

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. C.

**From:** Byron Theis – Traffic Safety Coordinator

**Action**

**Discussion**

**Date:** August 15, 2013

**Information**

**Subject:** Traffic Safety Committee Report of August 7, 2013

**Action Requested:**

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday, August 7, 2013, be forwarded to City Council for approval.

**Information / Background:**

It is not anticipated that residents will be in attendance at the meeting regarding any of the attached issues. An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their September 17, 2013, meeting.

**Attachments:**

Traffic Safety Committee Report for August 7, 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 55<sup>th</sup> 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: 55<sup>th</sup> 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: 55<sup>th</sup> Street and Xerxes Avenue looking north*

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.



*Photo: 55<sup>th</sup> Street and Xerxes Avenue looking west*

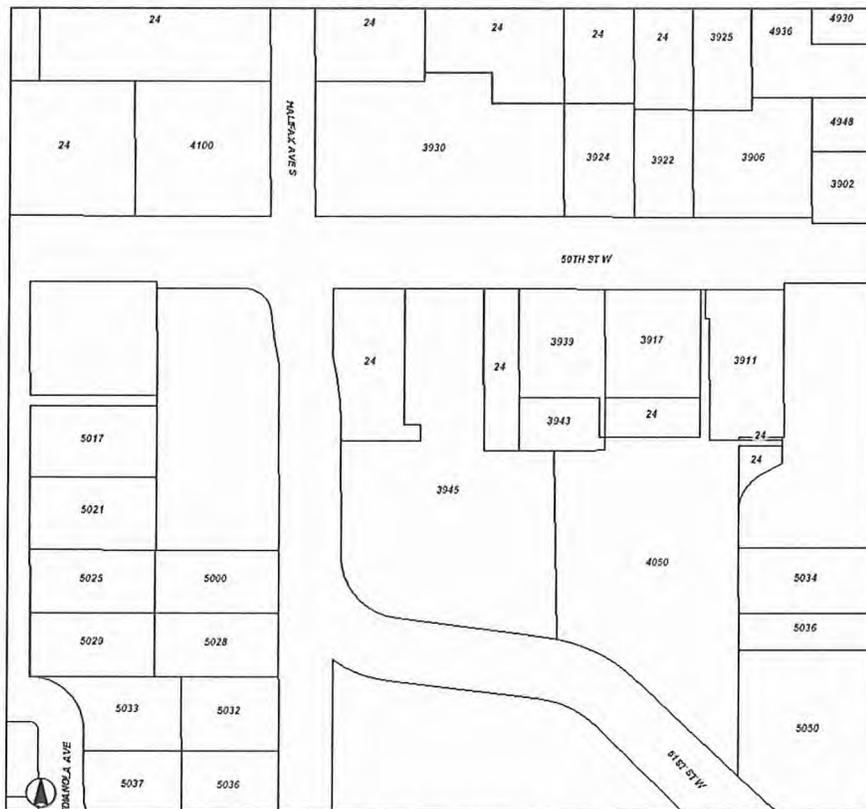
After discussion, staff concluded that, based on engineering judgment, the crosswalk should be placed on the north leg of the intersection; which will cross Xerxes Avenue.

**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 50<sup>th</sup> 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: Valley View Road and Chapel Lane



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.