

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IV. E.

From: Mark Nolan, Transportation Planner

Action

Discussion

Date: October 14, 2013

Information

Subject: Traffic Safety Reports Of August 7, 2013 and September 4, 2013

Action Requested:

Review and approve the Traffic Safety Committee Reports of August 7, 2013 and September 4, 2013.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the August 7, 2013 and September 4, 2013 Traffic Safety Committee Reports at their August 15 and September 19 meetings, respectively, and moved to forward the reports to the City Council for approval, see attached final and draft minutes.

Attachments:

Traffic Safety Committee Report of August 7, 2013
Final ETC Meeting Minutes of August 15, 2013
Traffic Safety Committee Report of September 4, 2013
Draft ETC Meeting Minutes of September 19, 2013

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, August 7, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on August 7. The Director of Engineering, Public Works Director, the Transportation Planner, Sign Coordinator, 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 August 15, Edina Transportation Commission and the September 17 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

A1. Request for a painted crosswalk at the intersection of Xerxes Avenue and 55th Street West.

The requestor states that vehicles are not stopping for pedestrians as they attempt to cross Xerxes Avenue. Requestor would like a painted crosswalk to alert vehicles to pedestrians crossing. A map and pictures are provided below.

This request was recommended for denial at the November 7, 2012 TSC meeting due to lack of warrants, but on December 18, 2012, City Council directed staff to look at area again during 2013 summer.

The criterion for placement of crosswalks and type of control is outlined within the City of Edina Local Traffic Control list. It states:

Marked Pedestrian Crosswalk

- *Marked crosswalks are placed at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement.*



Map: 55th Avenue and Xerxes Avenue

- *Marked crosswalks will only be placed in an area that has in excess of 20 pedestrians crossing for a minimum of two hours during any eight hour period.*
- *Marking for crosswalks will be established by measuring the “Vehicle Gap Time”. This is the total number of gaps between vehicular traffic recorded during the average five minute period in the peak hour. Criteria for markings are:*
 - *More than five gaps – pavement marking and signage only.*
 - *Four to five gaps – add activated pedestal mounted flasher.*
 - *Less than three gaps – add activated overhead mounted flasher*



Photo: 55th Street and Xerxes Avenue looking north



Photo: 55th Street and Xerxes Avenue looking west

Counts of pedestrians were taken at the intersection. A total of 19 pedestrians were recorded walking through the intersection within two hours. This is below the warrants for placing a crosswalk.

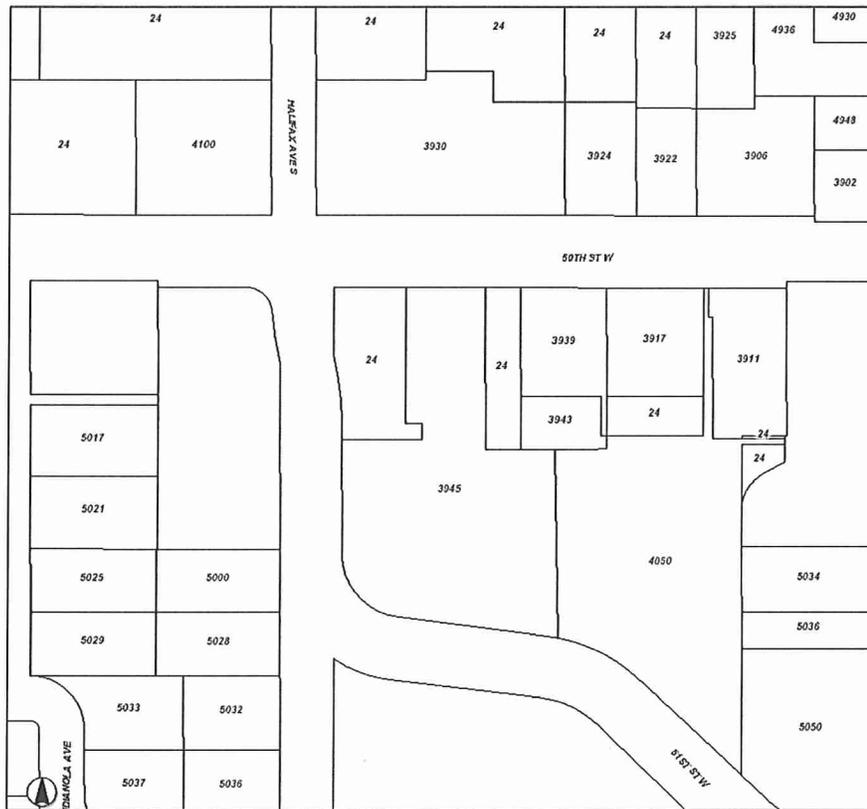
After discussion, staff concluded that, based on engineering judgment, the crosswalk should be placed on the north leg of the intersection; which will cross Xerxes Avenue.

Staff recommendation: Placement of painted crosswalk on the north leg of the intersection of Xerxes Avenue and 55th Street. Will require Hennepin County approval.

A2. Request for parking restriction change in the parking lot near 50th Street West and France Avenue.

This request comes from the owner of a business at that location; see map. Requestor states that to help with parking availability, the spaces in front of their business should be restricted to shorter times. The requestor specifically states that the time should be changed to “Ten minute parking”. The requestor adds that the shorter times would be a benefit to other businesses in the area as well. Currently, the spaces are not marked with time restrictions. About two spaces would be affected by the change.

This request was originally included in the June 6, 2013 TSC report as a deferment. This request was deferred to a later date for more discussion.



Map: Parking lot near 50th Street West and France Avenue

There are currently no parking restrictions for these spaces. Additional parking is available in other spaces in the lot, and also available in a parking ramp located nearby.

Guidelines for parking restrictions are outlined within the City's Traffic Control Policy. There are no relevant guidelines that would prevent this type of parking restrictions.

After discussion, staff concluded that placement of parking restrictions would be acceptable for two parking spaces in front of the entrance of both Starbucks and Breadsmith.

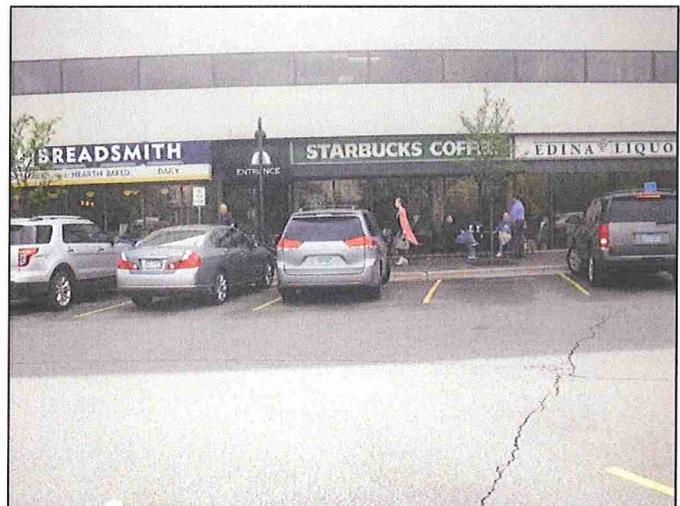


Photo 1: Proposed spaces for parking restriction

Staff Recommendation: Approval of parking restrictions.



Photo 2: Spaces for parking restriction

A3. Request for stop signs at the intersection of Wooddale Avenue and Garrison Lane.

This request comes from a resident who travels this intersection frequently. The requestor states that this intersection is too dangerous to be left without control. Requestor feels that vehicles are not yielding to pedestrians and bikes at the intersection. Requestor feels that placing a stop sign would help assign right-of-way at the intersection. See map below.



Map: Wooddale Avenue and Garrison Lane

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has guidelines that the City of Edina uses. The guideline states:

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

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.

Traffic counts and pedestrian counts were conducted at this intersection. This intersection has an Average Daily Traffic (ADT) of 275 vehicles entering. A total of 215 pedestrians, including bikes, entered the intersection during that time. There are no recorded crashes at that intersection.

After discussion, staff concluded that stop signs should be placed on Garrison Lane.

Staff Recommendation: Approval of stop signs.

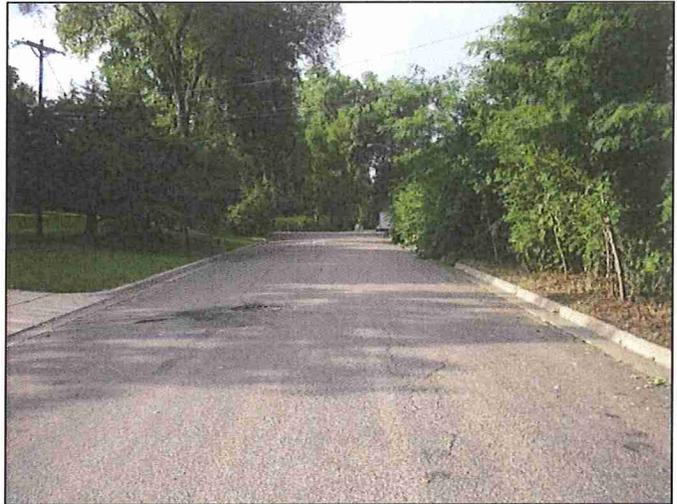


Photo: Garrison Lane looking east

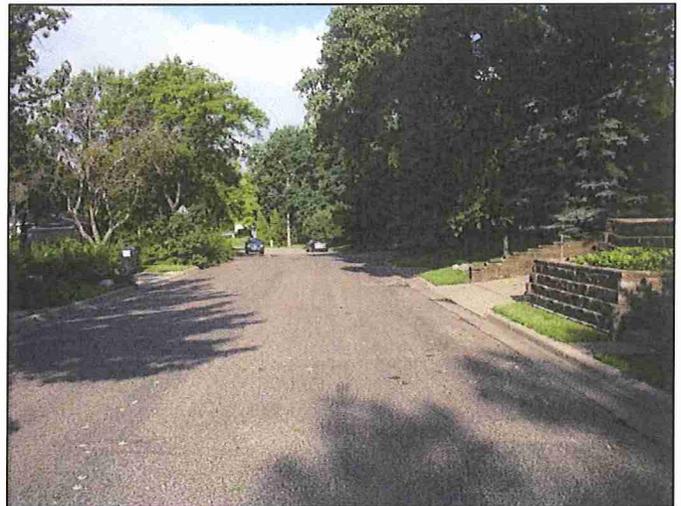


Photo: Wooddale Avenue looking south

SECTION B:

Requests on which the Committee recommends denial:

B1. Request for intersection control at the intersection of Hawkes Terrace and Hawkes Drive.

This request comes from a resident who lives at the intersection. The requestor states that vehicles are having a hard time determining right-of-way. Requestor also states that the intersection is “dangerous” due to the vegetation present. Requestor would like to see a traffic control device or a speed bump at the intersection. A map and pictures are provided below.

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has guidelines that the City of Edina uses. The guideline states:

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- 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.



Map: Hawkes Terrace and Hawkes Drive



Photo: Hawkes Terrace and Hawkes Drive, looking west

A traffic count was conducted at the intersection. The intersection of Hawkes Drive and Hawkes Terrace has an ADT of 83 vehicles entering the intersection; with 85th percentile speeds of 19.8 on Hawkes Drive,

and 20.5 on Hawkes Terrace. The vegetation in the area of the intersection was looked at and was found to be out of compliance for the clear zone. The resident was contacted and the violation was resolved. There are no recorded crashes at this intersection.

After discussion, staff concluded that this area does not meet warrants for a traffic control device. A letter will be sent out to the residents informing them of the request along with information regarding a drivers responsibility at a T-shaped intersection.



Photo: Hawkes Drive, looking north

Staff Recommendation: Denial of request for stop signs.

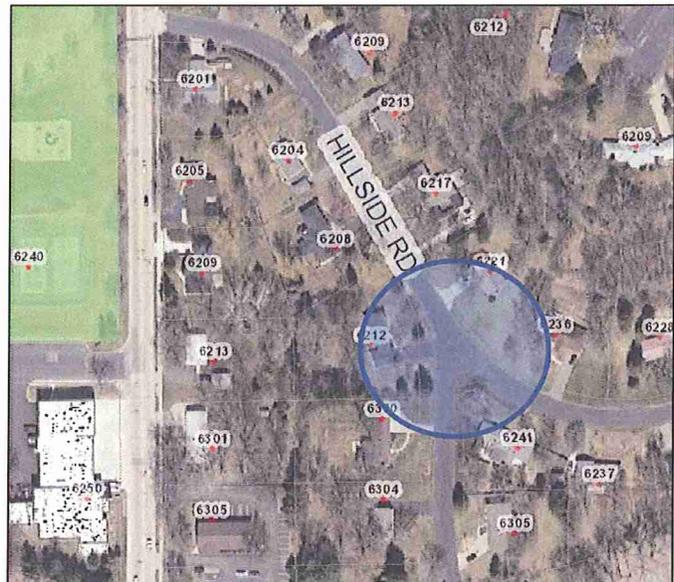
B2. Request for a stop sign at the intersection of Hillside Road and Crescent Drive.

This request is from a resident who lives near the intersection. The requestor states that vehicles are not following the right-of-way rules when entering this intersection. Requestor would like to have a stop sign at this intersection. A map and pictures are provided below.

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has guidance that the City of Edina uses. The guidance states:

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

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



Map: Hillside Road and Crescent Drive

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.

A traffic count was taken at the intersection. The intersection of Hillside Road and Crescent Drive has an ADT of 150 vehicles entering the intersection. There are no reported crashes at this intersection.

After discussion, staff concluded that this intersection is below warrants necessary for placement of a traffic control device.

Staff Recommendation: Denial of request for stop signs.



Photo: Hillside Road looking north



Photo: Crescent Drive looking west. Note intersection alignment.

SECTION C:

Requests that are deferred to a later date:

None

SECTION D:

Other traffic safety issues handled.

- D1.** Voicemail from a resident with questions about the proposed light rail in the area. Resident had questions concerning the placement of bike routes in Edina with respect to the proposed light rail station that will be placed in the City of Hopkins. Call was returned and message left for resident.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
AUGUST 15, 2013
6:00 P.M.**

ROLL CALL Answering roll call was members Bass, Boettge, Franzen, LaForce, Nelson, Sierks, Spanhake and Whited.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF JULY 18, 2013 – Approved as corrected.

Motion was made by member LaForce and seconded by member Franzen to approve the revised minutes of July 18, 2013. All voted aye. Motion carried.

COMMUNITY COMMENT – None.

New member Emily Boettge was welcomed to the ETC.

REPORTS/RECOMMENDATIONS

Mr. Mike Eastling, director of public works for the City of Richfield, was in attendance to explain his City's approach to dealing with congestion on TH-62. Mr. Eastling said they received federal funds to reconstruct 66th Street but first they must deal with the congestion on the crosstown in order to achieve their goal on 66th Street. Mr. Eastling said the number of vehicles traveling on 66th Street is due to a lack of capacity on the regional system, i.e. crosstown is the only highway for traveling east/west, whereas north/south has TH-494, TH-169, and TH-100. He said the recent expansion of 35W was good but it created choke points on the crosstown and this is a regional problem that MNDOT needs to address.

Mr. Eastling's idea is to add one lane in each direction on the crosstown using the existing right-of-way and portions of the frontage road. He said this is feasible without the need for additional right-of-way (buying out homes). Mr. Eastling is looking for general support of the concept and will seek ETC support as he moves it forward to MNDOT.

2014 Work Plan Update

Staff clarified that \$10,000 budgeted under Living Streets was coming from the PACS fund for graphics and mapping. Member Bass suggested adding a safety campaign to have respect for all modes of transportation as they move towards a multi-modal community. She also suggested working on a plan to look at alternatives like traffic circles for calming traffic (stop signs are most often requested by residents). Director Houle suggested getting through the Living Streets plan first. He noted that they once had the NTMP with alternatives for traffic calming but it was not used by residents. Chair Nelson suggested adding Southwest LRT under 'Ongoing Responsibilities.' The work plan will be submitted to City Council in Sept. or Oct. for approval.

Motion was made by member Bass and seconded by member Whited to forward the 2014 Work Plan, as amended, to City Council.

Traffic Safety Committee Report of August 7, 2013

After a brief discussion, **motion was made by member Franzen and seconded by member Spanhake to forward the Traffic Safety Committee Report of August 7, 2013, to the City Council.**

Updates

Student Members - None

Bike Edina Task Force – no update.

Received minutes of July 11, 2013.

Living Streets Working Group

Transportation planner Nolan said assistant city manager Kurt would be presenting the Living Streets policy to the City Council on Tuesday for approval. He also said the \$5,000 grant for promotion of the policy increased to \$10,000 and staff will hire a firm to help with outreach; and the Living Streets Advisory Group will hold its first meeting on Sept. 4.

Communications Committee – no update.

CORRESPONDENCE AND PETITIONS

A. Correspondence relating to transportation issues – letter from Dr. McKlveen and Ms. Ellen Jones to Hennepin County regarding Vernon Avenue. The ETC agreed that the location identified was a problem area and that the residents' recommendation was good. Director Houle said Hennepin County has offered to turnback Vernon Avenue to the City but they've always refused because of financial reasons. He said now might be a good time to take it back to get local control – the County has no plans for improvements for at least 10 years. There was consensus for taking it back so that the City could make improvements along the corridor. The communications committee will draft a response to Dr. McKlveen and Ms. Jones.

CHAIR AND COMMISSION MEMBER COMMENTS

Member Franzen said he lives in a neighborhood that is currently being reconstructed and it has been a pleasant experience. He said he was asked why not all aprons were being replaced and director Houle said the determination is made based on structural integrity.

Member LaForce said the sidewalk in the cul-de-sac looks good (part of School Road Sidewalk). He asked if staff has ever considered way-finding signs in neighborhoods, e.g. 'This way to freeway.' After a brief discussion, the consensus was to not post these types of signs.

Member Whited asked when the parking lanes on Xerxes Avenue would be striped and about plans for the old public works site. Director Houle said the re-striping would be done after the Penn Avenue Bridge re-opens. He said the advisory team for the Grandview District will begin meeting soon to guide redevelopment plans for the old public works site (member Janovy is co-chair of the advisory team).

Member Spanhake said there are various projects that they are working on at the University of Minnesota that the ETC and staff might want to be a part of. She offered to add commissioners' email address to a listserv.

Member Boettge asked if there were any plans to reduce the speed limit. Director Houle said the State has given cities the option to reduce the speed limit to 25 mph and locally, they have reduced the speed on two streets with bike lanes.

STAFF COMMENTS

Updates from director Houle:

- The right-in/right-out lane at Byerly's is under construction; the City will pay 80% of the cost.
- Another Urban Design meeting is scheduled for Aug. 21.
- Next week, Centerpoint will be on France Avenue, between 70th & 76th, upgrading their high pressure gas main; in 2017 they will be back to replace a main line that circles the city and staff is working with them to put the main on the eastside of France so that they do not disturb the work that the City will be doing in 2014 (contingent on getting easements on the eastside).
- Hennepin County will begin the mill and overlay on Vernon Avenue next week.
- Neighborhood projects are progressing on schedule.

- The section of School Road Sidewalk up to the school will be completed before school starts and the rest in two weeks.
- The first public meeting for the W. 54th Street Reconstruction and Arden Park Stormwater Management Plan is scheduled for Aug. 19.

Updates from transportation planner Nolan:

- Handout from member Janovy - Considerations for Sidewalk Prioritization (Draft);
- The PACS fund has a remaining balance of \$360,651 that could be spent in 2013 or roll over to 2014. Four small segments of sidewalks were suggested and two were recommended for construction in 2013. They were:
 - Vernon Avenue (north side, Gleason Road to Blake Road) [*Recommended, est. \$273,000*]
 - Vernon Avenue (north side, Schaeffer Road to Blake Road – portion of Vernon Avenue above)
 - Interlachen Blvd (south side, Oxford Avenue to Hankerson Avenue) [*Recommended, est. \$136,000*]
 - Metro Blvd (Public Works facility to Industrial Blvd)

After a brief discussion, the consensus was to accept the recommendation and next year, distribute the funds in other quadrants of the city.

ADJOURNMENT

Meeting adjourned.

ATTENDANCE

TRANSPORTATION COMMISSION ATTENDANCE - 2013																
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	9	
														7/16		
Bass, Katherine	2/1/2014		1	1	1	1	1	1	1					1	8	89%
Boettge, Emily	2/1/2014								1						1	100%
Braden, Ann*	2/1/2014	1	1		1	1	1								5	56%
Franzen, Nathan	2/1/2016	1	1		1	1			1					1	6	67%
Iyer, Surya	2/1/2015	1	1	1		1	1	1						1	7	78%
Janovy, Jennifer	2/1/2014	1	1	1	1	1	1	1						1	8	89%
LaForce, Tom	2/1/2015	1	1	1	1	1	1	1	1					1	9	100%
Nelson, Paul	2/1/2016	1	1	1	1	1	1	1	1					1	9	100%
Schweiger, Steven	student	1	1			1									3	33%
Sierks, Caroline	student	1		1	1	1	1		1						6	67%
Spanhake, Dawn	2/1/2016			1		1	1		1						4	57%
Whited, Courtney	2/1/2015	1	1	1	1	1		1	1					1	8	89%

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, September 4, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on September 4. The Director of Engineering, Public Works Director, Transportation Planner, and Police Traffic Supervisor 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 September 19, Edina Transportation Commission and the October 14 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

A1. Request for parking restrictions at the end of 53rd Street West.

This request comes from the resident who lives on 53rd Street West. Requestor states that vehicles are turning around in the driveway and they are also blocking the driveway. Requestor would like to see parking restrictions to prevent vehicles from blocking his driveway. The requestor specifically stated that weekend parking restrictions would be preferable. The requestor states that vehicles are only parking in the area on the weekend. A map and pictures are provided below.

Staff Recommendation: Approval of two no parking (Saturday or Sunday) signs on north side of 53rd St W.



Map: 53rd Street West



Photo: 53rd Street West, looking west. Note Dead end sign.



Photo: 53rd Street West, looking west

SECTION B:

Requests on which the Committee recommends denial:

None

SECTION C:

Requests that are deferred to a later date:

C1. Request for traffic control at the intersection of Windsor Avenue and Code Avenue.

This request is from a resident who lives in the area. The requestor states that vehicles have had “close calls” when entering the intersection. Requestor would like to see some traffic control at the intersection to increase the safety of traffic in the area.

There is no relevant history of traffic requests in this area. There are no reported crashes at this intersection from 2001 to 2011. A map and photos are provided below.

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has guidance that the City of Edina uses. The guidance states:



Map: Code Avenue and Windsor Avenue

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

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.

Traffic counts and pedestrian counts were taken at this intersection. This intersection has an Average Daily Traffic (ADT) of 237 vehicles entering, with 52 bikes and pedestrians; for a total of 289.

After discussion, staff concluded that further exploration is needed into a potential clear zone issue as well as additional contact with the requestor before a recommendation is made.

C2. Request for a redesign of Edina Industrial Boulevard from Bush Lake Road to Metro Boulevard.

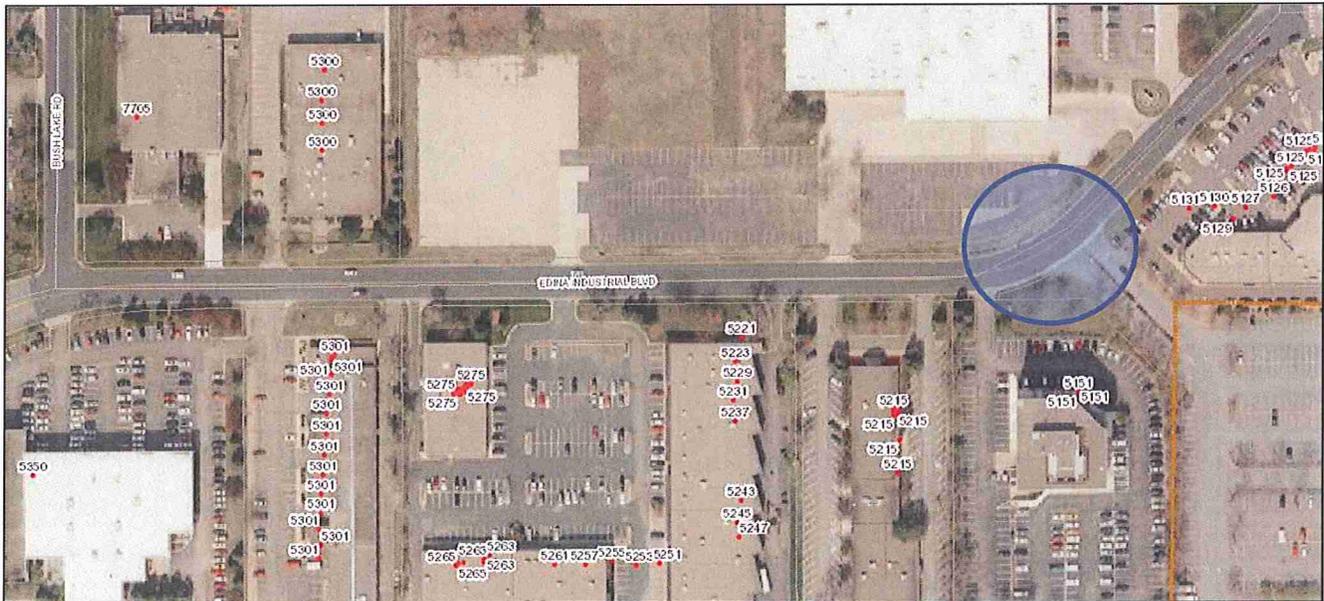
This request is from a business owner in the area. The requestor states that vehicles are colliding with each other and potentially leaving the roadway due to a narrow section of Edina Industrial Boulevard. The area in question is not marked for two lanes of travel, but requestor states vehicles are traveling with the assumption that it is. Requestor would like the area of Edina Industrial Boulevard that is not marked for two lanes to be looked at. A map and photos are provided below.



Photo: Code Avenue and Windsor Avenue, looking west



Photo: Code Avenue and Windsor Avenue, looking west. Note possible clear-zone violation.



Map: Edina Industrial Boulevard from Bush Lake Road to Metro Boulevard. Note lane marks.

A similar request was made on November 17, 2006. This request was to look at the potential for crashes on Edina Industrial Boulevard. This request was not sent to the TSC at the time.

Attached is a map and brief description of reported traffic crashes on Edina Industrial Boulevard between Bush Lake Road and Metro Boulevard. The requestor stated that the curve near crash D is the most dangerous part of the road. Crash report states that the crash was with a vehicle making a left turn and a vehicle traveling along the roadway. There was no contributing factor to the crash.

Edina Industrial Boulevard is a minor arterial street with bulkhead curb and gutter on both sides. It is 43 feet wide at the area that is not marked for two lanes.

After discussion, staff concluded that since Industrial Blvd is scheduled for seal coat next year, this section of roadway will continue to be studied.

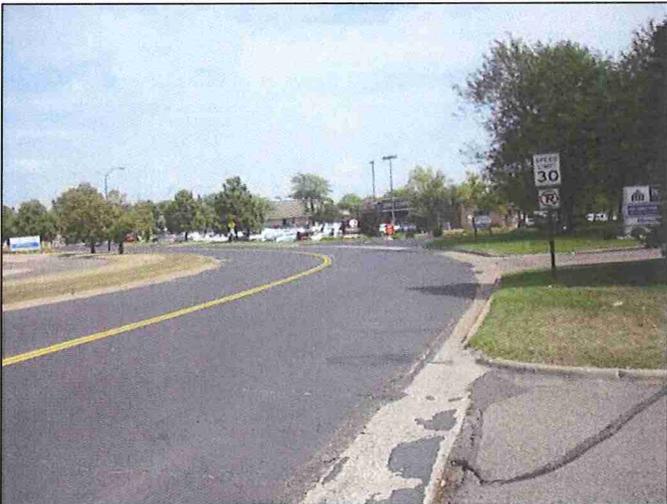


Photo: Edina Industrial Boulevard looking east

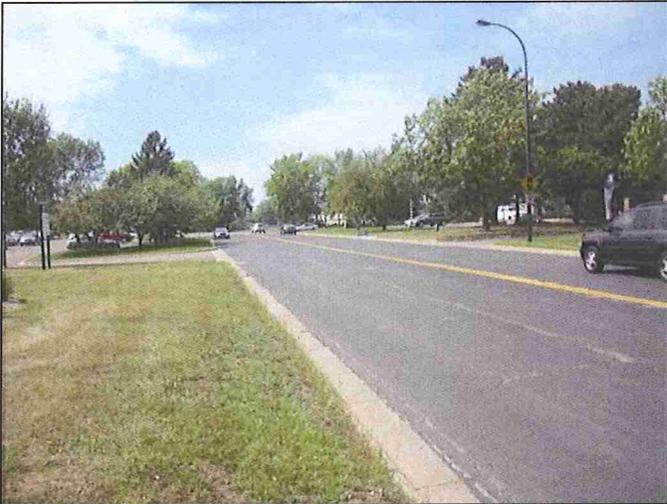


Photo: Edina Industrial Boulevard looking west

SECTION D:

Other traffic safety issues handled.

- D1. Request for an all-way stop sign at the intersection of York Avenue and Edinborough Way. Requestor states that vehicles have to wait "too long" to enter onto or cross York Avenue. Requestor was forwarded to Hennepin County, who control York Avenue.
- D2. Request for a "Blind Driveway Ahead" sign to be installed near the 6900 block of Valley View Road. Requestor was informed that those signs are not installed in the City of Edina.
- D3. Request for speed counts on Ewing Avenue between 60th Street West and 67th Street West. Requestor states that vehicles are going fast in the area. Ewing Avenue has an ADT of 334 vehicles and an 85th speed of 28.5 MPH. A detailed speed report was forwarded to Edina Police (EP) for enforcement.
- D4. Two requests for speed counts on Highland Road east of Tracy Avenue. Requestors state that vehicles are speeding through the area. Highland Road has an ADT of 275 vehicles with an 85th speed of 24.5 MPH. A detailed speed report was forwarded to EP of enforcement.
- D5. Request for speed counts near the 5300 block of Blake Road. Requestor states that vehicles are speeding through the area. Blake Road near the 5300 block has an ADT of 2671 vehicles and an 85th speed of 37.5 MPH. A detailed speed report was forwarded to EP for enforcement.
- D6. Request for speed counts near the 4600 block of Drexel Avenue and Bridge Street. Requestor states that vehicles are speeding through the area. Traffic counts were conducted on Bridge Street. Bridge Street has an ADT of 534 vehicles and an 85th speed of 25.6 MPH. A detailed speed report was forwarded to EP for enforcement.
- D7. Request for speed counts near the 5300 block of Interlachen Boulevard. Requestor states that vehicles are speeding through the area. Interlachen Boulevard has an ADT of 10221 vehicles with an 85th speed of 34.3 MPH. A detailed speed report was forwarded to EP for enforcement.
- D8. Call from a resident about speeds in Edina. Requestor did not give location, and could not be contacted after leaving voicemail.
- D9. Call from a resident about weight restrictions on Waterman Avenue. Resident was not specific about information. Left voicemail with resident, call has not been returned.
- D10. Request for "No Parking" sign at 3907 Sunnyside Road. "No Parking" signs are posted on either side of this address but not in front. EP visited the address and recommended adding a "No Parking" sign. A work request was sent to the sign shop.
- D11. Via the City's Facebook page, a resident stated that the traffic signals at the commercial entrance on W 76th St east of France Ave are difficult to see (from both directions) due to the curve/elevation of the W 76th St. Staff recommended that the existing advisory signs be illuminated and will look into options to do so.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
SEPTEMBER 19, 2013
6:00 P.M.**

ROLL CALL Answering roll call was members Bass, Boettge, Franzen, Iyer, Janovy, LaForce, Nelson, Spanhake, Van Dyke and Whited.

New student member Jackson Van Dyke was welcomed to the ETC.

APPROVAL OF MEETING AGENDA

Motion was made by member LaForce and seconded by member Franzen to approve the meeting agenda. All voted aye. Motion carried.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF AUGUST 15, 2013 – Approved as corrected.

Motion was made by member Bass and seconded by member Franzen to approve the amended minutes of August 15, 2013. Eight voted aye; one abstained (Janovy). Motion carried.

COMMUNITY COMMENT

Mr. Robert Shockwell, resident of Richfield, member of the Richfield Transportation Commission and liaison to the ETC, stopped by to see if there was anything the ETC would like to share with Richfield's Transportation Commission. A brief discussion ensued about Mr. Eastling's presentation last month on his proposed expansion of TH-62 and the importance of improving 66th St. W.

REPORTS/RECOMMENDATIONS

2014 Neighborhood Reconstruction Projects

Director Houle said a special public hearing meeting is scheduled for Dec. 10 for the City Council to consider approvals. He said the ETC could review and approve the projects tonight or wait until October. Assistant city engineer Millner presented the five neighborhoods:

Birchcrest B

Current conditions include poor pavement, some utility issues, existing curb and gutter on some streets, some streets are concrete and while others are bituminous. Proposed improvements are new concrete and bituminous pavement, spot repair to curb and gutter, install sidewalk on Normandale Road (petitioned) and continue to Valley View Road (based on pedestrians count); curbs at three intersections will be narrowed (neck down) to help with speed reduction, and utility improvements. The proposed costs are \$1,461,000 (City) and \$1,950,000 (residents) for an assessment of \$14,000.

Member Whited said the survey response showed that residents are not in favor of sidewalks. Mr. Millner said staff will be recommending it to City Council and let them make the decision; he stated further that a sidewalk meeting was held with residents along the proposed route and of the 28 in attendance, most were in favor. Regarding sidewalk maintenance, Mr. Houle said the policy is that the City maintains sidewalks on State Aid roads and in school zones and the rest are maintained by residents. He said one distinction is that City maintained sidewalks are 5 ft. while others are 4 ft. or less and the City does not have the proper equipment to maintain sidewalks that are less than 5 ft. With varying sidewalk widths, the question was asked how wide should sidewalks be and the consensus was that this requires more discussion.

Concerns were raised by members Franzen and Iyer about the PACS fund not being sufficient to cover all the sidewalk needs and potential inequities. Mr. Millner said the Living Streets Advisory Group is working on creating a sidewalk plan as part of the Living Streets Policy; the plan should be ready by next fall. Member Iyer suggested a global plan that includes prioritization and criteria which would eliminate the sidewalk question from the questionnaire. Member Janovy said the Living Streets Policy has criteria.

It was noted that some streets were secondary bike routes but Mr. Millner said they do not have a plan in place for secondary routes at this time.

Streetlights are not recommended based on feedback but member Bass asked if the lighting is insufficient for people/pedestrians or for drivers and she added that the Living Streets Advisory Group may address this. Member Janovy asked if there is a specific way to measure the level of lighting. Mr. Houle said a study was done 10 years ago and the decision was made to install lights every 200 ft. He said the cities of Minneapolis and St. Paul install lights every 75 ft. He said to meet pedestrian safety lighting standard, they would need to install a lot more lights and noted that the Country Club with more streetlights, for example, does not meet pedestrian safety standard.

Member Janovy asked if they could neck-down the intersection at 60th St. based on traffic speed and counts and Mr. Millner said they are counting again in two weeks and will review and consider it then.

On page 3 under Equity, member Bass suggested also addressing health and mobility; and in the Powerpoint, under "What is Included?" she suggested revising the last bullet point to include '*...and City policy.*' She also asked if the extra space created by the neck-downs could become rain gardens instead of sod and Mr. Houle said yes; he said they are doing this on Tracy Avenue and residents and have agreed to maintenance.

Member Janovy suggested sorting residents' comments by street because it would be easier to read.

Member Franzen asked if sump pump is the standard in all projects and Mr. Millner said yes. He said homeowners often connect during the street project and added that the new building code requires a sump pump in all new construction.

Bredesen Park D

Current conditions include poor pavement and existing curb and gutter on some streets. Proposed improvements are new bituminous pavement with pavement being narrowed approximately 1 ft. on each side, and new barrier-style curb and gutter. The proposed costs are \$739,000 (City) and \$1,041,000 (residents) for an assessment of \$13,500.

Member Whited asked about water pooling in the cul-de-sac and Mr. Millner said the new barrier-style curb and gutter will help; also noted were traffic merging issue at Tamarac and Vernon to which Mr. Millner said there is good sightline because there is a parking lot at the corner; and parking on Tamarac by park users and Mr. Houle said he, Mr. Nolan, and Mr. Eric Boettcher, recreation supervisor, met last week to talk about how to deal with this because it is a problem at all parks throughout the City. Member Janovy asked if traffic-related issues are referred to the TSC and Mr. Houle said Mr. Nolan will review them.

Countryside E

Current conditions include poor pavement, existing curb and gutter and storm sewer issues. Proposed improvements are new bituminous pavement, spot repair to curb and gutter, and storm sewer improvements. The proposed costs are \$394,000 (City) and \$384,400 (residents) for an assessment of \$13,000 and \$12,000.

Morningside B

Current conditions include poor pavement and existing curb and gutter. Proposed improvements are new bituminous pavement, spot repair to curb and gutter, sidewalk on the north side of 42nd St. from France to St. Louis

Park border and also on Grimes Avenue (petitioned), and complete the missing segments on Scott Terrace and Alden Drive; plus, staff proposed a bituminous path around the park and Park & Recreation likes the idea. Mr. Millner explained that the 42nd St. sidewalk is proposed for the north side because there are less conflicts and a section of the Grimes Avenue sidewalk will meander into the park behind some trees in order to save them. The proposed costs are \$1,326,000 (City) and \$1,250,000 (residents) for an assessment of \$9,000.

After discussion, the consensus is to make the sidewalk 5 ft. on W. 42nd St. and Grimes Avenue. Member Janovy said the area where the Grimes Avenue sidewalk will go behind the trees is filled with buck thorns and Mr. Millner said they will be removed. Scott Terrace and Alden Drive sidewalks would match the existing 3 ft. sidewalk.

Strachauer Park B

Current conditions include poor pavement and existing curb and gutter. Proposed improvements are new bituminous pavement, spot repair to curb and gutter, adding a parking bay with a 5 ft. sidewalk along the park and complete a missing segment of sidewalk further down the street. Existing trees would be taken out and new ones planted. This was approved by the Park Board. The proposed costs are \$759,000 (City) and \$945,000 (residents) for an assessment of \$10,500.

60th St. W. and Xerxes Avenue traffic issue was mentioned, and while it is not included in this project area, Mr. Houle said a meeting is scheduled for Sept. 24. He said Hennepin County is proposing bump-outs and a 170 ft. turn lane which would eliminate parking for 3-4 residents.

Member Janovy suggested assessing the City 3 REUs (instead of 2) since the parking bay is being added for the park.

After discussion of all five projects, the consensus was to wait until October for final approval. Staff will submit a summary of changes noting the ones they will include.

Traffic Safety Committee Report of September 4, 2013

After a brief discussion, the report was approved for forwarding to the City Council.

Updates

Student Members - None

Bike Edina Task Force

Member Janovy said they are having discussions about their purpose, reviewing their bylaws and will be looking for new members and she is the new chair, temporarily. She said they are also working on finding out the status of the group as it relates the City and Mr. Nolan is helping with this; she said the group was started by City Council as a task force but she was told by manager Neal that they are an outside organization. Received minutes of August 8, 2013.

Living Streets Working Group

The two working groups each met once to work on schedule and workplan. The \$5,000 grant increased to \$15,000 and a media company was hired. One of the groups requested a sidewalk map and it was distributed to the ETC.

Communications Committee – no update.

CORRESPONDENCE AND PETITIONS - None

CHAIR AND COMMISSION MEMBER COMMENTS

Member Franzen said he was excited about Mr. Eastling's proposed plan to expand TH-62 but was disappointed when checked and found out that it is not on MnDOT's schedule for reconstruction.

Member Iyer said he was in Cambridge, MA and was surprised at the number of bikers on the street, even late at

night, unlike you would see in Minneapolis which he considers to be a biking city. He wondered if this was because Minneapolis' bikers are routed to places like the Greenway.

Member Bass said she saw the draft Active Routes to School plan; Mr. Houle said he needs to follow up with city manager Neal for an update since their meeting. She said also that she attended the Richfield Open Street Pedestrian Fest on Penn Avenue and it was awesome! Member Whited said she too attended the Fest and will be attending Bloomington's this weekend which is dubbed as an extension of Richfield's.

Member Boettge said neighbors brought to her attention a stretch of sidewalk on Cornelia Drive that is not regularly maintained by the City. She asked what can be done for it to get regular maintenance like the one on W. 70th St. Mr. Houle said he would pass this on to Public Works.

Member Janovy asked about the video camera on W. 44th St. and Mr. Houle said he would check with Mr. Nolan to see why it was out there. She asked what has happened on Wooddale Avenue since the bike lane was restriped and Mr. Houle said he is not aware of any accidents and they will be collecting data this fall.

Member Whited said there is a group in St. Louis Park called Safety in the Park that would like to give a presentation to the ETC on the Southwest Light Rail because what is happening in their city could affect rail in Edina.

Chair Nelson said Mayor Hovland sent out an email about a seminar on Monitoring and Modeling Non-motorized Traffic in Minnesota on Oct. 3 and Mr. Houle said Mr. Nolan will be attending. He also said rail usage has increased in Edina and that he can hear the bell as late as 11:30 p.m. Mr. Houle said he has had no success reaching CP Rail so he's contacted MnDOT for assistance. He said they need to improve the crossings and create a 'no whistle sound' area.

STAFF COMMENTS

Updates from director Houle:

- Lake Edina and Braemar Hills Neighborhood Roadway Reconstruction are just about completed, while Mendelssohn will be completed within two weeks. There have been complaints about the amount of weeds growing with the grass – staff decided to use a hydroseed method vs. sod; the hydroseed does produce weeds but after mowing, the grass blends in nicely and holds up better than sod.
- There was some congestion on France last week as Centerpoint completed their work at the right-in/right-out lane by Byerly's. The median at 72nd is being rebuilt.
- Vernon Avenue – Hennepin County will be doing the following:
 - A bike lane will be stripped from the traffic signal at Gleason & Vernon to 53rd (they did not go down to TH-62 because a better termini is needed);
 - Designated left turn lane at certain intersections;
 - Crosswalk at 53rd and City to install a pedestrian activated stoplight;The bike lane will be 8 ft. with a 1-2 ft. gutter pan; the City will work to reduce the speed limit from 40 mph to 30 mph after completion.
- Edina Promenade Phase 4 (final phase) – URS is designing this final phase which will include designated bike lane from 70th St. to Gallagher and then east; water features; benches and artwork; and a joint water filtration project between the City and Nine Mile Creek Watershed District. The pedestrian path plan will be submitted to the ETC next month for review and comment. Construction is scheduled for summer, 2014.

ADJOURNMENT

Meeting adjourned.

ATTENDANCE

TRANSPORTATION COMMISSION ATTENDANCE - 2013																	
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	10		
														7/16			
Bass, Katherine	2/1/2014		1	1	1	1	1	1	1	1				1	9	90%	
Boettge, Emily	2/1/2014								1	1					2	100%	
Braden, Ann*	2/1/2014	1	1		1	1	1								5	50%	
Franzen, Nathan	2/1/2016	1	1		1	1			1	1				1	7	70%	
Iyer, Surya	2/1/2015	1	1	1		1	1	1		1				1	8	80%	
Janovy, Jennifer	2/1/2014	1	1	1	1	1	1	1		1				1	9	90%	
LaForce, Tom	2/1/2015	1	1	1	1	1	1	1	1	1				1	10	100%	
Nelson, Paul	2/1/2016	1	1	1	1	1	1	1	1	1				1	10	100%	
Schweiger, Steven	student	1	1			1									3	30%	
Sierks, Caroline	student	1		1	1	1	1		1	1					7	70%	
Spanhake, Dawn	2/1/2016			1		1	1		1	1					5	63%	
Van Dyke, Jackson	student									1					1	100%	
Whited, Courtney	2/1/2015	1	1	1	1	1		1	1	1				1	9	90%	