

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IV. D.

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

Action

Discussion

Date: December 18, 2012

Information

Subject: Traffic Safety Report Of November 7, 2012

Action Requested:

Review and approve the revised Traffic Safety Committee Report of November 7, 2012.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the November 7, Traffic Safety Committee Report at their November 15 meeting and made the following comments:

Item B2: Staff should evaluate moving the yield sign to 61st Street and to also evaluate installing stop signs since the basket weave is already in place and the stop sign would complete the weave. This item was moved to the C section.

Attachments:

Revised Traffic Safety Committee Report of November 7, 2012
Draft Transportation Commission Meeting Minutes of November 15, 2012

TRAFFIC SAFETY COMMITTEE REPORT

(Revised November 15, 2012)

Wednesday, November 7, 2012

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on November 7. 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 November 15, Edina Transportation Commission and the December 4 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

1. Request for a way-finding sign at Creek Valley Road indicating the direction of the school.

Requestor lives on Creek Valley Road. Requestor states that a sign indicating the direction of the school would be helpful for visitors to the school.

This same request was submitted to the TSC in Sept. of 2011. The TSC recommended that placing a "NO OUTLET" sign in the area would be a better indication to drivers that Creek Valley Road does not access the middle school and high school. See pictures below.

After discussion, it was determined that placing a sign indicating the direction of the school would be helpful. The sign would state, "To Edina Schools".

Staff recommends approval of a sign indicating the direction of the schools in the area.



Photo 1: Valley View Road looking westbound



Photo 2: Creek Valley Road looking northbound

SECTION B:

Requests on which the Committee recommends denial:

1. Request for a Yield sign at the southern intersection of Concord Avenue and Lexington Street.

This request is from a resident who lives on Concord Avenue. The requestor has stated that traffic northbound on Concord Avenue often times will not stop to check for oncoming traffic before continuing onto Lexington Avenue. Requestor feels that some traffic control would be helpful for the overall safety of the intersection.

This is a T-intersection with Concord Avenue running north-south and Lexington Street running east-west. Pictures are provided below. In May of 2010, a request for a Stop sign on Lexington Street was submitted to the TSC. This request was denied for lack of warrants, which the City Council concurred in May 2010.

Lexington Street is classified as a local roadway with an Average Daily Traffic (ADT) of 267 vehicles with an 85th percentile speed of 16.8 MPH east of the south leg of Concord Avenue. The street is 26 feet wide with curb and gutter on the west half of the intersection.

Concord Avenue is classified as a City Street with an ADT of 399 vehicles with an 85th percentile speed of 26.3 MPH. The street is 29 feet wide with no curb and gutter south of the intersection.

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has standards in which a Yield sign can be placed at an intersection and are provided 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.

Crash records show no crashes at this intersection from 2001 to 2010. Observations conducted at this intersection conclude that majority of northbound traffic makes a right turn onto Lexington Street and continue to head north on Concord Avenue.

After discussion, staff recommended denial due to lack of warrants.

Staff recommends denial of request for a Yield sign.



Photo 3: Concord Avenue looking northbound



Photo 4: Lexington Street looking westbound

3. Request for additional pedestrian refuge across the main entrance to Concord Elementary School on School Road.

Request is from a resident who lives near Concord Elementary School. Requestor has stated that students who walk to school have little refuge from vehicles that are turning into the school parking lot. Requestor would like something to help protect students who use the crosswalk.

This area was observed previously. In 2011, a request for in-street pedestrian crossing markers to be permanently placed at that crosswalk was submitted to the TSC. It was denied based on the Edina policy for placing in-street pedestrian crossing markers. Pictures are provided below.

School Road is classified as a local roadway with an ADT of 626 vehicles and an 85th percentile speed of 34.1 MPH. The street varies in width and has curb and gutters on both sides and is also a bituminous street. There are no sidewalks on either side, and there is parking restrictions on both sides.

A possible solution would be to place delineators along the crosswalk to create a refuge for pedestrians. After discussion, it was concluded that the

crosswalk is outside of the City's right-of-way, and is the property of School District. The school will be contacted and informed of the request and possible solutions. The area is also a future site for a sidewalk, which would redesign the crosswalk.

Staff recommends advising the school district of possible solutions.



Photo 8: School Road looking eastbound at crosswalk



Photo 9: School Road looking at entrance to Concord School

4. Request for a “BLIND ALLEY AHEAD” sign on Sunnyside Road near the alley entrance.

This request comes from a resident who lives near the alley. The requestor states that vehicles exiting the alley are often not seen by pedestrians and vehicles. The requestor feels that placing advanced warning signs to help bring attention to the alley would be helpful.

Pictures of the alley and area are provided below. There have been no relevant requests in the area regarding signs of this type. Other requests have been about the regulation of the alley itself. The sign requested would be placed on Sunnyside.

Sunnyside Road is classified as a City Street with an ADT of 4013 vehicles with an 85th percentile speed of 27.6 MPH. Observations at this intersection indicate that vehicles are not difficult to see when exiting the alley.

After discussion, it was recommended that the placement of this sign is not warranted.

Staff recommends denial of request for “BLIND ALLEY AHEAD” sign at Sunnyside Road.



Photo 10: Sunnyside Road looking westbound near alley entrance

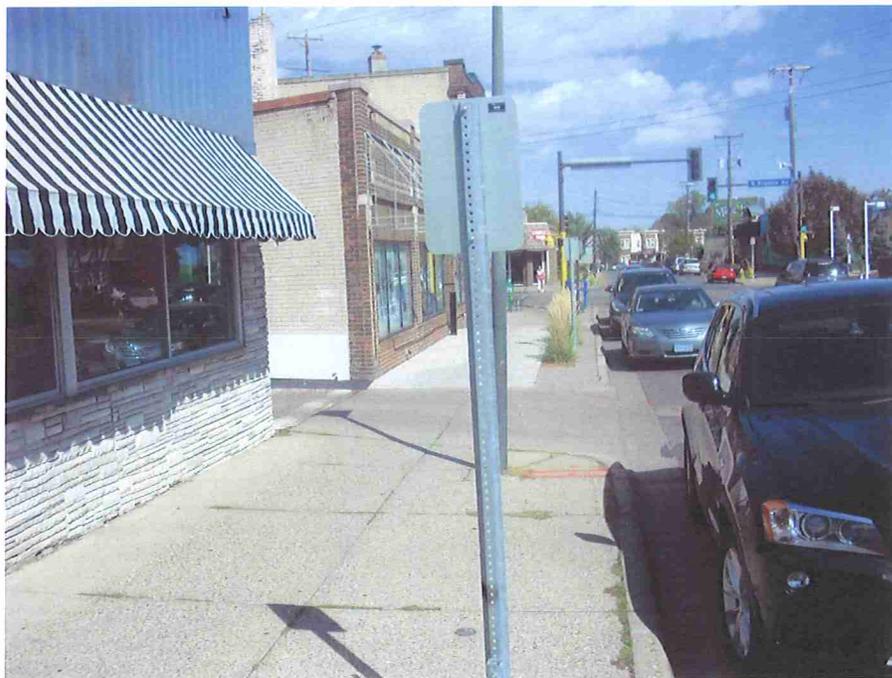


Photo 11: Sunnyside Road looking eastbound at alley entrance

5. Request for a painted crosswalk at two locations: one at Interlachen Boulevard and Cooper Avenue and one at Interlachen Boulevard and Mirror Lakes Drive.

Requestor lives near the area of Cooper Avenue. The requestor states that students at nearby Highlands School walk across Interlachen Boulevard to get to the school. Requestor feels that the placement of crosswalks would help the students cross safer and increase driver awareness in the area.

There have been no other requests in the area of Cooper Avenue and Interlachen Boulevard. There have been a total of four crashes at Cooper Avenue and Interlachen Boulevard from 2001 to 2010. None of the crashes involved pedestrians. The intersection of Mirror Lakes Drive and Interlachen Boulevard had a total of three crashes from 2001 to 2010. None of the crashes involved pedestrians. Pictures of the intersections are provided below.

Interlachen Boulevard is classified as a Collector Street. It is a 30 feet wide bituminous street with curb and gutter on both sides. The area has hills which could create sightline issues. The area also has parking restriction on both sides.

The City of Edina criteria for placing a painted crosswalk are listed below.

Pedestrian crosswalks shall 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.

Observations at these intersections indicate zero pedestrians crossing Interlachen Boulevard within an eight-hour period.

After discussion, it was recommended that these intersections did not meet warrants. Staff is finalizing a feasibility study to add sidewalks along Interlachen Boulevard. The crosswalks will be analyzed with that report.

Staff recommends denial of painted crosswalks across Interlachen Boulevard.



Photo 12: Interlachen Boulevard looking westbound



Photo 13: Interlachen Boulevard looking westbound without traffic

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

This request comes from a resident who crosses Xerxes Avenue regularly to get to the bus stop. The requestor states crossing the street is very hard with the high volume of traffic. Requestor would like a painted crosswalk to help increase the visibility of pedestrians crossing.

The same request was submitted to the TSC in June 2011. The TSC deferred the decision to the City of Minneapolis and Hennepin County. Both denied the previous request. Pictures of the area can be found below.

The City of Edina criteria for placing a painted crosswalk are listed below.

Pedestrian crosswalks shall 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.

Pedestrian counts taken in the area showed 11 pedestrians crossing Xerxes Avenue in an eight-hour period. This is below the warrants for a painted crosswalk.

Staff recommends denial of a painted crosswalk at Xerxes Avenue and 55th Street.



Photo 14: Xerxes Avenue looking southbound



Photo 15: 55th Street West looking northbound Xerxes

SECTION C:

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

1. Request for a “DO NOT BLOCK INTERSECTION” sign at the intersection of Arcadia Avenue and a business entrance.

This request comes from a resident who travels along Arcadia Avenue frequently. The requestor states that vehicles are blocking Arcadia Avenue to turn into the drive-thru at the businesses at the intersection of Gus Young Lane and Arcadia Avenue. Requestor would like more police enforcement in the area along with the placement of a sign that would indicate to vehicles that they should not block a street.

Arcadia Avenue is classified as a Collector Street with an ADT of 3963 vehicles, with about 700 vehicles entering the business entrance on Arcadia Avenue. Pictures are provided below. In 2005, a similar request for something to be done about traffic blocking Arcadia Avenue was submitted to the TSC. It was decided that more police monitoring and enforcement was needed. At the time, there was not a request for a sign in the area.

After discussion, it was recommended that further study was needed to understand the impact of any intersection restrictions.



Photo 16: Arcadia Avenue looking southbound, clear intersection



Photo 17: Arcadia Avenue looking southbound, busy intersection

2. 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 number of children in the neighborhood makes driving very 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. There have also been zero crashes at this intersection from 2001 to 2010. Pictures are provided below.

Traffic counts are still being conducted at this time. 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 roadway that has a width of 27 feet with curb and gutter. Both are bituminous streets with no sidewalks or parking restrictions on either side.

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 has standards in which a Yield sign can be placed at an intersection and are provided 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 request was deferred to a later date in order to get accurate traffic counts at the intersection.



Photo 18: Highland Road looking westbound at Westridge Boulevard



Photo 19: Westridge Boulevard looking towards Highland Road

3. Request for some type of traffic sign at the intersection of Nordic Circle and Creek Valley Road.

Requestor lives in the neighborhood and stated that vehicles from soccer games at the local park are not yielding or “using” the intersection properly. Requestor would like a sign to help avoid potential confusion at the intersection.

There have been zero accidents at this intersection from 2001 to 2010. Pictures are provided below. There have been no other similar requests at this intersection. Traffic counts taken at the intersection of Nordic Circle and Creek Valley have an average of 542 vehicles entering the intersection.

After discussion, it was decided that this request requires further study due to the access to the park in the area. This area will also be investigated for potential parking restrictions and its effect on traffic in the neighborhood.



Photo 20: Creek Valley Road looking eastbound at Nordic Circle



Photo 21: Nordic Circle looking towards Creek Valley Road during a soccer game

4. Request for parking restrictions on the east side of Cornelia Drive from 70th Street West to Mavelle Drive.

This request is from the supervisor of transportation for Edina School buses. Requestor states that vehicles parked on the east side of Cornelia Drive during the hours of drop-off and pick up times are narrowing the street too much. Requestor states that buses are unable to turn which is blocking traffic and causing backups. Requestor would like the parking restrictions to allow the buses better movement through the area and to reduce congestion.

Cornelia Drive is classified as a local roadway. It is a 30 foot wide concrete street with curb and gutter on both sides, with parking restrictions on the east side just south of the intersection with 70th Street West. There are no crashes in the area from 2001 to 2010. Pictures are provided below.

After discussion, it was decided that police enforcement would be the first solution to try before any parking restrictions. City Code limits parked vehicles to 6 hours (1400.10 subd. 7B).



Photo 22: Cornelia Drive looking southbound.



Photo 23: Cornelia Drive looking northbound.

5. This is the second request for a stop sign at the intersection of Kellogg Avenue and 61st Street West.

The current requestor lives near the intersection of Kellogg Avenue and 61st Street West. The requestor stated that vehicles are speeding through intersection and ignoring the Yield signs. Requestor also feels that the traffic speeds are too high for the area.

The first request was submitted to the TSAC in July and it was denied due to lack of warrants; the City Council concurred on August 6. After a crash in October, a campaign by area residents prompted this second request.

61st Street West and Kellogg Avenue are both classified as local streets. There are no recorded accidents at the intersection from 2001 to 2010. There have been two recorded crashes this year, one on May 30, and one on October 1. Both crashes involved vehicles failing to yield while travelling northbound. See pictures are provided below.

The MNMUTCD has standards when a Stop sign can be placed at an intersection. It is stated below:

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

In many low volume situations with no unusual history of intersection crashes, no control at the intersections is a cost effective strategy. Research suggests that at most locations, increasing the level of intersection control will not improve safety (see FHWA-RD-81-084 Stop, Yield and No Control at Intersections).

Traffic counts are attached. The total ADT entering the intersection equals 417 vehicles per day. This is short of the warrant listed in the MNMUTCD. The other warrants for placing a Stop sign have also not been met.

Further study of this intersection was requested by the Edina Transportation Commission.



Photo 5: 61st Street looking eastbound.



Photo 6: Kellogg Ave looking northbound



PHOTO 7: Kellogg Ave looking southbound

SECTION D:

Other traffic safety issues handled.

1. Call from a resident looking for information about parking restrictions on Merilane. Resident inquired if there were any parking restrictions. Resident was informed that there are no parking restrictions on Merilane.
2. Call from a resident who wanted to discuss “pedestrian signs” on 44th Street West. Left resident a voicemail, did not receive a call back.
3. Resident called to report that vehicles were not stopping at the stop signs at the intersection of 54th Street West and Drew Avenue. Resident was informed that the signs would be taken down and replaced with Yield signs due to the construction of traffic circles in the intersection.
4. Call from a resident requesting information about the new striping on Wooddale Avenue. Resident was inquiring how to drive with the placement of the striping. Resident was informed how to drive in the new layout.
5. Call from a resident who wanted to voice opposition to the new striping on Wooddale Avenue.

6. Call from a resident with “concerns” at the intersection of 76th Street West and Edinborough Way. Left a voicemail with resident, did not receive a call back.
7. Call from a resident with questions about the new striping on Wooddale Avenue. Resident was inquiring how to drive correctly. Resident was informed of the correct way to drive with Advisory Bike lanes.
8. Call from a resident with “concerns” in Edina, location not named. Left a voicemail with resident, did not receive a call back.
9. Call from a resident with questions about the new striping on 70th Street West. Resident inquired about the size and location of future bike lanes. Resident was advised of the new bike lanes on 70th Street West, Cahil Road, Antrim Road, and Valley View Road.
10. Call from a resident with questions about the painted line on the path next to 66th Street West. Resident was informed that the stripe was for safety reasons. Resident also asked about the placement of a signal light on 66th Street West and West Shore Drive. Resident was informed that a traffic count was done and this intersection did not qualify for a signal light.
11. Call from a resident with concerns at the intersection of 78th Street West and Normandale Road. Resident would like the area to be looked at for a possible “No turn on red” sign. Called resident, did not receive a call back.
12. Call from a resident requesting temporary parking restrictions. Call was forwarded to Edina Police Department, who manages temporary parking restrictions.
13. Call from a resident requesting the speeds to be looked at on Chowen Avenue between 60th Street West and 58th Street West. A report detailing the speeds and traffic volumes is attached. Chowen Avenue is classified as a City street with an ADT of 241 vehicles and an 85th percentile speed of 29.1 MPH. A detailed speed report was sent to the Edina Police for enforcement.
14. Call from a resident with concerns about the clear zone near the intersection of Concord Terrace and Concord Avenue. Call was forwarded to Edina Police to check for compliance and enforcement.
15. Attached are the traffic counts and speed data for the 70th Street West area.
16. Attached are the traffic counts and speed data for 44th Street West.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
NOVEMBER 15, 2012
6:00 P.M.**

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

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member Whited to approve the meeting agenda.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF OCT. 25, 2012

The following corrections were made: Page 1, in the motion for Approval of Meeting Minutes, change 'Surya' to 'Iyer;' page 2, Pedestrian and Cyclist Safety Fund Policy, paragraph 2, delete '...the ETC suggested the following' and replace with '...the ETC *discussed the following options.*' **Motion was made by member LaForce and seconded by member Whited to approve the amended minutes of Oct. 25, 2012. All voted aye. Motion carried.**

COMMUNITY COMMENT

Chair Nelson introduced Peter Bruce whom he invited to attend the meeting. He said Mr. Bruce owns Pedestrian Studies and his expertise may be helpful if a pedestrian sub-committee is formed later on. Mr. Bruce said he specializes in retail foot traffic working with owners who are trying to attract foot traffic to their business - in particular the skyway system in downtown Minneapolis. He has done work for director Houle at York Avenue between 66th Street and 70th Street and is a new Edina resident.

REPORTS/RECOMMENDATIONS

Traffic Safety Committee Report of November 7, 2012

Section A. 1. Director Houle said this will be an additional sign.

Section A. 3. Member Whited asked what the speed limit was and when the sidewalk would be installed. Director Houle said the speed limit is 30 mph and 15 or 20 when school is in session. He said he did not know when the sidewalk would be built. He said it is one of four missing segments of sidewalk that draft feasibility studies were prepared for and shared with City Council. The cost is approximately \$300,000 and up until recently, it would be assessed but with the new franchise fee they will have to identify criteria and prioritize which sidewalks will be built. Director Houle said he could bring the sidewalk feasibility studies to the December meeting if the ETC would like to see them.

Section C. 4. Director Houle said most of the cars belong to staff and the police department is writing warning tickets at this time. He said there is enough parking in the parking lot and that they are parking there for convenience.

Section B. 2. Member Janovy said Kellogg Avenue between Valley View Road and 58th Street is a basket weave (a stop sign every other block) and suggested instead of a stop sign on Kellogg Avenue, to put it at 61st Street. Director Houle said staff goes by warrants but the ETC can recommend this to City Council. Chair Nelson said this was requested twice before and each time it was denied. Director Houle said the minor street is 61st Street and the major street is Kellogg Avenue and based on traffic counts, the yield signs are on the wrong street. **Motion was made by member Janovy and seconded by member Bass for staff to evaluate moving the yield sign to 61st Street and to also evaluate installing stop signs since the basket weave is already in place and the stop sign would complete the weave. All voted aye. Motion carried.**

Based on the motion, director Houle said the request would be moved to Section C for further study.

Regarding traffic at Chowen Avenue, member Janovy asked how the City deals with this when traffic is going the speed limit but there are complaints. Director Houle said it is expectation and he was hoping the communications committee would be able to offer suggestions.

Director Houle said the map showing all traffic requests should be ready next week.

Motion was made by member Franzen and seconded by member Bass to forward the Nov. 7 Traffic Safety Committee Report to the City Council. All voted aye. Motion carried.

Updates

Student Members

Member Schwieger asked about the process for getting streetlights. Director Houle explained that residents can contact the engineering department for a petition form to get support from neighbors for the streetlight. When the petition is returned to engineering, staff contacts Xcel to determine feasibility of installation and cost; however, since residents are no longer assessed for streetlights, staff will need to review and rewrite the process.

Member Braden asked about the process for removing a streetlight and director Houle said he's never actually had this request but since the issue was the light shining into the house, he could look at replacing the standard cobra head light with a cutoff cobra head light to prevent this.

Member Franzen asked about streetlights in his neighborhood, which is part of the 2013 neighborhood reconstruction. Director Houle said Member Franzen could talk with his neighbors to see if they are in favor of streetlights and if so, director Houle could recommend this to City Council as part of the project.

Member Sierks asked why there were three entrances into the high school and only one exit. Director Houle said the decision was made by the school as a private property owner and it works well for traffic on the street because staff prefers that traffic queues onsite when getting out instead of queuing on the street to get in. He said in the afternoons an entrance is turned into an exit, giving them two exits. He said he did not think this would work but staff has observed it and it is working well.

Bike Edina Task Force – Oct. 11, 2012 Minutes

Director Houle said the Biking on Sidewalk Ordinance would likely be presented to the City Council on Dec. 4 and the police department will have a counter argument.