

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. E.

**From:** Joe Feriancek – Traffic Safety Coordinator

**Action**

**Discussion**

**Date:** March 20, 2014

**Information**

**Subject:** Traffic Safety Committee Report of April 2, 2014

**Action Requested:**

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday April 2, 2014, 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 May 20, 2014, meeting.

**Attachments:**

Traffic Safety Committee Report for April 2, 2014.

## TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, April 2, 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on April 02. The City Engineer, Public Works Director, Police Traffic Supervisor, Transportation Planner, Traffic Safety Coordinator, Sign Coordinator, and the Assistant City Planner 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 April 17 Edina Transportation Commission and the May 20 City Council agenda.

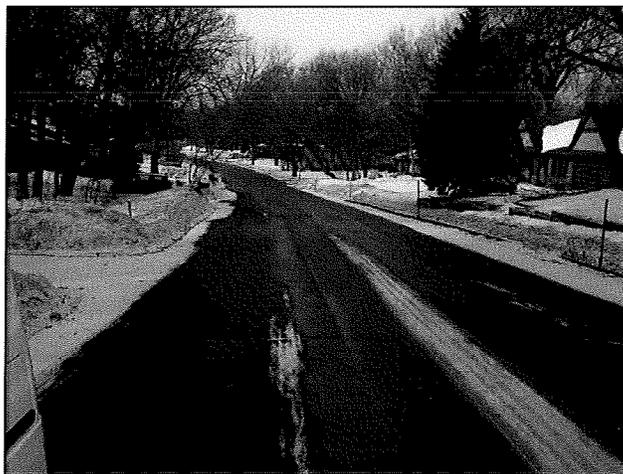
### SECTION A:

Requests on which the Committee recommends approval:

#### A1. Request to investigate the speeding of vehicles on Valley View Road.

This request was made by a resident of the area. The requestor is concerned with the average speed of vehicles on Valley View Road from Tracy Avenue to Hansen Road, both up and down the hill in the neighborhood. The requestor would like this stretch of Valley View Road investigated to find a solution to the situation.

A 2006 traffic count located at 6320 Valley View Road resulted in an ADT of 1456 vehicles and an 85<sup>th</sup> percentile speed of 38.3 mph. The posted speed limit is 30 mph. There have been 5 recorded auto crashes on this stretch of road, shown on the map below. There is one 30 mph speed limit sign on the east side of the bridge on Valley View Road.



*Picture: Valley View Road facing west*

**Valley View Road Auto Crashes**

Num.	Date	Time	Severity	Crash Type
1	1/4/2005	19:11	Injury - Possible Injury	Rear End / Driver inattention or distraction
2	4/27/2010	15:16	Injury - Possible Injury	Rear End / Driver inattention or distraction
3	9/25/2010	22:00	Property Damage - No apparent Injury	Collision with tree/shrubbery / Illegal or unsafe speed
4	11/21/2002	16:00	Injury - Possible Injury	Rear End / Driver inattention or distraction
5	9/3/2010	8:06	Property Damage - No apparent Injury	Right Angle / Driver inattention / Failure to yield right of way



Map: Valley View Road auto crashes

After review, staff recommends adding a speed limit sign for eastbound traffic to the east of Tracy Avenue. Additionally the dynamic speed sign trailer will be put out to help discourage speeding. There are future plans to do further study on this stretch of road in association with future neighborhood reconstruction project(s).

**A2. Request to place more flashing lights on the crosswalk poles at Halifax Avenue and 51<sup>st</sup> Street.**

This request was made by a resident of the area. The requestor states; pedestrians are not visible when using the crosswalk on 51<sup>st</sup> Street. The vegetation and lack of lights causes a sight issue. The requestor would like to see more flashing lights on the crosswalk to increase visibility.

Currently there exists a push button activated overhead mounted flasher with advanced flashers as can be seen in the pictures. There is no parking along this stretch of 51<sup>st</sup> Street, with parking lot exits to the north and ramp parking exits to the east. The crosswalk is located on a sharp curve as can be seen in the map below. A 2009 traffic count to the east of the crosswalk resulted in an ADT of 6678 vehicles with an 85<sup>th</sup> percentile speed of 28.2 mph. There are 4 recorded auto crashes at this intersection since 2001, including one collision with a pedestrian.



Picture: 51<sup>st</sup> Street crosswalk from the north

This request was initially reviewed during the May 2, 2012 TSC meeting, at which time staff deferred making a recommendation; pending the design of France Avenue pedestrian reconstruction, so these facilities could be similar in design.

After discussion, staff recommends adding Rectangular Rapid Flash Beacons to the overhead flasher poles located at the crosswalk. The flashers would be placed at an appropriate height for visibility.



Picture: 51<sup>st</sup> Street crosswalk from the east



Map: 51<sup>st</sup> Street and Halifax Avenue crosswalk

- A3. Request to place a no parking within 30 feet sign, on the stop sign post at the intersection of Cornelia Drive and Mavelle Drive.

This request comes from a resident living at the intersection. The requestor states; buses try to get through the intersection, and with cars parked up to the corner it is very difficult. This also makes for poor visibility for children using the crosswalk at the intersection. Commonly there are between 8 to 10 vehicles parked on Mavelle Drive near the intersection waiting to pick up students from the school. The requestor would like to see a no parking within 30 feet sign placed on the stop sign post, and possibly a no parking here to corner sign placed

on the south side of Mavelle Drive. The hope of these signs would be to prevent the dangerous situation at the intersection.

Requirements for Parking Restrictions are located in the Appendix section 3A.

Currently there is a stop sign on Mavelle Drive at Cornelia Drive. Mavelle Drive is 29 feet wide with a sidewalk on the south side of the roadway. There are crosswalks going across Cornelia Drive and Mavelle Drive. There are no recorded crashes at the intersection. A 2006 traffic count of Sandell Avenue, 4 blocks to the east of the intersection, resulted in an ADT of 353 vehicles. A 2012 count of Cornelia Drive to the south of the intersection resulted in an ADT of 1435 vehicles.

**After discussion, staff recommends placing “no parking here to corner” signs on both sides of Mavelle Drive, 30 feet to the east of Cornelia Drive.**

**A4. Request for temporary No Parking along Arbour Avenue at Countryside School.**

This request is for adding temporary No Parking along the stretch of Arbour Avenue from Arbour Lane to Sun Road. This is the stretch of road along Countryside School. There will be lacrosse practice on the athletic fields this summer. The No Parking signs will be located on the neighborhood side of the road, to avoid people getting in/out of their vehicles on the lawns of the residents.



*Map: Proposed Temporary no parking along Arbour Avenue*

**After discussion, staff recommends approval of the temporary no parking signs.**

**SECTION B:**

Requests on which the Committee recommends denial:

**B1. Request to make Wooddale Lane No Parking on both sides of the street during the winter.**

This request comes from a resident living on the street. The requestor states; during the winter the road becomes too narrow when vehicles park on the street. Emergency vehicles would not be able to get through; sometimes residents cannot back out of their driveways when there are vehicles parked. The requestor would like to see Wooddale Lane become no parking on both sides of the street during the winter.



*Picture: Wooddale Lane facing west*

Requirements for Parking Restrictions are located in the Appendix section 3A.

Currently there is no parking on the south side of Wooddale Lane. There are no recorded auto crashes on the street. As can be seen in the map, Wooddale Lane is a dead end street with a turnaround at the end, it is 24 feet wide.

**After discussion, staff recommends denying the request based on current Parking Restrictions policy and the draft Living Streets Plan.**



*Map: Wooddale Lane*

**SECTION C:**

Requests that are deferred to a later date:

**C1. Request to add permanent no parking on the west side of Hillside Road.**

This request comes from a resident living on the street. The requestor states; there are concerns with vehicles parking on both sides of the street during events at Countryside Park. The street becomes too narrow for two way traffic and is unsafe for travel. Also, vehicles park in front of the mailboxes on the west side of the street and the mail than does not get delivered. The requestor would like to see no parking on the west side of Hillside Road and possibly have the city educate park users of the parking lot located at Countryside Park.

Requirements for Parking Restrictions are located in the Appendix section 3A.

Hillside Road is 26.5 feet wide curb face to curb face. There have been no recorded accidents on this stretch of road. A 2001 traffic count resulted in an ADT of 190 vehicles and an 85<sup>th</sup> percentile speed of 29.5 mph. This request was initially looked at during the April 6, 2011 TSC meeting where it was handled as a D item, temporary no parking has been used. This was because of the 2012 construction, after which time it was determined the area would be re-evaluated.



Picture: Hillside Rd facing west

After discussion, staff recommends further study including updating the traffic counts, and seeing how directional signs for the Countryside Park parking lot will affect the parking on Hillside Road.



Map: Hillside Road Proposed No Parking

SECTION D:

Other traffic safety issues handled.

- D1. Request for more information on the traffic signal timing at the intersection of France Avenue and Parklawn Avenue. This request was forwarded to Hennepin County, who control this traffic signal.

- D2. A resident called with concerns about the safety of the intersection of 57<sup>th</sup> Street and Beard Avenue. These were the same concerns which the TSC made a recommendation on during the February 2014 TSC meeting. The resident was informed of the committee's recommendation and informed they may attend the April 22<sup>nd</sup> City Council meeting if they disagreed with the committee's recommendation or wished to provide more information.
- D3. The parking lot signs for the parking lot on the north side of Valley View Elementary will be switched from MYSA Parking to Soccer Parking. Also, an additional sign will be added for southbound traffic. This new sign post will be placed in the ground, and the sign will be removed during the winter.
- D4. There will be three directional signs for the Countryside Park parking lot placed. One sign will be located near the intersection of Colonial Way and Tracy Avenue. Another sign will be located near the intersection of Colonial Way and Olinger Boulevard. The third sign will be placed near the intersection of Tracy Avenue and Olinger Boulevard. The signs will be brown with white lettering, saying Countryside Park Parking with an arrow. These signs will be placed to help reduce the amount of complaints from residents of park users parking on their streets.

**Appendix**  
**Guidance for the installation of Local Traffic Control Signs**  
City of Edina Local Traffic Control

**3A. Parking Restrictions**

The purpose of the on-street parking policy is to enhance the safety of drivers and pedestrians, as well as to allow for effective parking capacities at times when parking is in high demand.

Parking restrictions may be warranted in the following conditions:

- A. Identified bus stops.
- B. Prohibiting parking near an intersection to improve sight lines.
- C. Where the street is too narrow to allow safe passage if parking is permitted.
- D. On collector and arterial streets if the curb lane is required for thru traffic during peak periods.
- E. In conjunction with school and pedestrian crosswalks.
- F. In conjunction with turning lanes and other lane restrictions when the curb lane is used for thru traffic.
- G. At connecting intersections to controlled access highways.
- H. On roadways designed with four or more lanes.

Handicap parking is not permitted on a public street, and parking controls will not be installed for business, commercial, or industrial interest when it would adversely affect normal residential parking.