

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

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

**From:** Mark Nolan, AICP, Transportation Planner

**Action**

**Discussion**

**Date:** September 18, 2014

**Information**

**Subject:** Traffic Safety Committee Report of August 13, 2014

## **Action Requested:**

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday August 13, 2014, be forwarded to City Council for approval.

## **Information / Background:**

It is anticipated that residents may be in attendance at the meeting regarding some of the attached issues (i.e. stop sign requests). An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their October 21, 2014 meeting.

## **Attachments:**

Traffic Safety Committee Report for August 13, 2014.

## Traffic Safety Preview

Wednesday, August 13th

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on August 13. The City Engineer, Public Works Director, Police Traffic Supervisor, Transportation Planner, Sign Coordinator, a representative from the Planning Department and Traffic Safety Coordinator were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons 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 do so at the September 18 Edina Transportation Commission meeting and/or the October 21 City Council meeting.

### Section A : Requests on which the Traffic Safety Committee recommends approval

#### **A1. Request for enforcement of 3-way stop sign on Gleason Road and Scotia Drive**

Requestor states that stop signs on Gleason Rd are being ignored. Site investigations showed that this location was at the bottom of a steep (8.75% grade) hill, and is controlled by an all-way stop. In a video study of the intersection on July 8<sup>th</sup>, from 10:19 AM to 1:48 PM (250 vehicles), traffic traveling south on Gleason ran the stop sign at a rate of 22%, while full and complete stops were performed at a rate of 15 percent. Gleason has 2,451 vehicles daily (from a state-aid count), while Scotia has 200 daily vehicles. No accidents relating to traffic control were reported in the last five years.

For comparison, research has shown that 3% to 17% of drivers have come to full and complete stops at stop signs when not forced to do so by conflicting traffic, and 20% of drivers can be expected to run an unwarranted stop sign.



*Map : Gleason Rd. and Scotia*



*Photo : Sightlines from the stop of Scotia*

**After review, staff recommends approval of this request. Police have already been stationed at this intersection and will continue to conduct operations at this location.**

**A2. Request to remove “No Pedestrian” pictorial signs from the intersection of W. 77th Street and Parklawn Avenue, and to install pedestrian signals**

This request concerns the bus stops on 77th Street and Parklawn Avenue and the pedestrian environment of the intersection. Currently there are near side bus stops, and signs banning pedestrians from crossing the north, south and east legs. The concern is that a law-abiding user of transit would be unable to use the bus stops, due to the ban on pedestrian movements. Specifically the south and west legs were requested to have their signs removed and pedestrian signals installed. The Minnesota Manual on Uniform Traffic Control Devices, section 2B.51, addressing such signs states in the support section that the sign is intended to be used on only one leg of an intersection, in order to provide access.



*Photo: 77<sup>th</sup> Street and Parklawn Avenue, looking west*



*Map : Bus stops at W. 77th Street and Parklawn Avenue*

The estimated cost of adding the crosswalk to the north leg of the intersection is \$12,432. The maximum two hour volumes on each leg were determined by video study on June 10<sup>th</sup> with six crossings on the north leg. Former studies of the intersection indicated that the no right on red should remain (at least on the southbound approach) due to the dual right turn lanes, and little benefit from the restriction’s removal. According to a WSB report done earlier this year, with no change the level of service of the intersection will remain the same, and delay will only rise by a few seconds per vehicle. Mitigation any effect of adding crosswalks should be possible using the mitigation outlined by WSB.

**After review, staff recommends a request for proposals be submitted for a crosswalk on the north leg of the intersection, to provide access. Staff also recommends that the no right on red restriction remain in place.**

### A3. Request for stop signs to be placed at Sunnyslope Road and Dale Drive

Requestor asks for stop signs at this intersection, noting that it is currently uncontrolled, and dangerous. Counts were conducted on the streets as they approach the intersection, with Dale Dr having 120 ADT with an 85<sup>th</sup> percentile speed of 19.3 mph, and Sunnyslope Rd having 208 ADT with an 85<sup>th</sup> percentile speed of 26.2 mph. Traffic eastbound on Dale and northbound on Sunnyslope cannot see each other adequately according to AASHTO's (American Association of State Highway and Transportation Officials) 2004 Geometric Design of Highways and Streets, due to a hill on the southeast corner of the intersection. No accidents have been recorded at this intersection in the past five years. Stop sign warrants are provided in Appendix A.

**After review staff recommends placing a stop sign for Dale Drive at the intersection of Sunnyslope Road, due to sightline constraints.**



*Photo : Sunnyslope Rd and Dale Dr sight obstruction, 115 feet from conflict point*



Section B: Requests on which the Traffic Safety Committee recommends denial

**B1. Request for all-way stop signs on Brookside Avenue and W. 44<sup>th</sup> Street (possible removal of stop signs at the intersection of Division Street and Brookside Avenue)**

Requestor states that the intersection delay is very high at 44<sup>th</sup> St and Brookside Ave for those on 44<sup>th</sup>, where there is a one way stop. The requestor also noted that Division St has an all way stop with Brookside, while it is a more minor street than 44<sup>th</sup>. Counts were taken and are shown on the diagram in Appendix B. A delay study of 44<sup>th</sup> was done during the peak hours and maximum delay (5 minute average) was 37.5 seconds-per-vehicle, total delay over the morning peak was 0.475 hours for 325 vehicles and over the evening peak was 1.08 hours for 456 vehicles. No crashes at the intersection have been reported in the last five years. Application of an All-Way stop is detailed in Appendix A.



*Photo : Brookside at 44<sup>th</sup>, looking south (towards Division)*



*Map : Brookside Ave. Division St. and W. 44<sup>th</sup> St.*

**After review staff recommends denial of this request, due to lack of warrants.**

**B2. Request for stops signs at W 55<sup>th</sup> Street and Brookview Avenue**

This request was made to the Edina Transportation Commission and has been updated to include non-motorized users at the intersection. Requestor feels that there is a lot of cut through traffic on Brookview Ave that is driving too fast, that the current yield signs on W 55<sup>th</sup> St. do not reach the desired level of safety, and that hills in the area lead to



*Map : Brookview Ave. and W. 55<sup>th</sup> St.*

even more dangerous driving. There are no sidewalks at this location.

A 2010 traffic study was done on this intersection, and similar speeds and counts to previous studies show that the area is not experiencing large changes in traffic conditions. West 55<sup>th</sup> Street has an 85<sup>th</sup> percentile vehicle speed of 14.6 mph. Brookview has an 85<sup>th</sup>-percentile vehicle speed of 23.7 mph. Due to requestor concerns that previous requests had not included the children of the area on bicycles, scooters and walking, a video study of the intersection was done. The video study showed that an average of 306.5 users per day of the intersection approached on 55<sup>th</sup> (including 74.5 pedestrians and 73.5 bicycles), while 418.5 users per day approached on Brookview (including 78.5 pedestrians and 53 bicycles). There is one reported accident at this location.



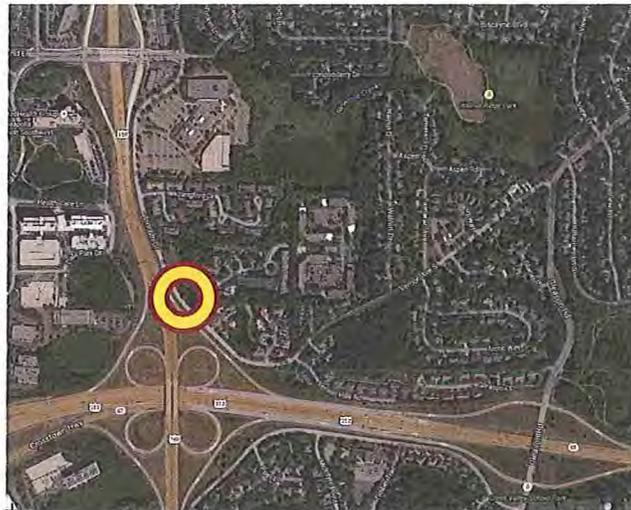
*Photo : W 55<sup>th</sup> St. and Brookview Ave looking north.*

Requestor has made similar requests three times in the past five years, all have either been denied or modified (yield signs placed in 2010 to assign right of way). Warrants for stop signs are in Appendix A.

**After review staff recommends denial of this request based on lack of warrants. This decision took into account motorized traffic as well as bicycles and pedestrians.**

### **B3. Request for traffic calming on local roads due to 169 construction**

Multiple requestors have asked for traffic calming due to traffic being detoured from 169 accesses and to other accesses on local streets. Lincoln Drive's ADT went from 3,826 with an 85<sup>th</sup> percentile speed of 37.4 mph (2013 MSA count), to an ADT of 5,289 and an 85<sup>th</sup> percentile speed of 39.3 mph. Other recent requests have mentioned McCauley Trail, as this is part of an official MnDOT detour for 169.



*Map : Count of Lincoln Drive*

**Enforcement is already being done on several of these unofficial or minor**

**detour routes. Staff recommends denial of any physical traffic calming at these areas.**

**B4. Request for traffic calming (speed bumps preferred) on the Pamela Park South Access Drive**

Requestor states that traffic accessing the park is going at high speeds and wishes for traffic calming, along the south access drive of the park. Counts were taken early in the year (end of April) and in midsummer to account for differences in the park's demand. The spring counts had 137 weekday ADT, with an 85<sup>th</sup> percentile speed of 24.9 mph, 88 Saturday ADT, with an 85<sup>th</sup> percentile speed of 25.6 mph, and 103 Sunday ADT, with an 85<sup>th</sup> percentile speed of 24.7 mph. Summer counts had 161 weekday ADT, with an 85<sup>th</sup> percentile speed of 24.5 mph, 138 Saturday ADT, with an 85<sup>th</sup> percentile speed of 24.5 and 154 Sunday ADT with an 85<sup>th</sup> percentile speed of 24.1 mph. The access drive is very narrow at 18.5 feet in width, no accidents have been reported on the access drive in the past five years.



*Map : Pamela Park, south access drive*

Summer counts had 161 weekday



*Photo : Pamela Park south access drive, looking north*

**After review, staff recommends denial of this request, based on low speeds and the planned future construction of a sidewalk/pedestrian trail on the east side of the access drive.**

**B5. Request for enforcement, speed bumps and "Your Speed Is ..." signs on Monterey Avenue**

Requestor states that people often speed up and down the hills on Lynn Ave and Monterey Ave and asks for placement of speed bumps, further enforcement, and the dynamic speed signs on Monterey Ave. Requestor has already been informed that the city does not install speed bumps. Counts were taken on Monterey Ave, with a weekday ADT of 150 vehicles and an 85<sup>th</sup> percentile speed of 25.2 mph. Neither street has a reported accident in the past five years. There is a significant hill on Monterey Ave (8.75% grade), the condition of the roadway and curves in the roadway, prevented counts nearer to the hill.



*Photo : Monterey Ave, midblock, looking north*

After review, staff recommends denial of this request, based on the low speeds in the area.



Map : Monterey and Lynn Avenues, star at count location

**B6. Request for 15-minute parking in the front of bus bays in the 50<sup>th</sup> and France area**

This request comes from the 50<sup>th</sup> and France business association. Noting the Mozza Mia patio in the front of a bus bay on 50<sup>th</sup> St. west of France Ave. the business association has asked for a 15-minute parking / loading zone to be added to the front of the two remaining stalls along 50<sup>th</sup> in the area. Metro Transit field operations has indicated their preference not to place the stall in the bays, as drivers often do not recognize that there is only one stall. However, if a stall is to be placed, Metro Transit does request it be in the rear of the bus bays. Metro Transit's concerns involve curbing their buses, overuse of the parking, and winter use of the bays.



Map : 50<sup>th</sup> and France, parking possibilities



Photo : Mozza Mia patio in bus bay

After review, staff recommends denial of this request, based heavily on the advice of Metro Transit, and traffic flow issues that might stem from any abuses of the request.

**B7. Request for traffic control at W 51<sup>st</sup> Street and William Avenue**

Requestors note that this intersection is uncontrolled and has become a cut through for traffic from Interlachen Blvd to Vernon Rd, avoiding congestion at the intersection of those two streets. The surrounding area is uncontrolled, one reported accident has occurred in the last five years at this location. Counts were taken at this location, with 51<sup>st</sup> St having 120 ADT and 85<sup>th</sup> percentile speeds of 15.8 mph, on Saturday 16.3 mph was the 85<sup>th</sup> percentile speed. On William, ADT was 139 and the 85<sup>th</sup> percentile speed was 24.5 mph. Due to parking near and possibly on the counting equipment, these counts have a higher margin of error than is typically associated with counts



Map : W 51<sup>st</sup> St. and William Ave

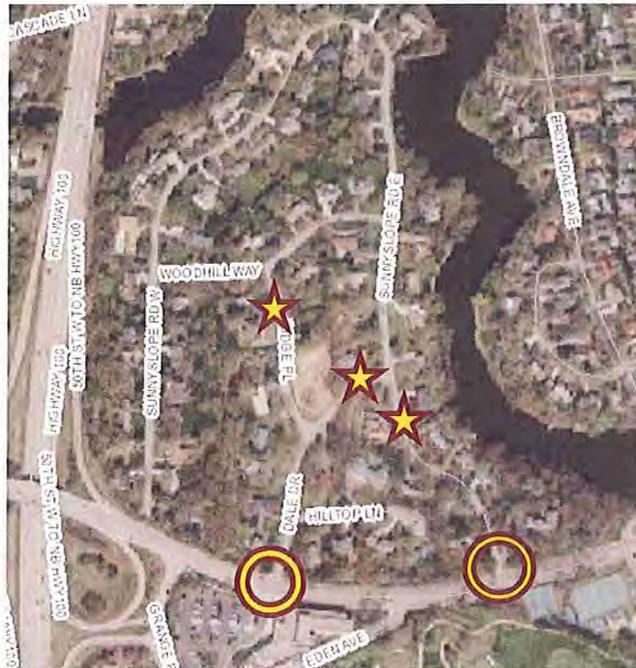


Photo : W. 51<sup>st</sup> St and William Ave

After review staff recommends denial of this request due to lack of warrants.

**B8. Request for traffic calming measures in the Sunnyslope Neighborhood**

Requestor notes high speeds in the Sunnyslope Neighborhood and asks for traffic calming in the area. Counts were taken for the stop sign requests, seen below, and resulted in 85<sup>th</sup> percentile speeds of 19.3 mph, 26.2 mph and 20.0 mph. Requestor also notes a recent, horrific accident of a young driver with a neighbor's dog, however there are no recorded accidents in this neighborhood in the last five years.



Map : Sunnyslope Neighborhood, accesses to W 50<sup>th</sup> St. marked with circles, count locations with stars

After review, staff recommends denial of this request based on the low speeds observed in the neighborhood.

**B9. Request for stop signs to be placed at Ridge Place and Woodhill Way**

Requestor asks for stop signs at this intersection, noting that it is currently uncontrolled, and dangerous. The surrounding area is uncontrolled, counts were conducted on the streets as they approach the intersection, with Ridge having an ADT of 273 and an 85<sup>th</sup> percentile speed of 20.0 mph. Repeated counter failure on Woodhill Way does not allow for a full picture of the intersection, however in site visits, it became apparent that Woodhill is the minor street at this intersection, with most traffic turning to or from Ridge. During site visits multiple residents voiced their opposition to adding stop signs to this intersection. There have been no accidents at this location recorded in the last five years.

**After review, staff recommends denial of this request, based on lack of warrants.**



*Map : Ridge Pl and Woodhill Way*



*Photo : Ridge Pl and Woodhill Way*

Section C: Requests on which the Traffic Safety Committee recommends for further study

**C1. Request for signing handicapped parking by the church's elevator/ accessible entrance**

This request comes from the Edina Morningside Church, asking for parking spaces near the accessible entrance of the church to be marked as handicapped only parking. The requested area is along Morningside Road. Typically two parishioners drive themselves, or are escorted up to the church, for services, which leads the requestor to ask for two spaces be reserved for parking and another to be used as a drop off zone. Currently this area is signed as no parking, for 150 feet from the corner of Morningside and Grimes Avenue, which is all-way stop controlled.



*Map : Morningside Community Church*



*Photo : Morningside, looking east, towards Grimes*

**After review, staff recommends that more measurements be taken to be sure of available space for legal parking between the intersection and the curb's taper.**

SECTION D: Other traffic safety issues handled

- D1. Request for a speed study on South Knoll Drive, at View Lane, speeds and counts were recorded and speed study results were forwarded to EPD.
- D2. Request for a handicapped parking/transfer zone at 6426 Xerxes for a woman living in a duplex who is elderly and uses Metro Mobility, referred requestor to Hennepin County which controls signage on Xerxes.
- D3. Request to bar trucks from using Blossom Court as a turnaround for trucks from a tear-down-rebuild project happening on Skyline Drive. Left requestor message referring her to the City's Residential Redevelopment Coordinator.
- D4. Requestor asks for construction equipment on Tamarac to be kept clear of a walking path used by residents. This request was referred to the project's engineering technician.

## Appendix A: Stop Sign Warrants (MNMUTCD)

When it is determined that a full stop is always required on an approach to an intersection a STOP (R1-1) sign shall be used. ...

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.

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.
- C. Crash records indicate that three or more crashes that are susceptible to correction with 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 from the minor street failing to yield the right-of-way to traffic on the through street or highway.

Additional warrants from the city of Edina list that:

1. If an intersection experiences five (5) or more right angle accidents in a three (3) year period, stop signs should be considered.
2. If the presence of a sight obstruction is contributing to accidents at an intersection, removal of the sight obstruction should be sought before considering a stop sign.
3. If the 85th percentile speed on any leg of an intersection is more than five (5) MPH over the posted speed limit, a stop sign should be considered for the intersecting street.
4. If traffic volumes exceed 1,000 vehicles per day on each of the intersecting streets, stop signs should be considered.
5. Residential stop signs shall not be installed in an attempt to control speed.
6. Residential stop signs shall not be installed in an attempt to control volume.

Applicable multi-directional stop control warrant:

### Minimum volumes

- a. The vehicular volume entering the intersection from the major street approaches 300 vehicles per day for eight total hours of an average day; and
- b. The combined vehicular, pedestrian and bicycle volume entering the intersection on the minor street approaches averages at least 200 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Consideration should also be given to controlling turns, pedestrian conflicts, and sight-distances for stopped vehicles.

Appendix B: Brookside and Division/44<sup>th</sup>



Project Name \_\_\_\_\_ Improvement No \_\_\_\_\_  
 Contract No \_\_\_\_\_  
 Computations For \_\_\_\_\_ Street \_\_\_\_\_ of \_\_\_\_\_  
 By \_\_\_\_\_ Date \_\_\_\_\_

