process that studied land use and traffic and

allowed for input. Director Houle said land use and transportation goes together and this study will involve the community development-planning department; however, it will not be a small area study like Grandview. Member Janovy said Southdale is important and expressed concerns that if the study is done in engineering without a global approach, they will not get what they need. Director Houle said it will not be done solely in engineering. He explained that the study will not include land use changes but instead will be focused on the roadway; for example, should a single lane become two lanes; should two lanes become four lanes, etc. Member Bass said she agreed with this but there are in-fills and the area is changing. Director Houle said he will be incorporating the Living Streets Policy and will be looking at all modes of transportation. Member Bass said she wanted to be sure that it is comprehensive and that input is solicited from area residents.

Chair Nelson noted that the France Avenue Intersection Enhancements project will be going on at the same time as the Greater Southdale Study is underway. Director Houle said there are already some data available that they will be analyzing.

While there isn't a defined boundary for Southdale, Director Houle anticipates the study boundary to be from York Avenue over to Valley View Road and from Crosstown down to about W. 76<sup>th</sup> Street. He said the process would include going out for a Request for Proposal (RFP) and the RFP would be developed by a group that could be a working group of the ETC. Chair Nelson said based on feedback tonight it would be good to have a working group involved.

Other projects in the CIP that were discussed are:

- Promenade Phase III – this is the unimproved sidewalk behind Byerly's that will be a bike lane and a water feature.
- France Avenue & TH62 Reconstruction – this is a high crash area that Hennepin County studied for potential redesigning of the lanes to prevent T-bone accidents. There are no plans currently underway to reconstruct the entire intersection.
- Pedestrian Bridge over TH62 – member Iyer asked if input has been solicited from the schools. Director Houle explained that the projects in the CIP are 'place holders' and that plans are not yet drafted for them. He said when planning begins, all stakeholders will be included. Member Iyer asked when would the ETC and other stakeholders become involved. Director Houle said it depends on the project but for a 2014 project, planning would begin in 2013 and for the bridge in particular, which will represent a brand in the community, he anticipates the ETC's involvement as well as others. Member Iyer said he's always wondered when was the ideal time to seek input – at the beginning or after you already have some information; he said both are positive and negative. Continuing, member Iyer said he liked the title but not the description. He suggested other connections (Westshore Drive, Virginia Avenue, Concord Avenue) that might work better than the current location when thinking of Safe Routes to School. Member Janovy asked if the suggestions could be communicated to the Safe Routes to School consultant for review as this study is currently underway.

Member Janovy suggested revisiting this again in six months.

#### **Traffic Safety Committee Report of Dec. 12, 2012**

Section B. I. 'Highland Road is classified as City street' should read 'Highland Road is classified as *local* street.' Member Janovy is concerned with the wording 'MNMUTCD has standards in which a Yield sign

should be placed at an intersection...’ She said standards means something and in this case it is guidance that is being provided. She suggested rewording as ‘*The MNMUTCD provides guidance on when a Yield sign should be placed at an intersection...*’

Chair Nelson said it is a little upsetting to see the mention of a lack of sidewalk when the ETC recommended a sidewalk when the neighborhood streets were reconstructed but it was not approved.

Section B. 2. Member Janovy asked if the 6-hr parking would be enforced and Director Houle said yes.

**Motion was made by member Franzen and seconded by member Braden to forward the Dec. 12 Traffic Safety Committee Report to the City Council. All voted aye. Motion carried.**

### **Meeting Schedule for 2013**

The October meeting will be the 4<sup>th</sup> Thursday of the month because of MEA weekend.

### **Updates**

#### Student Members

None.

#### Bike Edina Task Force

Received minutes of Nov. 8, 2012. Member Janovy said the City of Minneapolis did a presentation on their bike lanes and the presentation was forwarded to the ETC. She reported that the following bike and pedestrians counts were done:

- 55th & Wooddale:  
Bike count, Thursday, August 16, 2012: 197 (approx. 21 hour video count--missing 12:30-3:30 p.m.)  
Bike count, Wednesday, October 3, 2012: 107 (24 hour video count)  
  
Ped count, August 16, 2012: 104  
Ped count, October 3, 2012: 104
- 54th and Halifax:  
Bike count, Saturday, August 18, 2012: 106 (21 hour video count--missing 1:00-4:00 p.m.)  
Bike count, Monday, October 8, 2012: 16 (24 video count)  
  
Ped count, August 16, 2012: 129  
Ped count, October 8, 2012: 314

#### Living Streets Working Group

Member Thompson handed out the minutes from their last meeting which lists the progress they have made so far. He said if the requested budget was not approved, that they would do a ‘watered down’ version similar to that of the City of Maplewood. He said member Janovy did a draft ‘watered down’ policy using the policy from City of Maplewood, City of Los Angeles and the work that has been done by BARR and HR Green. He said staff would take the lead with implementation of the final policy with the ETC providing support.

Member Thompson, city engineer for the City of Maplewood, said they wrote their policy internally after getting input from a taskforce and stakeholders. He said it was used in 2011 and 2012 when they did street reconstruction. Member Braden recalled that City of North St. Paul also developed a Living Street Policy the same time as City of Maplewood but they did not approve a component of their policy for implementation. Member Thompson said it could be a cultural difference and education between the two cities. Member Braden said they need to be aware of this so the same thing doesn't happen in Edina. Member Thompson said they had an internal taskforce and then they included boards and commissions. He asked for feedback on moving forward.

Member Franzen asked if the next step is to put together the classification and member Thompson said it would be to form another working group to review the draft policy before it goes to staff. Member Thompson said a new category was created called 'local connector' – this is a local street that is a main artery into a neighborhood and it would have a sidewalk on at least one side but no sidewalk on streets with lower level traffic. He said Member Janovy have already identified some of the 'local connector' streets. He said they were not defined to give staff flexibility.

#### Transportation Options Working Group

Received minutes of Nov. 13, 2012.

#### Communications Committee – Draft City of Edina Pedestrian and Bicycling Policy Statement

Member LaForce said because of the committee's concern that City policies are scattered all over and residents might say they are making up things, they've created a new draft City of Edina Pedestrian and Bicycling Policy Statement to put everything in one place. Member Braden asked what was meant by 'prioritizing transportation right-of-way (ROW)'. Member LaForce said they can use the ROW for anything; for example, Wooddale Avenue does not only have to be for parking. Member Janovy added that transportation ROW is for transportation but they run into challenges with things like landscaping in the ROW even though they are not allowed and this makes it difficult for putting in sidewalk. This is in policy already said member Janovy but it is all over the place.

Feedback included the following:

Member Franzen suggested citing where each policy came from and member Janovy said it was difficult to note where everything came from because they are all related.

Member Thompson asked what difference another policy was going to make from all the other policies.

Member Franzen said it looks like a different policy but it sounds like they are trying to summarize all policies and if so, this should be stated in the purpose.

Regarding Policy Statement #5 where it talks about removing snow, member Braden asked if the City is going to remove snow for her. Director Houle said removing snow from sidewalk along county roads, state aid roads and around schools is common practice. Member Janovy thinks the City should remove snow from all sidewalks. This sentence will be reworded to reflect the current practice.

#### **CORRESPONDENCE AND PETITIONS**

Chair Nelson said most of the emails were talking about the bike lane on Wooddale Avenue. Member Janovy said one letter referenced Hibiscus Avenue and that she recommended sidewalk. She asked to have

the minutes changed to reflect the actual conversation. Member Janovy motioned to change the Oct 25 minutes and the motion was seconded by member LaForce. Member LaForce motioned to change the Oct 25 minutes as follow: in the Lake Edina section delete *'Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon.'* And replace with *'Member Janovy suggested that staff evaluate the feasibility of sidewalks on Normandale Road and Hibiscus Avenue.'* The motion was seconded by member Iyer. All voted aye. Motion carried.

#### **CHAIR AND COMMISSION MEMBER COMMENTS**

Member LaForce asked if any safety upgrades had been done at the top of the ramp at Benton Avenue and Normandale Road, coming from southbound TH100. He said cars coming up the ramp do not stop and he has experienced this at least once a month when biking. Director Houle said he will take a look at the area.

Member Janovy said there was a ROW easement vacation on Benton Avenue and she thought City Council did not want to give up any ROW until they were inventoried. Also, there were two public comments on traffic: one about United Health in Minnetonka, and the other about Pizzeria Lola at Sunnyside Road and France Avenue. She said to expect these at the TSC.

Member Bass asked if there is a policy or exception for disabled residents to remove snow. Director Houle said they are required to remove their snow and if they can't there are resources available. She asked if there were any feedback now that Tracy Avenue (Vernon to Benton) is opened and Director Houle said not directly (the Mayor passed on feedback that he heard while campaigning - residents like it!)

Member Iyer asked if there is a formal process to get feedback when projects are completed. Director Houle said no but recently, staff did a communications audit that led to changes in how engineering communicates with residents. He said a good indicator for him is how few residents attend the final assessment public hearing. Member Iyer said he would like to know how effective the commission has been. He said they have been involved in major projects and would like to know if they are making the right decisions or how they are perceived by residents. Member Janovy said the City Council gave the ETC the Wooddale Avenue bike lane project and said to make something happen and as for the neighborhood reconstruction projects, they've only been involved for two years. Member Iyer said he understands that the ETC does not make decisions but they do make recommendations and as a part of the process, he would like to know what people think about their recommendations.

Chair Nelson said the PACS funding was approved by City Council.

#### **STAFF COMMENTS**

All of the neighborhood projects were approved by City Council on Dec. 11 and bids will be opened in February/March.

Southwest LRT announced their preliminary engineers and they are Kimley Horn & Associates and AECOM.

City Council approved the final development plans for 6500 France Avenue. At their expense, the developer will upgrade the intersection to match the intersections in the France Avenue Intersections Improvement project. Other developments around the Southdale area are: a new transit center by JCP is planned for next year; and enhanced crossing from the West End and Barnes and Noble across 69<sup>th</sup> Street

which could also include a roundabout (to be determined when the Greater Southdale Transportation Study is done).

**ADJOURNMENT**

Meeting adjourned.

**ATTENDANCE**

TRANSPORTATION COMMISSION ATTENDANCE																
NAME	TERM	J	F	M	A	M	J	J	A	S	O	N	D	Work Session	# of Mtgs	Attendance %
Meetings/Work Sessions		1	1	1	1	1	1	1	1	1	1	1	1	1	13	
														4/17/2012		
Bass, Katherine	2/1/2014	1	1	1	1	1	1	1	1	1	1	1	1		11	85%
Braden, Ann	2/1/2014	1	1		1	1	1	1		1		1	1	1	10	77%
Franzen, Nathan	2/1/2013	1	1	1		1	1	1	1	1	1	1	1		11	85%
Iyer, Surya	2/1/2015		1	1	1	1	1	1	1	1	1		1	1	11	92%
Janovy, Jennifer	2/1/2014	1	1	1	1	1	1	1	1	1	1	1	1	1	13	100%
LaForce, Tom	2/1/2015		1	1	1	1	1	1	1	1	1	1	1	1	12	100%
Nelson, Paul	2/1/2013	1	1	1	1	1	1	1	1	1	1	1	1	1	12	92%
Schweiger, Steven	student		1	1	1	1	1			1	1	1	1	1	10	77%
Sierks, Caroline	student									1	1	1	1		4	100%
Thompson, Michael	2/1/2013	1	1	1	1	1	1	1	1	1			1	1	11	85%
Whited, Courtney	2/1/2015		1	1	1	1	1	1	1		1	1		1	10	83%