



To: MAYOR AND COUNCIL

Agenda Item #: IV. E.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Discussion

Date: January 21, 2014

Information

Subject: Traffic Safety Report, December 4, 2013

Action Requested:

Review and approve the Traffic Safety Committee Report of December 4, 2013.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the December 4, 2013, Traffic Safety Committee Report at their December 19 meeting and moved to forward the report to the City Council for approval, see attached draft minutes.

Attachments:

Traffic Safety Committee Report of December 4, 2013
Draft ETC Meeting Minutes of December 19, 2013

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, December 4, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on December 4. The Public Works Director, Transportation Planner, 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 December 19 Edina Transportation Commission and the January 21 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

A1. Request for No Parking on one side of Wooddale Avenue south of Garrison Lane, Garrison Lane, and on Nancy Lane.

This request comes from a resident who lives at the intersection of Garrison Lane and Wooddale Avenue. The requestor states large vehicles and cars park along Garrison and Wooddale / Nancy Lane, visibility and access are issues. The resident would like to have no parking on one side of Garrison, no parking on Wooddale south of Garrison and no parking on Nancy Lane.

Measurements were taken of the road widths; Garrison Lane 31.5 ft. back of curb to back of curb, Nancy Lane 30.5 ft., Wooddale Ave. south of Garrison 21.5 ft. Neither Nancy Lane nor Wooddale Ave. have curb. Wooddale Avenue is a bike route.



Map: Wooddale Ave at Garrison and Nancy Ln

There are no reported crashes at the intersection of Garrison Lane and Wooddale Avenue, and none on Nancy Lane.

Staff recommends approval of No Parking on the east side of Wooddale Avenue south of Garrison Lane. Staff recommends denying the request for No Parking on Garrison Lane and Nancy Lane.



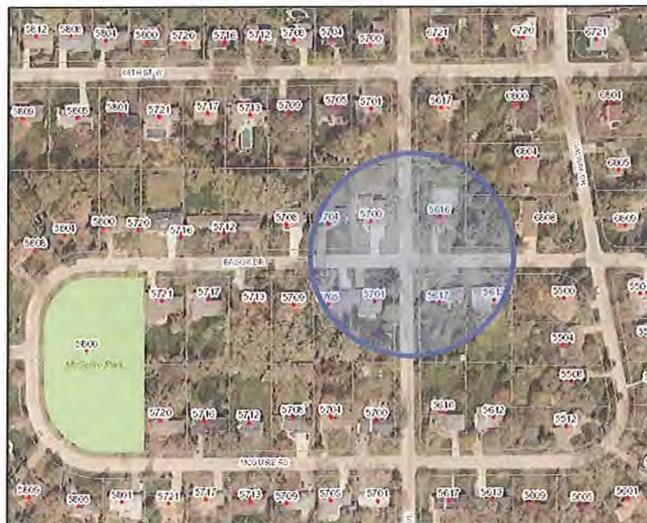
Picture: Nancy Lane and Wooddale Ave. facing north

SECTION B:

Requests on which the Committee recommends denial:

B1. Request for a four-way stop at the intersection of Tracy Avenue and Brook Drive.

This request comes from a resident who lives near the intersection. The requestor states that the intersection is “dangerous” for pedestrians due to vehicles speeding through the intersection. Requestor would like to see a four-way stop at the intersection as well as speed counts on Tracy Avenue.



Map: Tracy Avenue and Brook Drive

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

- The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest peak hour; but

3. If the 85th percentile approach speed of the major-street exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

YIELD or STOP signs should not be used for speed control.



Photo: Tracy Avenue and Brook Drive looking west



Photo: Tracy Avenue and Brook Drive looking

Traffic counts and pedestrian counts were conducted at this intersection. This intersection has an Average Daily Traffic (ADT) of 1565 vehicles entering. A total of 32 pedestrians and 2 cyclists entered the intersection during that time. 1599 total intersection volume being below the required 2000. There are no visibility issues at the intersection. There are no recorded crashes at this intersection. A speed count was also done with the 85th percentile speed of 30.65 mph, the posted speed limit is 30 mph.

After discussion, staff recommends denying the request, since the intersection did not meet warrants for an four-way stop.

B2. Request for stop signs at the intersection of Drew Avenue and Fuller Street.

This request comes from a resident who travels this intersection frequently. The requestor states that this intersection is dangerous to pedestrians and motorists because there is no traffic control. Requestor feels that placing a stop sign(s) would increase the safety of the intersection. See map 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*



Map: Drew Avenue and Fuller Street



Photo: Drew Ave and Fuller St looking north

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, pedestrian and bicycle counts were conducted at this intersection. This intersection has an Average Daily Traffic (ADT) of 406 vehicles and a total of 53 pedestrians and bicycles entering the intersection during that time, for a combined total of 459. There are two recorded crashes at this intersection (a property damage accident in November, 2007 and a personal injury accident in December 2010). In June 2011 the committee recommended the denial of stop signs at the intersection of Drew Ave. and Fuller St.



Photo: Drew Ave and Fuller St looking west

Staff recommends denying the request, since the intersection did not meet warrants for a stop sign.

B3. Request for stop signs at the intersection of Willow Wood Road and Larada Lane.

This request comes from a resident who lives at this intersection. The requestor states that vehicles are travelling at a high rate of speed through the intersection on Larada Ln (stop signs exist on Willow Wood Rd on the east and west legs). Requestor feels that placing stop signs on the north and south legs would increase the safety of the intersection. See map below.

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

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest peak hour; but

3. If the 85th percentile approach speed of the major-street exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;



Map: Willow Wood Road and Larada Lane



Photo: Willow Wood Road and Larada Lane looking north

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

YIELD or STOP signs should not be used for speed control.

Traffic, pedestrian and bicycle counts were conducted at this intersection. This intersection has an ADT of 426 vehicles and a total of 36 pedestrians and bicycles entering the intersection during that time, for a combined total of 426. There are no recorded crashes at this intersection.

Staff recommends denying the request, since the intersection did not meet warrants for an all-way stop.

B4. Request for No Parking on one side of Wycliffe Road north of Grove Street.

This request comes from a resident who lives in the area. The requestor states that when vehicles are parked on both sides of Wycliffe Road there is not enough room for two cars to pass each other. Also, the curving nature of the street hinders drivers' ability to see approaching cars between the parked vehicles. There is a church located at the intersection of Wycliffe Road and Grove Street.



Photo: Wycliffe Road looking north

Requestor would like No Parking on one side of Wycliffe. Currently there is no parking Monday thru Friday from 7 a.m. to 4 p.m. on the east side of the street in front of the church property. The road width from back of curb to back of curb is 30.5 ft. Typical residential streets are 31 ft.

After discussion the staff recommends denying the request, finding the street wide enough to accommodate parking and traffic.



Map: Wycliffe Road

SECTION C:

Request that are deferred to a later date:

C1. Request for parking restrictions in front of 4215-4219 Grimes Avenue.

This request comes from a resident who lives in the area and often travels through this section of Grimes Avenue. Requestor states that vehicles travelling northbound on Grimes have to swerve around vehicles parked on the east side of the street, potentially ending up in the southbound lane. Requestor states that this section of Grimes (4215-4219) is on a hill which could potentially block sightlines of vehicles.

Requestor would like parking restrictions on the east side of Grimes near these addresses. Currently there is no parking allowed on the west side of the street. Pavement at this location is 25.5' (face to face). In 2005 a traffic count was taken. The ADT was 806 vehicles with an 85th percentile speed of 31.3 mph. The calculated Stopping Sight Distance (SSD) based on the MNDOT road design manual; for this section of Grimes with a 30 mph speed limit and a grade of 14 percent is 171.7 ft. The measured SSD was 172 ft.

After discussion staff recommends doing more research on nearby similar streets for comparison, and to research how this compares with the Living Streets policy.



Map: 4200 block of Grimes Ave



Photo: 4213 Grimes Ave, looking south

C2. Request is for replacing the yield signs at the intersection of St. Johns Avenue and Garrison Lane with Stop signs.

This request comes from a resident living near the intersection. Requestor states vehicles crossing St. Johns Avenue are being hit by people going too fast down St. Johns. Also, the Yield signs on Garrison and Ashcroft Lanes are hard to see and are not being observed. Currently there are Yield signs for traffic crossing St. Johns Avenue.

In 2000 a traffic count was completed for St. Johns Avenue north of Garrison resulting in an ADT of 101, and an 85th percentile speed of 26.9 mph. In 2004 a traffic count was completed for Garrison Lane east of St. Johns resulting in an ADT of 212 and an 85th percentile speed of 28 mph. There are two recorded auto crashes; a crash resulting in property damage in 2002, and a crash resulting in personal injury in 2013.

After discussion, the staff recommends looking further into the crash from 2013 to see if it was an unavoidable crash.



Photo: St. Johns Ave. looking south



Photo: St. Johns Ave. and Garrison Ln. looking west

C3. Request for painted crosswalks at the intersection of Sunnyside Road and Grimes Avenue.

This request comes from a resident who lives in the area. The requestor states that vehicles are not stopping for pedestrians at the intersection of Grimes Avenue and Sunnyside Road. There is a Stop sign on southbound Grimes at Sunnyside. There is a Stop sign on Sunnyside at Arden. There are no other Stop signs on Sunnyside between Arden and France Avenue. There is a marked crosswalk on Sunnyside at Arden. Curb ramps exist for crosswalks as shown in the picture. There are no other marked crosswalks between Arden and France Avenue. There are no recorded crashes at the intersection.

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.*
- *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*

Counts of pedestrians were taken at the intersection. A maximum total of 7 pedestrians were recorded crossing Sunnyside Road and a maximum total of 7 pedestrians crossing Grimes Avenue at the intersection within a

two-hour period. This is below the warrants for placing a crosswalk. The TSC deferred a request for an All-Way stop sign at this intersection on August 1, 2012.

After discussion staff recommends denying this request since the intersection did not meet the minimum warrants for pedestrians crossing in a two-hour window. However, after discussion at their December 19 meeting, the ETC recommends looking further into the intersection and the history of related requests there.



Photo: Sunnyside Road and Grimes Avenue



Photo: Grimes Ave. and Sunnyside Rd looking south

SECTION D:

Other traffic safety-related issues handled.

- D1. Call from a resident regarding vehicles speeding on Tracy Avenue near 68th Street. Resident would like to see speed enforcement in the area. A recent speed count was forwarded to the Edina Police Department (EPD).
- D2. Email from a resident stating that sightlines are obstructed at the intersection of 66th Street and Valley View Road. EPD visited the site and determined there was no clear zone violation or obstructed sight lines at the intersection. Email was sent to the resident stating this. EPD sent the property owner a letter as well.

DRAFT ETC Minutes of December 19, 2013

The consensus was to continue the discussion in a series of workshops.

Traffic Safety Committee Report of December 4, 2013

Section B-5 will be pulled from the report to verify approval of crosswalks in 2008.

Motion was made by member Iyer and seconded by member Bass to forward the December 4 Traffic Safety Report to City Council without Section B-5. All voted aye. Motion carried.

Meeting Schedule for 2014

Motion was made by member Iyer and seconded by member Whited to approve the 2014 Meeting Schedule. All voted aye. Motion carried.

Updates

Student Members - None

Bike Edina Task Force

Member Janovy handed out a draft document that clarified the relationship between the BETF and the City and asked for feedback. She said the relationship would be similar to that of a soccer association.

After discussion, suggestion was to delete "City Council will continue to appoint a member of BETF to the Edina Transportation Commission" because this is in the ETC's ordinance, and to consider being an association rather than a task force.

Living Streets Working Group

Transportation planner Nolan said Feed the Dog is finalizing two branding/logo options for presentation to a focus group for feedback. At their last meeting, they discussed design guidelines including street types, typical section, bike facility, etc.

Communications Committee - None

CORRESPONDENCE AND PETITIONS - None

CHAIR AND COMMISSION MEMBER COMMENTS

Member Boettge asked if there was a map online that shows upcoming street reconstruction schedule and transportation planner Nolan said yes and that he would email her the link.

Member Janovy noted that the City Council approved the 54th Street project on a particular design of the streets but did not order the project on the basis of the feasibility study, just in case this needs to be clarified. Additionally, she suggested that the ETC discuss what will happen with the advisory lanes after the experimental process is over because the Federal Highway is no longer allowing the treatment that is on Valley View Rd (green lanes) and wondered if they would be required to remove them. She said the City Council should be advised on this.

Discussion ensued about the need to improve the communication process at all levels because even though there was an engagement process specifically for W. 54th Street it did not work. Member LaForce said the City will not be able to build a transportation network if objectors are successful in stopping a sidewalk in front of their house. A suggestion was to understand people's objections and create messages around them.

Chair Nelson said he's noticed that MnDOT added the auxiliary lane on the west side of I-494 but not on the east side. Transportation planner Nolan will check and report back.