



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>IV.F.</u>
From: Wayne D. Houle, PE Director of Engineering	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: September 4, 2012	
Subject: Traffic Safety Report of August 1, 2012	

ACTION REQUESTED:

Review and approve the revised Traffic Safety Committee Report of August 1, 2012.

INFORMATION/BACKGROUND:

The Edina Transportation Commission (ETC) reviewed the August 1, 2012, Traffic Safety Committee Report at their August 16, 2012, meeting and made the following comments:

Item A1: The ETC recommended adoption of the Temporary Speed Table that Commissioner Janovy presented. It is included in the revised report.

Item A2: The ETC offered the following comments to the construction management plan, which will be forwarded to Community Development Director:

Section 4: Consider referencing street bond and street closure permit. Does 3-day rule (requiring damaged pavement) apply to projects with a street bond? Consider requiring notification of neighbors in advance of street or sidewalk closure (except emergency).

Section 5: Revise to read: "All sections of Edina ordinance 1400.10 Parking, Stopping and Standing, Loading shall apply. Street parking is allowed on local streets as long as a minimum of a twelve-foot (12') wide area is open for the traveled portion of the road, unless otherwise authorized or restricted by the City engineer..."

Item B2: The ETC moved this item to C1. Staff will bring back an engineering proposal along with a proposed public engagement process for this intersection and potentially the easterly corridor of Sunnyside Road.

ATTACHMENTS:

Revised Traffic Safety Staff Committee Report for August 1, 2012.

Draft Edina Transportation Commission Meeting Minutes of August 16, 2012.

TRAFFIC SAFETY COMMITTEE REPORT
(Revised August 16, 2012)

Wednesday, August 1, 2012

The Committee review of traffic safety matters occurred on August 1, 2012. The City Engineer, City Planner, and Traffic Safety Coordinator were in attendance for this meeting.

From that review, the recommendations below are provided. On each of the items, persons involved have been contacted and the staff recommendation has been discussed with them. They were also informed that if they disagree with the recommendation or have additional facts to present, they can be included on the August 16, 2012, Edina Transportation Commission and then the September 4, 2012 City Council Agenda.

SECTION A:

Requests on which the Committee recommends approval of request:

1. Staff reviewed changes to the Temporary Speed Table Policy.

Staff reviewed changes made based on the recommendations of the ETC. These recommendations were made during the July 19, 2012 meeting.

Staff recommends approval of the attached Temporary Speed Table Policy.

2. Request to review Construction Management Plan.

This request was brought to the TSC to review recommendations by the ETC. Changes have been made to the Construction Management Plan based on recommendations from the ETC meeting of July 19. Additional recommendations were made at the ETC August 16 meeting.

Staff recommends approval of the changes to the Construction Management Plan.

3. Request for parking restrictions to be moved to the other side of the street on McCauley Trail from Timber Ridge to Timber Trail.

The requestor lives on McCauley Trail. The requestor has stated that allowing parking on the south side of the street is unsafe due to the narrow area allowed for parking. The resident would like parking restrictions to

be moved onto the south side, and remove the restrictions on the north side. The resident feels that the shoulder on the north side would be more appropriate for parked cars. Requestor also feels that the traffic speeds are too high for the area.

McCauley Trail is classified as a collector street. There are a total of 4 recorded crashes from 2001 to 2010. Three of them are property damage, one is possible injury. The possible injury is due to a sideswipe.

The City of Edina policy regarding parking restrictions requires present conditions that impacts traffic safety in order to restrict parking.

Traffic counts were conducted in the area. Traffic speeds were monitored to gauge if speed was a factor in traffic safety. McCauley Trail has an Average Daily Traffic (ADT) of 1447 vehicles with an 85th percentile speed of 36.8 MPH. A detailed speed report was sent to the EPD. Photos are provided below.



PHOTO 1: McCauley Trail looking west



PHOTO 2: McCauley Trail looking westbound with car.

Staff recommends approval of the changes to the parking restrictions on McCauley Trail West.

SECTION B:

Requests on which the Committee recommends denial of request:

1. Request for parking restrictions in the area of Barrie Road.

This request is from a manager at the Colony in Edina. The requestor feels that parking on the street is causing a traffic hazard. Requestor would like the whole area of Barrie Road from 66th Street West to Heritage Avenue to be looked at.

Barrie Road is classified as a city street. Traffic counts taken on the street show an ADT of 1364 vehicles with an 85th of 29 MPH. There is one crash with relevance in the area (2008, collision with parked vehicle) on Barrie Road. The street is roughly 35 feet wide.

The City of Edina policy regarding parking restrictions requires present conditions present that impacts traffic safety in order to restrict parking.



PHOTO 3: Barrie Road looking south



PHOTO 4: Barrie Road looking south with vehicle.

SECTION C:

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

1. Request for an All-Way stop sign at the intersection of Sunnyside Road and Grimes Avenue.

Requestor has directed staff to investigate this area for traffic safety concerns due to construction on 44th Street. Accurate traffic counts could not be established until construction ended. Requestor also would like to investigate the use of a permanent speed bump on Sunnyside Road.

The policy for an All-Way stop sign requires at least 300 vehicles per hour entering the intersection for at least eight hours. Special consideration can be used for areas high in crashes that could be prevented with an All-Way stop sign. Due to the configuration of the intersection, 225 vehicles per hour should be considered for an all-way stop.

Traffic counts were conducted in the area and traffic was monitored in order to determine the volume of vehicles at the intersection per hour. The highest number of hours with volume over 225 vehicles was three. This is below the warrants for an all-way stop sign.



PHOTO 5: Sunnyside looking west



PHOTO 6: Grimes Avenue looking south

Observations for Intersection			
Date: 06/01/12-06/08/12			
Time	Tues	Wed	Thur
700	148	173	140
800	169	168	149
900	140	139	174
1000	148	127	191
1100	171	175	175
1200	186	150	187
1300	187	160	179
1400	196	177	184
1500	227	246	238
1600	309	348	372
1700	234	284	264
1800	153	159	182
1900	122	114	160

FIGURE 1: Recorded volumes at Sunnyside and Grimes

SECTION D:

Other traffic safety issues handled.

1. Request for traffic volumes and speeds in the area of Valley View Road and Wooddale Avenue. Requestor was interested in the roads around the area as well. Requestor was given the most recent counts.
2. Request for traffic volumes and speeds in the area of 60th Street and Kellogg Avenue. Requestor was interested in the results of the recent count taken in the area to determine the warrants for a stop sign at that intersection.
3. Request for striping in the area of Xerxes Avenue and TH 62. Requestor wanted clarification with regards to the lanes on Xerxes Avenue heading south. Requestor was advised that Hennepin County was planning on striping the area in mid-August.
4. Call from a resident with “concerns” with the speed limit reduction on 70th Street. Resident feels that the speed is too slow for traffic to move effectively. Left voicemail for resident; resident has not called back.
5. Call from a resident to discuss a “safety hazard” in Edina. Left message for resident, resident has not called back.
6. Call from three residents inquiring about a “No Parking” sign on Xerxes Avenue north of TH 62. Residents were informed that the sign was not officially placed. Sign was removed.
7. Call from a resident requesting information about parking near a driveway entrance. Resident was informed of the City Code that pertains to parking near a driveway.
8. Call from a resident inquiring about an increase in traffic in the Country Club Neighborhood. Resident was advised.
9. Call from a resident asking about the increased traffic on Vernon Avenue. Resident was forwarded to Hennepin County.
10. Call from a resident about traffic speeds on 70th Street. Resident feels that traffic is not obeying the speed limit. Resident was informed about recent Police patrols and procedures for monitoring speed in the area.

11. Call from a resident requesting the speeds to be looked at on Olinger Boulevard. Requestor feels that the construction on Tracy Avenue has shifted traffic onto Olinger Boulevard and the speeds have increased. Traffic counts were taken in the area. Olinger Boulevard has an Average Daily Traffic (ADT) of 2392 vehicles with an 85th percentile speed of 32.0 MPH. A detailed speed report was sent to EPD.
12. Request for speeds to be looked at in the area of Xerxes Avenue. Requestor feels that the speeds on Xerxes Avenue are too high. Traffic counts are still being conducted at this time. A detailed speed report will be sent to EPD for monitoring.
13. Request for a crosswalk on Xerxes Avenue (no location indicated). Forwarded to Hennepin County.



TEMPORARY SPEED TABLE POLICY



City of Edina

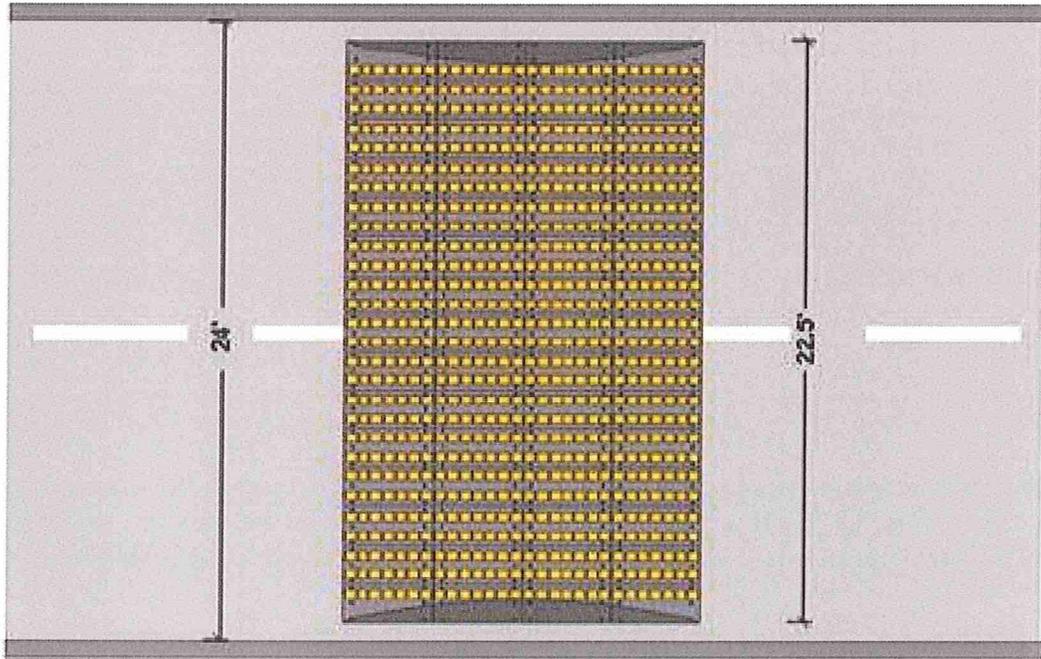
PURPOSE: To temporarily reduce motor vehicle speeds on non-Municipal State Aid streets near or adjacent to current road construction projects.

PROCESS:

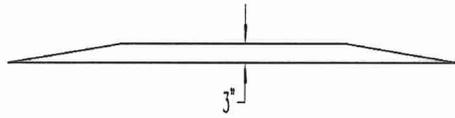
- Contact the Traffic Safety Coordinator. The Traffic Safety Coordinator will gather the pertinent facts to evaluate your request.
- The City Engineer may direct the installation of temporary speed tables pursuant to this policy.

POLICY:

1. The provisions of the Minnesota Manual of Uniform Traffic Control Devices (MNMUTCD) shall be followed.
2. Temporary speed tables shall not be placed on Municipal State Aid roadways.
3. Placement of temporary speed tables shall be limited to roadways that are near or adjacent to current road construction projects.
4. Tables shall be installed for a period of time not to exceed the duration of the road construction project.
5. The placement of temporary speed tables shall be based on engineering judgment and be consistent with adopted City of Edina policies governing traffic calming and street design.



Plan View



Cross Section

CONSTRUCTION MANAGEMENT PLAN FOR

<hr/> Project Name & Site Address Number

QR Code

(For Office Use Only)
<hr/> Permit Number

The construction on this site will follow normal industry and City accepted construction methods for a project of this type. Specific items of concern will be addressed as noted below. Any references to start date or duration of specific items are estimated and included only for reference. Construction management plans can also be found at: www.EdinaMN.gov

The undersigned hereby acknowledges that they are responsible for complying with the below conditions.

Signature of Developer

Date

Developer: _____

Address: _____

Phone: _____

Email Address: _____

Signature of Contractor

Date

Site Contractor: _____

Address: _____

Phone: _____

Email Address: _____

1. The estimated construction start date is _____.
The estimated completion date is _____.
2. Construction activities will be scheduled during the hours of 7:00 am to 9:00 pm Monday through Friday; and 8:00 am to 7:00 pm Saturday, Sunday and holidays per Section 1040.03 of the Edina City Code.
3. Before work begins on the site, a Contractor sign must be installed identifying the Contractor company name, a contact name and phone number and the site address. The sign may not exceed six (6) square feet in a single-family residential zoning district, and thirty-two (32) square feet in high density residential, commercial or industrial areas. A copy of this document must also be attached to the sign. The City can provide a laminated copy of this document.
4. The Contractor is responsible for repairing any damage to public streets or adjacent properties. The Contractor shall provide pictures of the existing condition of the curb, sidewalk and street, and any boulevard or border trees adjacent to the property prior to construction. When damage occurs or if pavement is disturbed, it must be repaired within three (3) working days, unless the Contractor has received written permission from city staff to

delay repairs to a later specified date. The Contractor shall obtain written permission from the city engineer to block any roadways during any portion of the project.

5. Street parking is allowed on Local Streets as long as a minimum of a twelve-foot (12') wide area is open for the traveled portion of the road, unless otherwise authorized by the city engineer. On streets Collector or Arterial Roadways, a minimum of twenty-two feet (22') must be open for the traveled portion of the road. The Contractor shall encourage off-street and off-site parking to workers on site.
6. Minnesota State Law requires a five-foot (5') parking setback from driveways and a thirty-foot (30') setback from intersections. When parking on a street, a vehicle must be completely located on the street surface, parallel to and within 12 inches of the curb.
7. The Contractor shall keep the site, all streets, all sidewalks, boulevard areas and adjacent properties clean from waste, materials or refuse resulting from his operations on the site. Equipment not usable on the work site shall be promptly removed and the site shall be maintained in a neat and orderly condition at all times. All empty cans, paper, plastic, etc. that is not needed for construction shall be removed and cleaned from the site every evening prior to leaving the construction site. Where work on any project lies within areas of pedestrian traffic and/or vehicular traffic the project area will be cleaned and swept and all materials related to the project will be stockpiled in appropriate areas. No materials may be deposited or stockpiled on the public streets, boulevards or sidewalks. At the end of each working day, the Contractor shall remove any soil that washed or was deposited on any public sidewalk or street and shall remove any trash or debris that washed or was deposited on any public property. No dumpsters, portable toilets, building materials, or equipment may be stored on a public street, sidewalk, or boulevard area.
8. Tracking of dirt onto public roads during hauling and general day-to-day construction operations will require periodic cleaning of these roadways. Scraping and vacuum assisted sweeping or a combination may be required. Power brooms or "sidewinder" type devices are not acceptable for cleaning of the roadway.
9. Any sediment tracked onto City streets or sidewalks; or onto streets that drain into storm sewer systems shall be kept clean by the Contractor; sediment shall be removed within 12 hours of discovery. If the Contractor fails to remove all of the tracked sediment from streets the City shall remove any sediment at the Contractor's expense.
10. The site will have proper erosion and sediment control and will be adequately maintained on a continual basis to contain on-site erosion and protect on and off-site vegetation, as shown on City approved erosion control plans. Contractor must protect all storm drain inlets with sediment capture devices prior to soil disturbing activities that may result in sediment laden storm water runoff entering the inlet. The Contractor shall provide effective storm drain inlet protection over the life of the Project until all surfaces with potential for discharging sediment to an inlet have been stabilized. The Contractor is responsible for preventing or minimizing the potential for unsafe conditions, flooding, or siltation problems. For example, devices must be regularly cleaned out and emergency overflow must be an integral part of the device to reduce the flooding potential; and devices must be placed such that driving hazards or obstructions are not created.

11. The Contractor shall clean, remove sediment, or replace storm drain inlet protection devices on a routine basis such that the devices are fully functional for the next rainstorm event. Removal and disposal of trapped sediment in inlet protection devices shall be incidental to the Project. Sediment deposited in and/or plugging drainage systems is the responsibility of the Contractor and shall be removed at no expense to the Department.
12. The Contractor and all subcontractors will install and maintain a rock entrance pad or its equivalent, or similar surfaces, at each location where vehicles enter or exit from the construction site, as shown on the approved plan.
13. All debris will be contained on the project site. A regularly scheduled trash removal service shall be hired to remove this debris.
14. Building materials will be delivered to the site within the working hours listed in #2 above, on an as-needed basis, thus keeping large material stockpiles located on the site to a minimum.
15. Dust control is the responsibility of the on-site Contractor. The Contractor shall be required to respond to any verbal notice from the City regarding dust control and respond appropriately within one (1) hour from the time of notification.
16. No building material, port-o-potty, or dumpster may be placed within street right-of-way. Public sidewalks must be left open and unobstructed.
17. When practical, protective fencing shall be installed around all boulevard trees and or trees along lot lines that are intended to be saved.

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
AUGUST 16, 2012
6:00 P.M.

ROLLCALL Answering roll call was Members Bass, Franzen, Iyer, Janovy, LaForce, Nelson, Thompson, and Whited.

APPROVAL OF MEETING AGENDA

The agenda was amended by member Janovy to move the BETF to after Community Comment to accommodate Sgt. Olson who was in attendance for the Sidewalk Ordinance Discussion. **Motion was made by member LaForce and seconded by member Iyer approving the amended agenda. All voted aye. Motion carried.**

APPROVAL OF MINUTES

REGULAR MEETING OF JULY 19, 2012

Member Whited amended the minutes to add the following to the Streetcar Presentation to the 2nd paragraph, 2nd sentence, *'one stop parking option stands to help emphasize Southdale as a go to place; and this mode of operation is more friendly travel for seniors.'* **Motion was made by member LaForce and seconded by member Janovy to approve the amended July 19 minutes. All voted aye. Motion carried.**

COMMUNITY COMMENT

Gretchen Cooper and Bill, 58th & Chowen, said their concern has gotten progressive over the last 7 years with the number of cars that are speeding between 57th & 58th and the increase in cut thru traffic during the school year. She said one month ago she yelled at a driver going about 40-45 mph and the driver turned around, came back and yelled explicit at her and said she was speeding because she was coming down the hill. Ms. Cooper said something needs to be done. She said she is aware that speed bumps are a problem for snow plows and she knows the police are monitoring the area but the problem increases on the weekends and holidays usually. She said the drivers are both teens and adults.

Director Houle was asked if speed data was available and he said he would need to check. He said if the occurrences are at the same time every day the police can be notified for smart enforcement. A school bus was noted as a culprit that speeds through the same time every day. Mr. Houle said larger vehicles can often appear to be going faster than they really are. Member Whited said the issue is that the area is convenient for cut thru traffic and Mr. Houle said it is scheduled for reconstruction in a couple years and they can look at plans to address the issues. Member Janovy said this area has come up a few times and wondered if a slightly different approach should be taken. She said reviewing speed, volume, history of traffic safety requests and crashes is probably a good starting point but asking residents to wait a couple years might not be. Suggested solutions were putting out the speed monitor to educate drivers of how fast they are driving and adding it to the Traffic Safety Committee (TSC) report in order to track it. Mr. Houle said staff will provide all the data at the next meeting and also add this to the TSC. Member Iyer asked if staff tracks calls or issue areas and Mr. Houle said yes, they are tracked on a map.

REPORT/RECOMMENDATIONS

Sidewalk Ordinance Discussion

Member Janovy said at the TLC Bike Blvd public hearing, someone asked about bikes, strollers and wheelchairs on sidewalks and it was the first time she realized that bikes were not allowed. She brought the issue to the BETF and her report is from their discussion that recommends changing the ordinance to liberalize biking on sidewalk, allow biking on sidewalks in business districts and also allow parking on sidewalks. In conversation with the City of Minneapolis' bike

coordinator, he told her that they allow biking on sidewalks but not in business districts but he knows it happens and they are studying the issue. Peter Kelley, chair of the BETF and member Janovy met recently with Sgt. Olson to discuss the issue.

BETF liaison, Sgt. Tim Olson, was in attendance to explain the Police Department's opinion on biking on sidewalks which he said is based on safety. Sgt. Olson said allowing bikes on sidewalk would increase the safety risks at the expense of a small percentage of bikers. He said the City was aware of what they were doing when the ordinance was put together. He said further that the City is making an effort to provide bike lanes on the roads and that state statute has specific rules for biking on roadways. Sgt. Olson said he met with members Janovy and Kelley and they agreed there is a public safety issue by riding on the sidewalk. He said the department is reluctant to support open use of the sidewalk but recognizes exceptions and inconsistencies, e.g., a child learning to ride on the sidewalk and a parent riding with the child are not safety concerns because they would be riding slow; the upcoming France Avenue sidewalk project is not a concern because of the width of the sidewalk – it will not present a risk; and having parking stations on sidewalks. He said the ordinance could be modified to address these exceptions and inconsistencies. Additionally, the ordinance references a bike registration law that was repealed by the state in 2005, so it is in effect adhering to an outdated law.

Discussion

Member Whited asked about bike collisions with seniors and Sgt. Olson said to date, there have not been any collisions on sidewalks. He said they do not actively enforce the sidewalk ordinance and in fact, most ordinances are enforced based on complaints but at least the ordinance is in place when enforcement is necessary.

Member Iyer asked if the ordinance should be used for high traffic areas like 66th & Valley View versus a residential street. Sgt. Olson said the biking population is so small, it does not warrant changing the ordinance. He said the focus should instead be on what is convenient for pedestrians, not for bikers.

Member Bass said there are adults who do not like being in the streets and she sees both children and adults on sidewalks every day. She said some riders are comfortable in the streets while others are not. She said also that people do moderate their behavior accordingly and there have not been any crashes; however, they should allow for people who are making a safe choice based on comfort level and ability to do so legally. Sgt. Olson said she supports the Police Department's position that it is a good ordinance regardless of whether it is legal to do so. He said the ordinance is effective because there have not been any accidents and allowing for change has the potential for problems. He said the current system works well and there is no need to increase the risks to pedestrians based on a small population of bikers who already have a place to ride.

Member LaForce said the ordinance is a good policy but he also thinks it is a problem when they have ordinances that do not reflect the practices of what is going on. He said most people are probably not aware that it is illegal to ride on sidewalks and he wondered what behavior change they would see if they were to tell people. Sgt. Olson said he believes most people would prefer to not have more bikers on the sidewalk. Member Iyer said it does increase the risks if they add bikers to sidewalks. Sgt. Olson asked what is the need to put bikes on sidewalk when there is an adjacent roadway. He said the City is making strides to accommodate bikers with bike lanes like they have on 70th. He said integration of the different modes of transportation will create problems.

Motion was made by member Janovy and seconded by member Iyer to table the current discussion and allow them to think over what was learned for discussion at a later date. All voted aye. Motion carried.

Traffic Safety Committee (TSC) Report of August 1, 2012

Section A.1. Member Janovy did a revision of the speed table policy for discussion. She did not include a speed threshold because 27 mph, in context, could be considered unsafe so why wait for 30-35 mph to do something. Member Thompson ask to remove item #6 and allow for engineering judgment and member Janovy said she would prefer not to. Members Iyer and Nelson agreed that item #6 should be removed. Member Franzen said the revision is concise and well

written and agreed with deleting #6. Member Janovy agreed. **Motion was made by member Iyer and seconded by member Franzen to adopt member Janovy's revised speed table policy without item #6 and without the notation section. All voted aye. Motion carried.**

Section A.2 Member Janovy said the revision is nicely improved. She asked about item #4 because she came home recently and found a contractor had closed Morningside Road. She said they had pulled a street bond but not a road closed permit. She asked if it should specify pulling both and also notifying residents because a resident coming home for lunch would not have had access. Mr. Houle said a road closed permit would require the contractor to post a detour but in this case he did not pull one. Regarding item #5, member Janovy asked if it would be helpful to reference the parking requirement either here or in item #6. Member Janovy will forward her comments to Mr. Houle for inclusion.

Section A.3 Member Janovy said the statement "The City of Edina policy regarding parking restrictions requires present conditions that impacts traffic safety in order to restrict parking" is not reflected in the current Parking Policy as the only factor. She said there are other reasons to restrict parking and noted the sentence as inaccurate or misleading.

Section B.2 Member Janovy circulated a memo explaining the background of this intersection. She said this is a long standing issue from the 2005 NE Study. She said a raised intersection with marked crosswalk was originally planned but all raised intersections were taken out by the City Council. She said crossing at Grimes is difficult because of visibility and there is frustration after having stopped at six stops signs previously. She said the intersection serves as crossing for the Country Club, 50th & France, and 44th and France.

Member Bass said another stop sign is adding a problem further down the road and suggested a traffic circle, not to stop cars but slow them down. Member Janovy said a traffic circle was recommended in a Resident Area Safety Improvement plan but since that time the curb line was reconstructed. Mr. Houle said the intersection was realigned to fix a surface water issue but that it could be realigned to fit a traffic circle and crosswalks could be included. He said he would prefer to do a study so that he could include to the east where speeding is occurring. Member Thompson agreed and suggested a corridor study instead of spot review. Mr. Houle suggested deferring this to a later date to lay out a plan for a corridor study. This was moved to section C.

Motion made by member Bass and seconded by member Thompson to approve the amended August 1 TSC report. All voted aye. Motion carried.

2012 Bikeways Project

Mr. Houle said City Council requested that Alliant Engineering look at the plans and Mike Anderson's memo and mark-ups were distributed. He said the BETF also reviewed the plans and their memo and mark-ups for 70th & Antrim were also distributed and he recommended accepting their suggestion. Member Janovy said she compared the original plans to the mark ups and will give Mr. Houle her findings.

Additionally, Mr. Houle sought support for using a resolution or an ordinance to designate bike lanes. The consensus was to use an ordinance and to revise the draft ordinance to end at '...Section 169.222.' in section 1420.04. Mr. Houle said the plans will go back to City Council on Sept 4 and the Public Works Department will begin shortly thereafter.

Motion made by member Janovy and seconded by member Bass to support the bike and striping plans with clarification of questions raised and ordinance with deletion of everything after 169.222 in section 1420.04. All voted aye. Motion carried.

Updates

Student Member

Mr. Houle said a new student member was appointed and she will begin next month.

Bike Edina Task Force – Minutes of July 12, 2012

Member Janovy said the BETF voted to become a working group of the ETC because it is currently not part of the City structure and this was made very clear by CM Neal when chair Kelley sought reimbursements for expenditures related to the BETF website and he was told the BETF was similar to the Hockey Association and reimbursement was not approved. She said they discussed whether or not they would be able to continue to function as it has, if it becomes a working group. She said they have their own website and gets in kind donation and would they be able to continue this way. She said the BETF was set up for a specific task and the task was completed but they've continued to operate as though they were part of the City structure. Discussion to be continued.

Living Streets Working Group

Member Thompson said he asked for comments on the overview that the consultant gave at the last meeting and those comments were received and forwarded to the consultant. He said the handout is a revision that includes the comments. Member Thompson said the next step is to meet with staff, other commissions, other stakeholders and public outreach.

Member Laforce asked if people have heard about this process and have provided any feedback. Member Bass said people who are interacting with Do.Town have been told about Complete Streets. Member LaForce said he is fairly certain that there is a candidate running for City Council that is against it.

Moving forward, phase 1 is done said member Thompson and phase 2 is unfunded. He said St. Paul spent approximately \$150,000 developing their plan. Member Janovy asked if franchise fees could be used for policy development. Mr. Houle said he included \$200,000 in his budget for this type of work, plus a transportation engineer and he could reword it. Member Bass suggested putting together a progress report for the original funders and see if they have additional funds for phase II. Member Janovy said she had asked this of Robin and she said did not have any more funds. Mr. Houle recommended having a consultant and transportation staff both working on this so he will redo his budget. Member Bass said Do.Town staff is available until March 2013.

Transportation Options Working Group

Member Whited said they reviewed VEAP's program to see how it can serve Edina's needs. Her agency, PRISM, and VEAP will be agencies that Hennepin County will rely on to serve communities when they break up their downtown service center. Next month, Becky McBride, project manager from the Met Council will be in attendance to talk about the BE Line so the group can see if it can BE for Edina and the timing is perfect as they are looking at revamping this line. The working group minutes will be included in the ETC packet from now on.

CORRESPONDENCE AND PETITIONS – None.

Member Janovy asked if this is when they would talk about 58th & Halifax and member Whited said she wondered the same about her neighborhood and if it should be discussed under Living Streets. Mr. Houle said the correspondence was sent to Council and staff and it is not clear to him what should be brought forward to the ETC. He said it is difficult when staff is being pulled in so many directions when they are already doing so much and residents do not believe that staff is doing anything to help. He said it is difficult when there are no funding, limited state aid funds or requests not meeting state aid requirements. Member Thompson said part of it is education and recognizing that they cannot help everyone. Member Bass said the goal is to generate support now for when street projects come around. Member Janovy said it is also getting people involved with programs like as Operation Lead Foot. They talked about inexpensive ways to deal with speeding such as equipping residents with radar guns, flagging speed limit signs to draw attention and getting residents involved at the neighborhood level.

Chair Nelson asked if these emails are forwarded to the traffic safety coordinator and Mr. Houle said this was the first of its kind so they need to develop a process because they will be receiving more. Member Bass said engineering is the best approach since not everyone will become involved but it looks like the City Council is responding residents and this is helpful.

CHAIR AND COMMISSION MEMBER COMMENTS

2013 Work Plan

Chair Nelson said CM Neal wants this by September. Suggested items were Sidewalk Plan; Way Finding for sidewalks/pedestrians and standard for signage; France Ave Crosswalks; Safe Routes to School; Review Transportation & CIP; Pedestrian Plan; same items as last year's plan excluding the TLC Bike Blvd; and communication/education. Chair Nelson will update the 2013 Work Plan and email to everyone.

Chair Nelson said he spoke with Floyd Gabriel, chair of the Planning Commission (PC) about scheduling a meeting between the two commissions to talk about planning and transportation and the meeting is scheduled for September 27, 6-7 p.m. (one hour before the PC's regular schedule meeting). He said it is not a mandatory meeting for the ETC and the agenda is still to be defined.

Chair Nelson said Hennepin County is drafting a Pedestrian Plan and Rose Ryan is willing to attend the next meeting to talk about it. He said they are having community meetings but nothing is planned for Edina - the closest meeting is in the Crystal/New Hope area.

Member Janovy said Councilmember Brindle mentioned contraflow bike lanes on Normandale between 66th & 70th. She said the shoulder has been mistaken for bike lane and asked if it could be striped for bike lane. She asked what the process is when a councilmember brings up something that is related to transportation during a council meeting. Mr. Houle said they generally follow up with the councilmember and staff is currently working on a feasibility study for bike lanes and sidewalk on Normandale between 66th and 70th.

Member Janovy said at TAB they still do not know how much federal money they will be getting. She said the Met Council has a new website, Thrive Msp.com, and wants people to weigh in on what's needed to thrive in 2040 – housing, jobs, transportation, etc.

Member Whited said a new neighbor parks his car with a cover for days at a time and wondered if this was legal. Mr. Houle suggested contacting Sgt. Olson.

Member Iyer said his neighbor asked him about the new special assessment interest rates. Mr. Houle said he will cover this in his staff report.

Member Franzen said he attended the 2013 Neighborhood Roadway Reconstruction Informational Meeting and it was one of the best ran public meetings he's ever attended and in speaking with neighbors they also felt the same way. He said it was very decisive and residents knew what was or was not allowed and there was no room for them to go off on tangents about things such as the special assessment.

Chair Nelson said there appear to be street projects going on that the ETC did not know about, i.e. the frontage road near City Hall. Mr. Houle said Public Works is doing a mill and overlay project. Member Janovy said this type of work provides opportunity for restriping. Mr. Houle said he will speak with Brian Olson, Public Works Director to learn their schedule.

STAFF COMMENTS

France Avenue Update – Mr. Houle said option 3 was approved by City Council for a \$4M budget; staff is working with property owners to acquire ROW at no cost; the monuments were taken out; existing sidewalk at Whole Foods will stay; starting detail plans immediately; finalizing memo to the state within the next week; and will reach out to Hennepin County for funding gap. It is unknown at this time if the newly acquired ROW would become the City's or Hennepin County's.

TLC Bike Boulevard Update – this project will begin next week - Wooddale to be seal coated by Public Works; and a counter/video monitor was mounted today at 60th & Wooddale to take bike and pedestrian counts as part of the project.

Status 2012 Neighborhood Roadway Reconstruction Projects – Richmond Hills, Countryside, and Tracy Ave projects will be going through September/October; others will be completed by Labor Day.

Status 2013 Neighborhood Roadway Reconstruction Projects – informational meeting held for 4 of 5 neighborhoods; Normandale is scheduled for September 5 (being consulted to SEH); staff incorporated recommendations from the communications audit that was done (executive summary will be shared with the ETC); draft feasibility studies will be ready for the next meeting; checking to see if staff can have a special public hearing meeting with City Council to approve all the projects at once.

On August 6, City Council approved first reading of a franchise fee per home to fund sidewalks, trails and street lights so no longer assessed. The special assessment policy was revised to include payback from 10 to 15 years and interest rate from 2 to 1 percent above the bond interest rate. At the next City Council meeting they will reconsider including the 2011 project areas into the policy change.

Member Janovy asked for an update on W. 44th at the next meeting.

ADJOURNMENT

Meeting adjourned.

ATTACHMENT

Attendance Spreadsheet

DRAFT