

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** VIII. D.

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

**Action**

**Date:** March 19, 2013

**Discussion**

**Information**

**Subject:** Traffic Safety Report Of January 2, 2013

## **Action Requested:**

Review and approve the revised Traffic Safety Committee Report of January 2, 2013.

## **Information / Background:**

The Edina Transportation Commission (ETC) reviewed the January 2, Traffic Safety Committee Report at their February 21 meeting and made the following comments:

Item B1: Change the recommendation to:

**Staff recommends denial of request for stop signs at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West.**

**Based on discussion of the February 21, 2013 ETC meeting staff also recommends adding an informational plaque to the existing yield signs that states "Cross Traffic Does Not Stop".**

The requestors of Item B1 addressed the ETC at their February 21 ETC meeting and have requested to address the City Council. The requestors would like to see the yield signs replaced with stop signs.

## **Attachments:**

Revised Traffic Safety Committee Report of January 2, 2013

Draft ETC Meeting Minutes of February 21, 2013

Email dated March 10 from Constance Fantin

## TRAFFIC SAFETY COMMITTEE REPORT

(Revised February 21, 2013)

Wednesday, January 2, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on January 2. The Director of Engineering, Public Works Director, Police Traffic Supervisor, the Community Development Director, the 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 January 17, Edina Transportation Commission and the February 19 City Council agenda.

### SECTION A:

Requests on which the Committee recommends approval:

At this time, there are no requests that are recommended for approval.

### SECTION B:

Requests on which the Committee recommends denial:

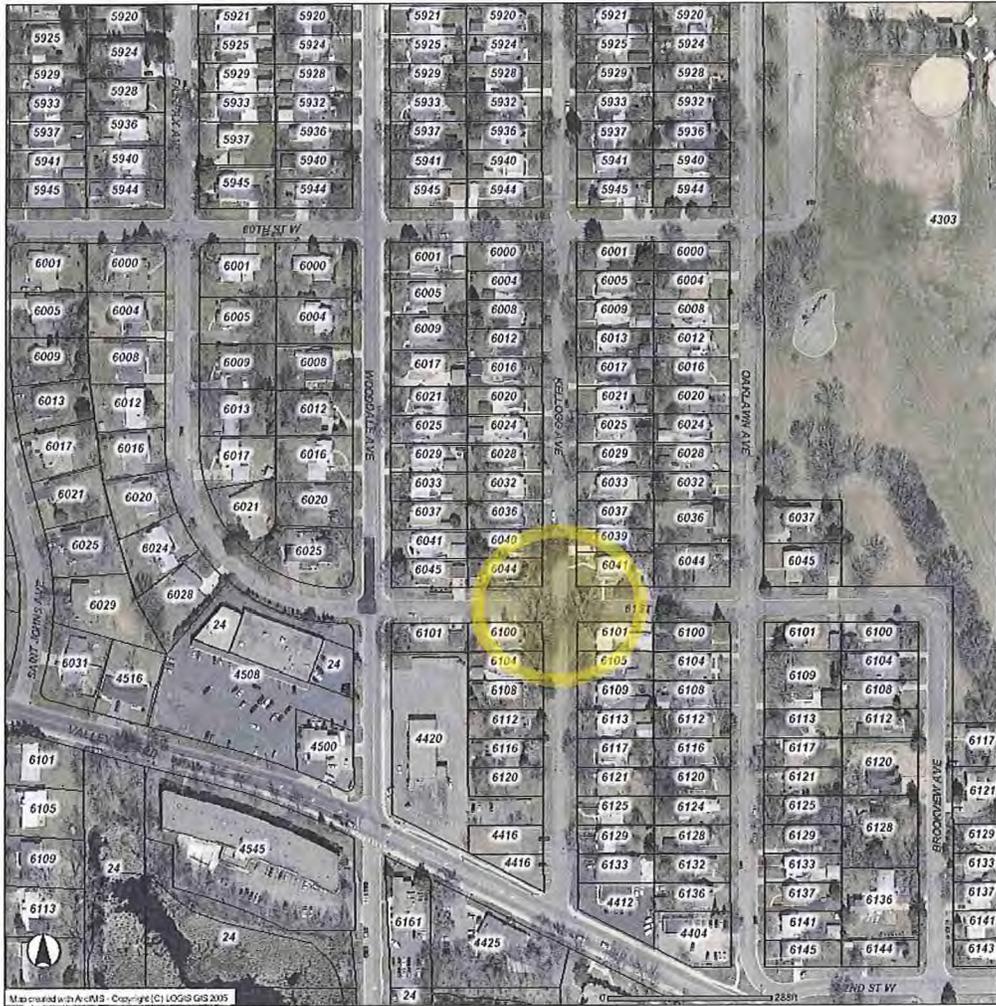
1. This request was reviewed at the November 15<sup>th</sup>, 2012, ETC meeting. The ETC recommended the following:

***Motion was made by member Janovy and seconded by member Bass for staff to evaluate moving the yield sign to 61<sup>st</sup> 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.***

The request is to install stop signs at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West; the intersection currently has yield signs on Kellogg Avenue. This was a second request to install stop signs at this location. The first request occurred in July of 2012, which the City Council concurred. A crash at this location in October prompted a second request to install stop signs at this location.

61<sup>st</sup> Street West and Kellogg Avenue are both classified as local streets, see map. Sight lines are very good for all four directions into the intersection, see photos.

Two recorded accidents have occurred at this location since 2001; these accidents occurred in 2012, see attached 2012 Traffic and Crash Data for Kellogg and 61st. Both accidents were caused by northbound vehicles that failed to yield to the east-west moving vehicles.



**Map: 61st Street West and Kellogg Avenue**



**Photo 1: 61<sup>st</sup> Street looking eastbound.**



**Photo 2: Kellogg Ave looking northbound**



**Photo 3: Kellogg Ave looking southbound**

The City of Edina has stop sign warrant policies that are based off of the Minnesota Manual for Uniform Traffic Control Devices (MNMUTCD); however, these policies have not been updated with the new MNMUTCD, therefore staff is using the new MNMUTCD for analysis of the intersection. The MNMUTCD describes guidance and standards that should be used for installation of regulatory signs such as stop signs. The MNMUTCD guidance states:

*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 (see Sections 2B.8 and 2B.9).*

*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).*

Keep in mind that unwarranted placement of any sign can lead to negative consequences. Installing a stop sign without meeting the required warrants will reduce the effectiveness of all stop signs in the area. This reduced effectiveness is shown by an increase of vehicles, "rolling through" or entering the intersection at a higher rate of speed than the intersection is capable of handling. This increases the chance of crashes which will make the intersection more dangerous. Research has also shown that placing stop signs increases peak speed at the midblock of streets, because drivers will speed to regain lost time at stop signs. Yield signs have the benefit of assigning right-of-way only when needed. Stop signs will require vehicles to stop during non-peak times at the intersection. Other negative consequences include increased local pollution due to stopped vehicles, and an increase in noise due to vehicles accelerating after stopping.

The total ADT entering the intersection equals 417 vehicles per day, which does not comply with the MNMUTCD. See attached traffic counts. Other warrants stated in the MNMUTCD for placing a Stop sign have also not been met.

Staff also studied the turning movements of the intersection to see if the existing yield signs are placed on the correct street and also to be able to recommend which street a stop sign be placed if the ETC recommends to the City Council that stop signs be placed at this intersection, see attached turning movements. The turning movement conducted shows that a majority of afternoon peak travel traffic is travelling northbound and westbound at the intersection. This could indicate that traffic is using both streets as a cut-through to avoid other intersections in the area.

**Staff recommends denial of request for stop signs at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West.**

**Based on discussion of the February 21, 2013 ETC meeting staff also recommends adding an informational plaque to the existing yield signs that states "Cross Traffic Does Not Stop".**

#### SECTION C:

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

At this time, there are no requests that require deferral to a later date.

**SECTION D:**

Other traffic safety issues handled.

- I. Call from a resident inquiring about the plowing schedule for Edina streets. Call was forwarded to Public Works, who manages the schedule for street plowing.

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. A.

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

**Action**

**Date:** February 21, 2013

**Discussion**

**Information**

**Subject:** Traffic Safety Committee Report of January 2, 2013 (Re-Review)

**Action Requested:**

Review and provide feedback.

**Information / Background:**

The ETC recommended that the traffic safety report of January 2 be forwarded to the City Council. The ETC discussed Item B1 of the report. During this discussion it was asked if staff had contacted the requestor, which I thought we had. I have since learned that the requestor had not been notified and they would like an opportunity to talk with the ETC prior to the report being forwarded to the City Council.

Attached you will find the Traffic Safety Report of January 2, 2013 along with correspondence from the requestor.

**Attachments:**

Traffic Safety Committee Report of January 2, 2013  
Correspondence from requestor

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. B.

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

**Action**

**Date:** January 11, 2013

**Discussion**

**Information**

**Subject:** Traffic Safety Committee Report of January 2, 2013

**Action Requested:**

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday January 2, 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 February 19, 2013 meeting.

**Attachments:**

Traffic Safety Review for January 2, 2013.

## TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, January 2, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on January 2. The Director of Engineering, Public Works Director, Police Traffic Supervisor, the Community Development Director, the 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 January 17, Edina Transportation Commission and the February 19 City Council agenda.

### SECTION A:

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Requests on which the Committee recommends denial:

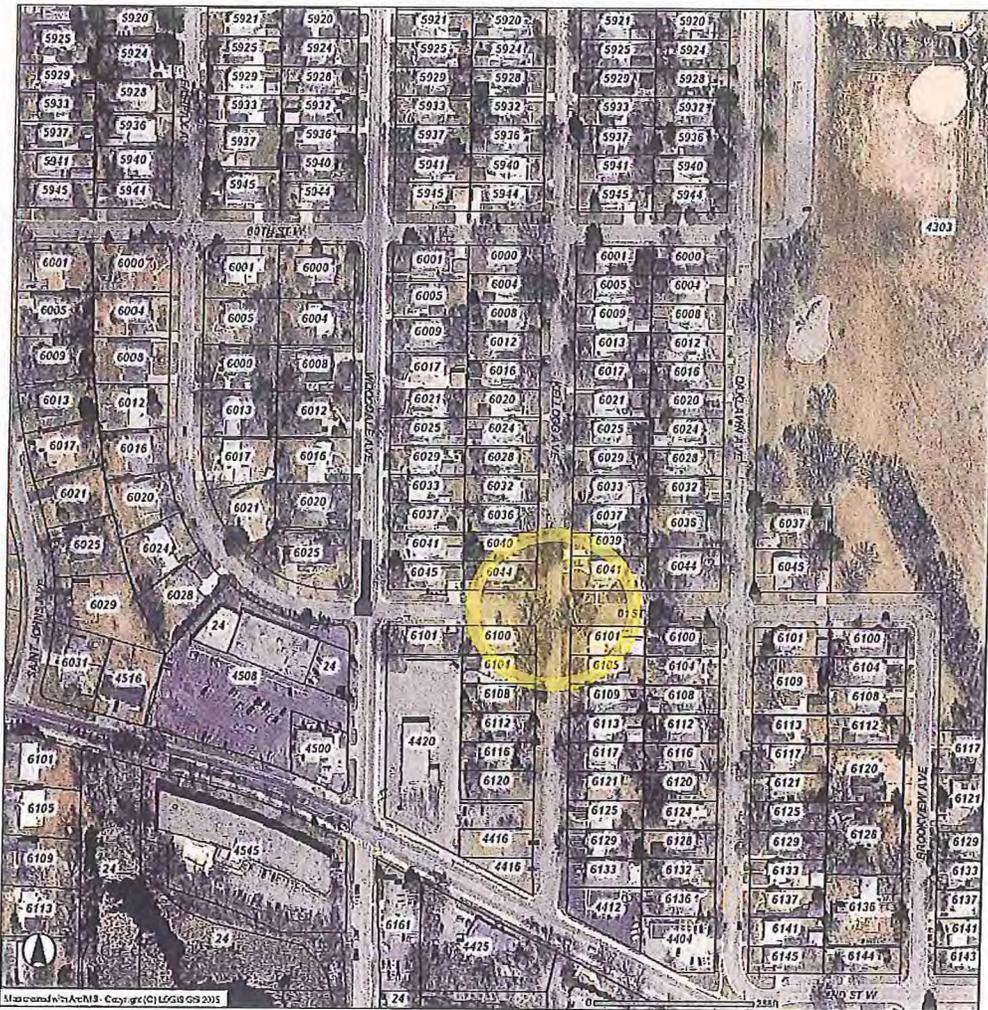
1. This request was reviewed at the November 15<sup>th</sup>, 2012, ETC meeting. The ETC recommended the following:

***Motion was made by member Janovy and seconded by member Bass for staff to evaluate moving the yield sign to 61<sup>st</sup> 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.***

The request is to install stop signs at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West; the intersection currently has yield signs on Kellogg Avenue. This was a second request to install stop signs at this location. The first request occurred in July of 2012, which the City Council concurred. A crash at this location in October prompted a second request to install stop signs at this location.

61<sup>st</sup> Street West and Kellogg Avenue are both classified as local streets, see map. Sight lines are very good for all four directions into the intersection, see photos.

Two recorded accidents have occurred at this location since 2001; these accidents occurred in 2012, see attached 2012 Traffic and Crash Data for Kellogg and 61<sup>st</sup>. Both accidents were caused by northbound vehicles that failed to yield to the east-west moving vehicles.



Map: 61<sup>st</sup> Street West and Kellogg Avenue



**Photo 1: 61<sup>st</sup> Street looking eastbound.**



**Photo 2: Kellogg Ave looking northbound**



**Photo 3: Kellogg Ave looking southbound**

The City of Edina has stop sign warrant polices that are based off of the Minnesota Manual for Uniform Traffic Control Devices (MNMUTCD); however, these policies have not been updated with the new MNMUTCD, therefore staff is using the new MNMUTCD for analysis of the intersection. The MNMUTCD describes guidance and standards that should be used for installation of regulatory signs such as stop signs. The MNMUTCD guidance states:

*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 (see Sections 2B.8 and 2B.9).*

*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).*

Keep in mind that unwarranted placement of any sign can lead to negative consequences. Installing a stop sign without meeting the required warrants will reduce the effectiveness of all stop signs in the area. This reduced effectiveness is shown by an increase of vehicles, "rolling through" or entering the intersection at a higher rate of speed than the intersection is capable of handling. This increases the chance of crashes which will make the intersection more dangerous. Research has also shown that placing stop signs increases peak speed at the midblock of streets, because drivers will speed to regain lost time at stop signs. Yield signs have the benefit of assigning right-of-way only when needed. Stop signs will require vehicles to stop during non-peak times at the intersection. Other negative consequences include increased local pollution due to stopped vehicles, and an increase in noise due to vehicles accelerating after stopping.

The total ADT entering the intersection equals 417 vehicles per day, which does not comply with the MNMUTCD. See attached traffic counts. Other warrants stated in the MNMUTCD for placing a Stop sign have also not been met.

Staff also studied the turning movements of the intersection to see if the existing yield signs are placed on the correct street and also to be able to recommend which street a stop sign be placed if the ETC recommends to the City Council that stop signs be placed at this intersection, see attached turning movements. The turning movement conducted shows that a majority of afternoon peak travel traffic is travelling northbound and westbound at the intersection. This could indicate that traffic is using both streets as a cut-through to avoid other intersections in the area.

**Staff recommends denial of request for stop signs at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West. However, based on the intersection turning movements staff recommends that the Yield signs be moved to 61<sup>st</sup> Street West.**

**If the ETC and the City Council wish to install stop signs at this location staff recommends that they be installed on 61<sup>st</sup> Street West.**

#### SECTION C:

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

At this time, there are no requests that require deferral to a later date.

SECTION D:

Other traffic safety issues handled.

- I. Call from a resident inquiring about the plowing schedule for Edina streets. Call was forwarded to Public Works, who manages the schedule for street plowing.



Turning Counts Study - Field Sheet

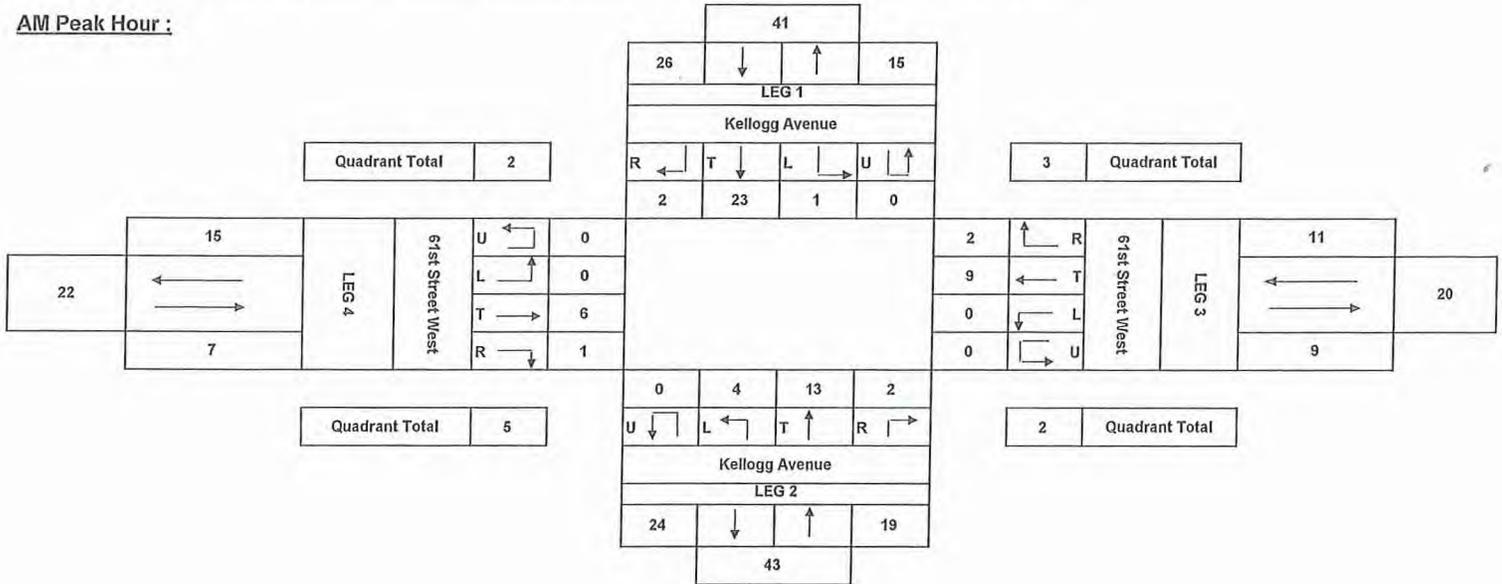
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 Job No.: NA

Location: \_\_\_\_\_  
 Date: 12/19-12/20 12/19-12/20  
 Recorder: \_\_\_\_\_  
 Interval (dd): 15  
 (In Minutes)

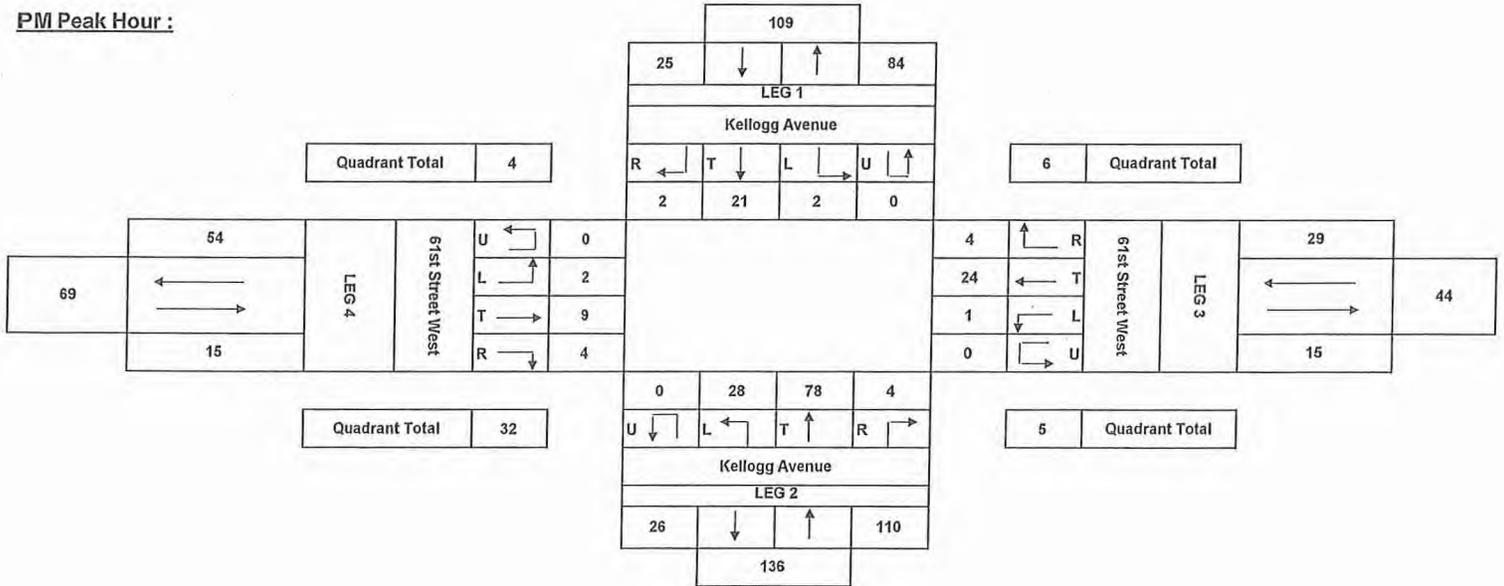
County: Henn.  
 Town: Edina  
 Weather: Clear

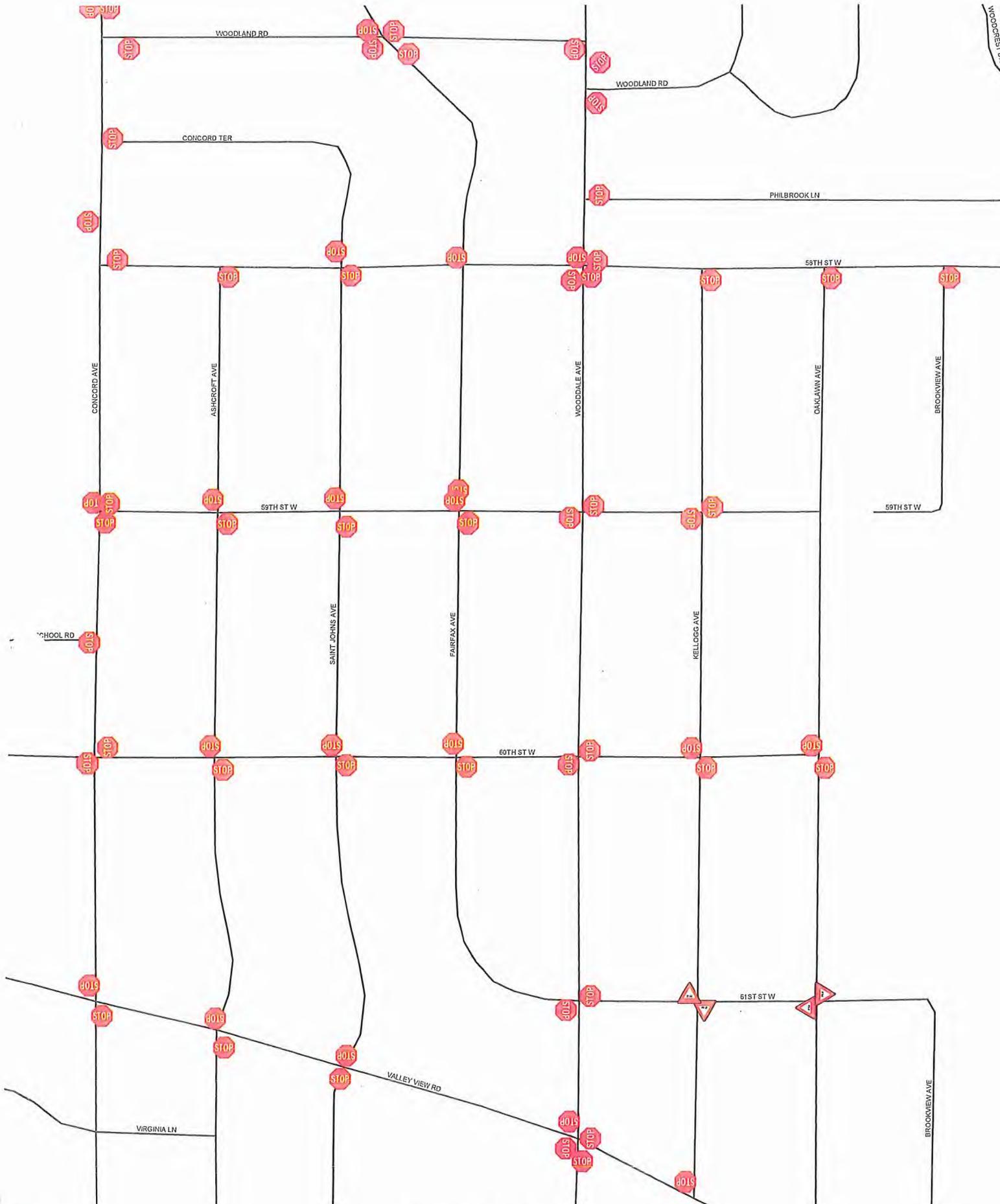
PEAK HOURS	AM PERIOD 7:00-10:00	Start	End	Volume	PM PERIOD 16:00-19:00	Start	End	Volume
		07:00	10:00	0		16:00	19:00	0

**AM Peak Hour :**



**PM Peak Hour :**





# City of Edina Traffic Control



Engineering Dept  
January, 2013

## Wayne Houle

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**From:** Wayne Houle <WHoule@EdinaMN.gov>  
**Sent:** Thursday, February 14, 2013 2:35 PM  
**To:** 'Constance Fantin'  
**Cc:** Scott Neal; 'James Hovland'; Byron Theis; Paul Nelson  
**Subject:** RE: Denial of request for stop sign on Kellogg Av. & 61st Street

Constance and Eric Fantin:

I have spoken to Paul Nelson – Chair of the Transportation Commission regarding 61<sup>st</sup> Street and Kellogg Avenue. Since you were not properly notified that this issue was before the Transportation Commission we will be bringing this issue back to them next Thursday, February 21. The Commission meets at 6 PM in the Community Room (2<sup>nd</sup> Floor) of City Hall.

Let me know if you can make this meeting and if would like to talk prior to this meeting.

Thank you for your patience on this issue.



**Wayne Houle, Director of Engineering**

952-826-0443 | Fax 952-826-0392  
WHoule@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

**From:** Constance Fantin [mailto:ccfantin@juno.com]  
**Sent:** Wednesday, January 30, 2013 8:14 PM  
**To:** jhovland@krausehovland.com; swensonann1@gmail.com; jonibennett12@comcast.net; joshsprague@edinarealty.com; Mary Brindle; Byron Theis; Wayne Houle  
**Subject:** Denial of request for stop sign on Kellogg Av. & 61st Street

Dear Mayor Hovland, City Council Members, Mr. Houle and Mr. Theis,

We understand that the City of Edina has denied (again) the request for stop signs on Kellogg Avenue at 61st Street, based on the November traffic study, and that the City is currently recommending that existing yield signs be removed on Kellogg, making Kellogg a through street and placing yield signs on 61st Street.

**We vehemently object to this proposal!** This will not make the intersection safer but actually more dangerous as it simply shifts the burden of yielding to 61st Street. More importantly, it will increase the speed of the traffic down Kellogg (all the people cutting through on Kellogg to avoid the congestion at Valleyview and Wooddale).

We understand that the intersection doesn't "warrant" a stop sign because there are fewer than 6000 vehicles per day; the view is not restricted; and there have "ONLY" been two crashes in the last 12 months, which is one crash under the requisite 3 or more crashes in the intersection in a 12-month period or 5 or more crashes in a 2-year period. Two crashes in a few month period at an intersection that has already had numerous complaints should be sufficient. Do we have to wait until a third crash occurs, possibly a fatal crash?

Earlier this week, a group of neighbors waiting at the school bus stop on Kellogg and 60th Street witnessed a speeding pickup truck going northbound on Kellogg Avenue. The pickup sped through the intersection on Kellogg at 61st Street, not slowing to yield to possible traffic, continued picking up speed all down Kellogg, and cruised through the stop sign on Kellogg at 60th Street. This pickup truck was inches away from a group of several adults and children. If we make Kellogg a through street (replacing the current yield sign with nothing) it will certainly increase this type of speeding.

We completely disagree with Mr. Houle's contention that adding stop signs will make existing stop signs less effective. The vast majority of law-abiding citizens stop at stop signs. If Mr. Houle believes that stop signs are ineffective, why would yield signs be more effective? Yield signs are not properly understood in this country and are

themselves completely ineffective because drivers apparently don't know what to do when faced with a yield sign. We have repeatedly witnessed drivers failing to yield in this intersection, and only because we are now ultra vigilant are we able to safely cross this intersection. (I have heard the same problems with the intersection at Oaklawn and 61st Street as well, due to the unobserved yield sign there.)

As neighbors concerned for the safety of all, we beg you to reconsider the current proposal. Keeping the current situation is terrible, but making the changes you outline in the traffic study will make a bad situation worse. The science of traffic management doesn't fit every situation. You have the ability to rectify this by using your own good judgment and common sense to make this dangerous intersection safer.

We are in the process of collecting signatures on a petition to add stop signs (in the place of the yield signs) on Kellogg Avenue at 61st Street. Please do the right thing and help us make our neighborhood safe.

We would like to schedule a time to meet with Mayor Hovland and any city engineers necessary to this discussion. Please call either Eric Fantin at 612-245-8008 or Constance Fantin at 612-396-5525 to find a suitable time. We are thoroughly tired of having to follow up on this dangerous situation and seek to put it to rest quickly, with stop signs being placed on Kellogg.

Sincerely,  
Constance and Eric Fantin  
6033 Kellogg Avenue South

\*\*\*\*\*

Constance Fantin  
[ccfantin@juno.com](mailto:ccfantin@juno.com)

\*\*\*\*\*

----- Original Message -----

From: Eric Fantin <[straigh8@gmail.com](mailto:straigh8@gmail.com)>  
To: Constance Fantin <[ccfantin@juno.com](mailto:ccfantin@juno.com)>  
Subject: stop  
Date: Wed, 30 Jan 2013 19:04:28 -0600

Mr. Fantin and Mayor Hovland:



The Traffic Safety Committee along with the Edina Transportation Commission (ETC) has reviewed the stop sign request at Kellogg Avenue and 61<sup>st</sup> Street West and it will be forwarded to the City Council for their review at their February 19 City Council Meeting.



I have attached the traffic safety committee report that went to the ETC. The ETC is recommending that we move the yield signs from the current Kellogg Avenue location to 61<sup>st</sup> Street West. The reason for not proposing stop signs is that they do not meet Warrants to install.



Warrants for traffic control devices, such as stop signs are set by the Minnesota Manual on Uniform Traffic Control Devices, which is based on the national Manual of Uniform Traffic Control Devices. These manuals have been developed to provide guidance to traffic professionals, so that we recommend the most safest installation of a traffic

control device. When a traffic control device is installed where it does not meet warrants it then becomes a very insecure installation; meaning that some people will abide by the traffic control and some will not. The latter are typically people that live close by or travel through the area on a regular basis and do not see traffic, which eventually they start to coast through or run the stop sign. This creates a more dangerous situation.



The yield signs provides the assigned right-of-way at the intersection and will be placed on the lesser traveled street, therefore creating a safer intersection.



Let me know if you have any questions regarding this recommendation.



Thanks for your patience throughout this process.



**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COMMUNITY ROOM  
FEBRUARY 21, 2013  
6:00 P.M.**

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

**APPROVAL OF MEETING MINUTES**

**REGULAR MEETING OF JAN. 17, 2013**

The following correction was made: page 1, Traffic Safety Committee Report of Jan. 2, 2013, last sentence 'Member Janovy said she appreciated the analysis and that she was comfortable *with* the yield sign *as proposed in the report*;' page 3, last sentence, change \$22,000 to \$20,000. **Motion was made by member LaForce and seconded by member Franzen to approve the revised minutes of Jan. 17, 2013. All voted aye. Motion carried.**

**COMMUNITY COMMENT**

Constance and Eric Fantin, 6033 Kellogg Ave, commented on the request to install stop signs at Kellogg & 61<sup>st</sup>. Ms. Fantin said they live four houses from Kellogg & 61<sup>st</sup>, and currently, there is a yield sign on Kellogg while 61<sup>st</sup> is a thru street. She said the street is one block from Valley View Road, the ice cream shoppe and Pamela Park and it is busy with cars, walkers, and bikers. She said they witnessed two accidents last summer at the intersection. She said she was in attendance on behalf of the neighborhood to address their concerns of speeding, cut thru traffic to avoid Valley View & Wooddale intersection, yield sign ignored and not respected, and rolling stops at stop signs. She said they feel the best solution is stop signs instead of yield signs to give clear signal of where to stop.

**REPORTS/RECOMMENDATIONS**

**Traffic Safety Committee Report of Jan. 2, 2013 (Re-Review)**

Chair Nelson said they are revisiting this because staff did not talk with the neighborhood. He said there were two motor vehicle accidents last year but warrants are still not met for a stop sign (warrants are three accidents within one year).

Discussion included the following:

- There are stop signs at all but a few intersections in the neighborhood;
- Director Houle said there probably wasn't a lot of traffic and no interest in having stop signs at the few uncontrolled intersections;
- From looking at data, the road to control is 61<sup>st</sup>; most existing stop signs probably do not meet warrants; bigger concern is when signs are placed haphazardly; complete basket weave;
- Reluctant to find a response that overrides the data; real issue and concerns by neighbors; placing so many signs creates speeding, cut-thru;
- Would City consider a traffic circle to minimize cut-thru? Director Houle said two were placed on W. 54<sup>th</sup> as part of the bike boulevard project and responses have been minimal;
- Does staff hear from neighbors that drivers are rolling through stop signs?

- A new request was received recently for a 4-way stop sign at 60<sup>th</sup> & Kellogg.
- Some issues are that Kellogg is one block from Wooddale; close to Pamela Park that generates traffic in the summer; and no sidewalks;
- Conducting a traffic calming study was suggested;
- What is the down-side if two stop signs that do not meet warrants are installed?
- Counts indicate most vehicles are travelling northbound on Kellogg; replace yield signs with stop signs to complete the basket weave;
- Can they do a pilot/test program? Director Houle said they would need to identify the criteria they are testing because speeding is not an issue. He said if the ETC and City Council authorizes the stop sign he will support it but his recommendation is based on engineering standards that are in place.
- Concerned with a pilot program and cautioned against doing one;
- Thinking too hard on this issue; there are existing stop signs that do not meet warrants; these would complete the basket weave;
- Consider turn restriction at Valley View if there are cut thru traffic in the evenings but would also impact local traffic;
- Will be talking about a stop sign at 61<sup>st</sup> and Oaklawn after it becomes the new cut thru;
- Making more and more exceptions; would like to defer to engineering recommendations but at the same time, need to address the concerns;
- Director Houle suggested meeting with the neighborhood to get their feedback on turn restriction; he said when the intersection at Valley View/Oaklawn/62nd was realigned, the feedback from residents was that traffic was being pushed pass their property and feedback will be the same from this neighborhood;
- Mrs. Fantin said she is strongly in favor of the stop signs because they slow traffic and replaces a dangerous intersection; there are only two intersections with yields signs and drivers do not know what to do at yield signs; drivers are used to stop signs; simply switching would make speed faster; the most amount of traffic is on Kellogg going northbound; do not want to hear about changes on 61<sup>st</sup> because it would become worst; neighbors have already asked about a 4-way stop sign at 60<sup>th</sup> & Kellogg and also a stop sign at 61<sup>st</sup> & Oaklawn;
- Looking at everything, the only reason for a stop sign is that it was requested; there is no data to base it on; drivers go through stop signs all the time; cannot support a stop sign on Kellogg;
- Liked the traffic circle concept but do not know cost;
- Make decision based on data and let City Council make the decision of exception;

**Motion was made by member Bass and seconded by member LaForce to recommend to the City Council to reverse the ETC's previous recommendation of moving the yield sign to 61st; and recommend they leave the intersection as is so that they can explore another traffic calming measure like a traffic circle.**

**Discussion:**

- Would they explore traffic calming at this intersection only or all intersections? Director Houle said the neighborhood is about 8-10 blocks with collector streets all around it and a park on one side and this summer they could study the area when there are activities at the park.

**The motion was amended to include adding a sign to the yield sign, in the interim, that 'cross traffic does not stop' and to study the 8-10 block area this summer.**

Discussion:

- Is adding a sign to a yield sign allowed? Staff will check to see if this is allowed.

**Aye: Bass, LaForce, Iyer, Nelson, Braden**

**Nay: Franzen, Janovy, Whited.**

**Motion carried.**

### **Traffic Safety Committee Report of Feb. 6, 2013**

Director Houle said the TSC did not meet because there was no business to discuss. Member LaForce asked if the reports are smaller because it is winter and Director Houle said yes, they do not generally get too many requests and they also cannot collect data in the winter.

### **France Avenue Pedestrian Enhancement Project Update**

Director Houle said March 31 is the deadline for all agencies final approval. He said Andy Plowman with WSB would give an update on the geometrics of the project, and Michael Schroeder with LHB, would give an update on the landscaping.

Mr. Plowman explained that the project include intersection improvements, sidewalk on the eastside, narrowing of lanes and landscaping. Some of the features are:

- Enhanced pedestrian crosswalks (zebra striped, thermal plastic in-laid in the asphalt);
- Biscuit planters at the corner of intersections for pedestrian safety as they wait to cross ( planters height range from 4-7 inches and will be planted with 2 ft. tall daylilies);
- Traffic signal improvements (pedestrian/bike phasing and video detection);
- Southdale entrance/exit will narrow up; free-right eliminated; and adding a crosswalk that was requested by Southdale management;
- All pedestrian ramps will be in compliance with public accessibility guidelines (above ADA requirements);
- Byerly's site is being redeveloped and the agreement is to have the sidewalk along their property come up on top of the retaining wall; this is not in the City's plan yet because Byerly's is still developing their site plan;
- Cost is \$2.7M, not including landscaping;
- Schedule is Mar 1 to complete right-of-way acquisitions; Mar 31 approved for bid; June-Sept. construction;

### **Urban Design**

Mr. Schroeder said the challenge to them was to overlay an urban design for the corridor on to improvements that are being made in a limited portion of the corridor. He said they focused on things related to pedestrian enhancements, directives to encourage movements at designated crossings and along the corridor and to find ways to work with the private sector to get pedestrians safely across parking lots and to the corridor.

Mr. Schroeder said he wants to make sure everyone understands what urban design is. He said trees, biscuit planters, etc. is not urban design; these are things that they are putting in the corridor. He said urban design is about patterns, connections, reflections and an identity that people have with where they live and work. He cautions against spending money and not getting what they want.

Continuing, Mr. Schroeder said they have not had a chance to frame the larger opportunities because they have been focused on meeting the requirements of the money for this improvement. He said the struggle is that France Ave is different as you move along the corridor - buildings facing different directions, limited space in right-of-ways (ROW), Centennial Lakes lost its three block signature when the trees were removed from the mid-block so they could see to the front of stores, etc. He said if the idea is to have a signature for the corridor, they need to be bold and aggressive and he suggested expanding to include motorists and not just pedestrians because most users of the corridor will continue to be motorists. He said everything they are doing works to build on something bigger but they do not know what that is yet.

3long block signature – mid block trees were cut down so that they could see to the front of the stores

He proposed creating the France Avenue Working Group to define future patterns that build from the current project. He said members would be the ETC, Planning Commission, Energy & Environmental Commission, City Council, and business and residential property owners. He said if they agree to the working group, he would create work plan for the ETC to review. He said further that the process would be similar to the one used for the Grandview Square Small Area Study (on a much smaller scale) where they agreed to a set of principles for the area. Meetings would be scheduled in March/April/May. Director Houle said if they agree to the working group, the meeting schedule would fit because he is planning on bidding the landscaping portion separately in June/July and the plantings would be done in 2014.

After discussion, the consensus was to move forward with the working group. Director Houle will work with Chair Nelson to arrange special meetings. The ETC will be invited and whoever is available to attend can do so (attendance is not mandatory). Director Houle will notify the chair of the other boards and commissions, including the Park Board.

## Updates

### Student Members

None.

### Bike Edina Task Force

Received minutes of Dec. 13, 2012. No further updates.

### Living Streets Working Group

Chair Nelson said he, member Janovy and past member Michael Thompson met several times and worked on the draft policy. He said Mr. Thompson provided the content, while member Janovy did the editing. He thanked them for all their work.

Member Janovy said the city of Maple Grove, where Mr. Thompson works, adopted their Living Streets Policy this past January. She said in writing Edina's Living Streets Policy, since there was no funding available, they pulled from the work that BARR and HR Green did, policies from the city of Maple Grove and Los Angeles County, and input from the workshop last year. She said they are looking for feedback and the next step is for assistant city manager Karen Kurt to take the lead and circulate the draft policy to staff, boards and commissions for review and at some point there will be a public process.

Discussion included:

- Adding a map to show where sidewalks are going in. Director Houle said he could do a concept map but did not have staff to do a detailed map at this time; or he could consult it out.
- Adding a definition that explains why some parks were not included so as not to cause alarm.
- Any street is an option for sidewalk even if not currently marked for sidewalk.
- Member Janovy will edit and forward the draft policy to assistant city manager Kurt. Ms. Kurt is planning on attending the March ETC meeting.
- Director Houle will work on the bike map as well as the functional classification map.

#### Transportation Options Working Group

Chair Nelson said the thought is to move forward with the Senior Transportation Option Study but he is not sure how to do this. Director Houle said they need to define what they are asking for. Member Janovy asked if the recommendation was to bring Prism/VEAP into Edina and member Whited said yes. Member Whited said she is considering applying for a Human Services grant from Edina. Member Janovy asked if she is looking for a resolution of support and member Whited said yes. Member Bass suggested a letter writing campaign to show support in combination with resolution from the ETC.

Member Janovy said there are other issues that the group could work on such as how the infrastructure is serving people to help address other transportation options, not just seniors and those with disabilities. Member Bass suggested exploring mobility by other modes by the same senior folks, e.g. in their scooter or wheelchair. Member Whited said she is working on an initiative with Ms. Melton that may be a good fit. Member Whited will write a recommendation.

#### Communications Committee

##### a. Website Feedback

Member LaForce said they reviewed the transportation website from the perspective of a resident looking for information on sidewalks, ROW, plans for bike trails, etc. and they consolidated their responses in the handout. Engineering specialist Sharon Allison said she reviewed the recommendations and have already began working on some of their recommendations. Member LaForce said their recommendation is to make it easy for residents to find the information that they are looking for, e.g. under For Residents on the front page add a link to the Transportation webpage.

##### b. ETC Communication Committee Recommendations

Member LaForce said they talked about what they should do – provide text, content, create communication pieces, etc. and then they realized their charge is to make recommendations because there is a professional communications staff. He said their recommendation is what staff should be working on and the big topics now are France Ave, Safe Routes to Schools, and Living Streets.

He said the communication plan should make it easy to find answers to why, who, when, and finding better and effective ways to communicate messages on things like the purpose of the ROW, multi-modal approach, etc.

Member LaForce said if these are things that the ETC supports the recommendation would be passed on to staff and the City Council.

**Motion was made by member LaForce and seconded by member Iyer that the ETC adopts the**

**Communications Committee Recommendations dated Feb. 21, 2013, and forward it to the City Council.**

Chair Nelson asked what the committee will do moving forward and member LaForce said primarily provide reaction or feedback to staff.

**All voted aye. Motion carried.**

**CORRESPONDENCE AND PETITIONS**

**A. Correspondence relating to transportation issues**

Director Houle said there was an informative presentation on Tuesday night at the City Council meeting on airport noise and he recommended that the ETC watch the video.

Member Janovy said there were two letters about the franchise fees and it seems there is a high level of misunderstanding of how this was done. She said she recalled the City Manager saying that Edina is one of the few cities that was not charging a franchise fee and Edina's fee is lower than other cities. She asked if they could get this information.

**B. Development Projects Update and Airport Noise Update – See memo from Cary Teague**

Director Houle said Mr. Teague will be updating the ETC on development projects from now on.

**CHAIR AND COMMISSION MEMBER COMMENTS**

Member Whited asked about Xerxes Avenue near Crosstown where the striping between the parking and driving lane is no longer visible. Director Houle said Hennepin County will be restriping the area this spring.

Member Whited said the Met Council released funding that would fit with what they do but she would not be able to write a grant. Director Houle said it is better to have a plan in place when applying for a grant because it is expensive to pay a consultant to write one (\$20-\$30,000). He said grants of \$1M and up is worth the time and expense.

Member Bass said as the project manager for do.town, they hosted a telephone townhall meetings last month for the cities of Bloomington, Edina and Richfield and Edina's call was on Jan. 15. She said it was an opportunity for the Mayor to talk with residents about a vision for a community that supports healthy choices including things like access to healthy foods and walkable/bikeable changes. She said the call went out to 9,600 registered land lines and 2,600 listened to portions of the call and some for the full 40 minutes. There were 30 questions posed by residents and the Mayor answered 10. She said majority of the questions had to do with safety and getting around by walking/biking; and many were women bikers. A poll was taken and from four options, most said they would get involved with walkable/bikeable neighborhood (39%). She said this is good indication for broad support of multi-modal transportation and the work that the ETC is doing.

Member Bass said the Blue Cross support to do.town is coming to a close at the end of March and on Mar. 16 they are having a Champion Summit at the Works in Bloomington from 10-2:30 p.m. and all are invited to attend.

Member Iyer said he and Bill Sierks wrote a couple grants that were approved for the City. He said Mr. Sierks identified the opportunities ahead of time so they could react.

Member Janovy noted that there was a letter to the City Council regarding heavy trucks wrecking the streets and she said it sounds like an educational opportunity. Director Houle said staff is working on a memo to City Council to address this in a general manner. He said garbage trucks are more damaging to the roadway than a typical home reconstruction project. Additional comments were:

- Having an approach to the traffic concerns that will generate at Hello Pizza;
- Sunken pavement at Inglewood & Grimes where the City did work last year;
- Green bike paint wearing off (Director Houle said this is not uncommon – they are repainted every year);
- A bill was introduced to remove prohibition against talking about the Dan Patch corridor; consensus is that the ETC will follow this bill;
- Federal money available through MNDOT for places that have accidents and she suggested the area at Crosstown and France.

Chair Nelson said over the last few days, he assisted the City Council with interviews for new boards and commission members. He said there were at least 50 applicants and 10-12 were interested in the ETC and 3-4 ranked it as their priority. He said it was refreshing to see all the people wanting to help. Additional comments were:

- Reminder to sign up for the Annual Dinner Meeting of Boards and Commissions at Braemar, Mar. 11, 5:00 p.m. and the 34<sup>th</sup> Annual Volunteer Recognition Reception at Braemar, Apr 30, 5:00 p.m.

## **STAFF COMMENTS**

### **A. Southdale Area Transportation Study Working Group**

Director Houle said he is looking for 2-3 members to help with writing the scope for this study. Member LaForce expressed an interest. Director Houle will send an email invitation as they get closer to the meeting date.

### **B. Nine Mile Creek Regional Trail Update**

Director Houle said the easterly half of the trail received funding for 2015; they continue to work on funding for the westerly half for 2018. The goal is to get funding for both halves so that they can be constructed at the same time.

### **C. Wooddale Advisory Bike Lane Update**

Director Houle said he met with Steve Clark and MNDOT. He said MNDOT is reluctant to make changes because the bike lanes are experimental and they would not be able to evaluate it if changes are made. He said the parking lane is an issue and the suggestion is to install popsicle cones to help with delineation. Member Janovy said she is concerned how people will respond and how the road will look. She said they need to go forward in a way that restores the iconic roadway. She said problems will exist as long as the parking lane is in place. Member Iyer asked what happens if the bike lanes were removed and Director Houle said the City would probably lose the grant money. Adding bump-outs were considered but the bid came in at \$260,000 said Director Houle. Member Janovy said the City Council wanted a work session and asked if it was scheduled. Director Houle said he was not aware of this.

**D. Construction Management Plan Update**

Director Houle said the City Council is holding a work session on Mar 5, 5 p.m. to discuss the Construction Management plan. He said last year there were 100 teardowns.

**ADJOURNMENT**

Meeting adjourned.

**ATTENDANCE**

TRANSPORTATION COMMISSION ATTENDANCE - 2013														Work Session	# of Mtgs	Attendance %	
NAME	TERM	J	F	M	A	M	J	J	A	S	O	N	D				
Meetings/Work Sessions		1	1													2	
Bass, Katherine	2/1/2014		1													1	50%
Braden, Ann	2/1/2014	1	1													2	100%
Franzen, Nathan	2/1/2016	1	1													2	100%
Iyer, Surya	2/1/2015	1	1													2	100%
Janovy, Jennifer	2/1/2014	1	1													2	100%
LaForce, Tom	2/1/2015	1	1													2	100%
Nelson, Paul	2/1/2016	1	1													2	100%
Schweiger, Steven	student	1	1													2	100%
Sierks, Caroline	student	1														1	50%
Thompson, Michael	2/1/2013	1														1	50%
Whited, Courtney	2/1/2015	1	1													2	100%

## Wayne Houle

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**From:** Constance Fantin <ccfantin@juno.com>  
**Sent:** Sunday, March 10, 2013 8:50 PM  
**To:** jhovland@krausehovland.com; jonibennett12@comcast.net; Mary Brindle; joshsprague@edinarealty.com; swensonann1@gmail.com; Wayne Houle; pnelson@shawlundquist.com; Scott Neal; Byron Theis  
**Cc:** 6strings@usfamily.net; angieandresen@comcast.net; tanya.m.belanger@gmail.com; akblatnik@yahoo.com; Suzanne@blueskyschool.org; jenneabotts@gmail.com; sarah\_bradfordmn@yahoo.com; carrie\_brenner@yahoo.com; nathanjbrown@msn.com; crburnham@aol.com; gogetemtigers@comcast.net; nathan3e@gmail.com; rachmed72@aol.com; kofoley@gmail.com; haugen.susan@gmail.com; meganmaree15@gmail.com; e.b.j@telia.com; kkafala@yahoo.com; mitiek@yahoo.com; skalnins@earthlink.net; zura0003@umn.edu; land0133@umn.edu; mhlarsen@usfamily.net; annika.g.liden@gmail.com; judy@martydirect.com; mcmahonjulie4@gmail.com; saetbyul@gmail.com; jpool1@live.com; alliereilly@gmail.com; sharon.hammond@hotmail.com; scheererj@comcast.net; sheiladshane@hotmail.com; kristin.skunberg@earthlink.net; tiasmythe@gmail.com; anne.spaulding@gmail.com; kristen.stiers@target.com; ashleyswanda@gmail.com; kristinetownsend@msn.com; ftrice\_1@msn.com; mkwerner@engunl.com; elleziegler@yahoo.com; stephanie.b.nelson@hotmail.com; stephnordin@gmail.com; ccfantin@juno.com; chelacsamana@hotmail.com; suzy1234@hotmail.com; reneidiaz7@comcast.net; andreaneuger@yahoo.com; andrea@humphreymusic.net; landelle@earthlink.net; lori\_cram@yahoo.com; dmerrigan@comcast.net; email@travelinggrrl.com; bertons@me.com; cbbenson@msn.com; abbyharrell@comcast.net; jonhpope@hotmail.com; pope1973@live.com; zemkecol@yahoo.com; kari\_malek@yahoo.com; julie.n.wellman@gmail.com; kituijanet@yahoo.com; andrea\_delrue@yahoo.ca; crowleyporter@gmail.com; erica.mayborne@gmail.com; paulalibbey@hotmail.com; nwilmot@live.com; tonya@wilhoit.org; katereiser@yahoo.com; amanda\_kreider@hotmail.com; peng621@comcast.net; gtclinafelter@gmail.com; trailerfamily@gmail.com; acavell@q.com  
**Subject:** Request for stop sign on Kellogg Av. & 61st Street

Dear Mayor Hovland, Wayne, Paul, Byron, City Council Members,  
We attended the Transportation Commission meeting on February 21st and met with Director of Engineering, Wayne Houle, and Chair of Transportation Commission, Paul Nelson before the meeting. We were there from 5:30 until 7:00 p.m. and I can only say that there was a lot of discussion without great results.

The one thing we accomplished was to help the Transportation Commission understand that we and other neighbors vehemently oppose their previous recommendation to move the existing yield signs from Kellogg to 61st Street. This is good progress.

The newest recommendation, however, is not to replace the yield signs with stop signs (which is what our neighborhood has been requesting for years, as I understand from an elderly neighbor). We still believe that stop signs are the most effective and cost-efficient resolution to the dual problem of cut-through traffic speeding northbound on Kellogg and the dangerous, accident-prone intersection at Kellogg and 61st Street. The Traffic Commission's new recommendation is to add "Cross traffic does not stop" signs to the existing yield signs on Kellogg. They also recommend the entire 8-block area be studied and even would consider installing a traffic circle (roundabout) in the intersection at 61st and Kellogg. It seems that every conceivable option is being considered EXCEPT the stop signs which our neighborhood has requested.

We do plan to attend the March 19 City Council meeting and urge our neighbors to attend as well, but we find this entire process extremely laborious and inefficient. We simply cannot understand why there is so much opposition to replacing yield signs with stop signs in this one intersection. Stop signs send an unambiguous signal to all drivers that they must stop and they do not have the right of way. In fact, during the meeting, we received a map of the entire Pamela Park neighborhood and within that 8-block area, there are only

two intersections with yield signs instead of stop signs: 61st and Kellogg, and 61st and Oaklawn. (We have heard from neighbors that they would like stop signs at the Oaklawn intersection as well, but we are only tackling the Kellogg intersection currently.) According to the City Engineer, many of the stop signs in Edina do not meet the "warrants" but were installed based on neighborhood concerns. We find it ludicrous that the City would take such a firm stance on only installing stop signs when officially "warranted" now, ignoring the fact that two accidents occurred last summer, and choose this moment to disregard neighborhood concerns.

Several Transportation Commission members seemed ready and willing to authorize and recommend the stop signs based on the repeated pleas from our neighborhood. A couple members want to strictly observe statistics, despite neighbor complaints and requests. One member appeared determined to argue anything for the sake of NOT placing stop signs in this intersection. This member's contention, that drivers do not completely stop at stop signs, thus we shouldn't add more stop signs, is absurd. We would greatly prefer a stop sign, even if drivers only slow to a "rolling stop" instead of a full legal stop, rather than the way drivers currently plow through the intersection, completely ignoring the yield signs. This member suggested that perhaps we need a campaign to educate the American driver on the meaning of yield signs. We would whole-heartedly endorse this long-term plan, but only AFTER installing the needed stop signs in our neighborhood.

We were surprised to see how quickly the entire Transportation Commission discussion turned from our neighborhood request for stop signs, to no longer considering stop signs as an option, and to only looking at other less desirable, and often more costly alternatives. We are certainly willing to see if the "Cross traffic does not stop" signs would help, but we still believe the simplest, clearest, and most effective solution to our neighborhood's traffic issues could be solved by replacing these two yield signs with stop signs.

Mayor Hovland, we greatly appreciate your time and interest in our neighborhood and would welcome any intervention you could provide on behalf of common sense.

Thank you all for your time. We sincerely hope that you will reconsider the Pamela Park neighborhood's request for stop signs.

Best regards,  
Constance and Eric Fantin  
6033 Kellogg Av. S.

\*\*\*\*\*  
Constance Fantin  
ccfantin@juno.com  
\*\*\*\*\*

----- Original Message -----

From: James Hovland <jhovland@krausehovland.com>  
To: Constance Fantin <ccfantin@juno.com>  
Subject: Re: Denial of request for stop sign on Kellogg Av. & 61st Street  
Date: Wed, 20 Feb 2013 22:54:10 -0600

Constance, let me know how it goes. I am very interested in this issue.

Sent from my Verizon Wireless Phone

----- Reply message -----

From: "Constance Fantin" <ccfantin@juno.com>  
To: "ccfantin@juno.com" <ccfantin@juno.com>  
Cc: "WHoule@EdinaMN.gov" <WHoule@EdinaMN.gov>, "sneal@EdinaMN.gov" <sneal@EdinaMN.gov>, "James Hovland" <jhovland@krausehovland.com>, "BTheis@EdinaMN.gov" <BTheis@EdinaMN.gov>, "pnelson@shawlundquist.com" <pnelson@shawlundquist.com>  
Subject: Denial of request for stop sign on Kellogg Av. & 61st Street  
Date: Wed, Feb 20, 2013 7:24 pm

Hello Wayne,

We are still planning to attend the Traffic Commission meeting tomorrow, Thursday, Feb. 21 at 6 p.m. Are you able to meet with us beforehand at 5:30 or should we just come for the 6:00 meeting?

We'll look forward to meeting you tomorrow.

Best regards,  
Constance Fantin

\*\*\*\*\*  
Constance Fantin  
ccfantin@juno.com  
\*\*\*\*\*

----- Original Message -----

From: "Constance Fantin" <ccfantin@juno.com>  
To: WHoule@EdinaMN.gov  
Cc: sneal@EdinaMN.gov, jhovland@krausehovland.com, BTheis@EdinaMN.gov, pnelson@shawlundquist.com  
Subject: RE: Denial of request for stop sign on Kellogg Av. & 61st Street  
Date: Thu, 14 Feb 2013 23:03:00 GMT

Hello Wayne,

Thank you for following up on our recent email. We would appreciate the opportunity to talk with the Traffic Commission about our neighborhood's request for stop signs on Kellogg Avenue at 61st Street. We will definitely plan to attend the meeting on Feb. 21 at 6 p.m. and would welcome the opportunity to talk with you beforehand. Would you recommend we arrive early that day - perhaps at 5:30 - or would you prefer we plan a time to stop by your office or even to have a conference call?

We've marked our calendar to attend the Traffic Commission meeting on Feb. 21 at 6 pm and will wait to hear from you about the best time to talk before the meeting.

We'll look forward to hearing from you soon and meeting you on the 21st.

Best regards,  
Constance and Eric Fantin

\*\*\*\*\*

Constance Fantin  
ccfantin@juno.com

\*\*\*\*\*

Please note: message attached

From: Wayne Houle <WHoule@EdinaMN.gov>

To: 'Constance Fantin' <ccfantin@juno.com>

Cc: Scott Neal <sneal@EdinaMN.gov>, 'James Hovland' <jhovland@krausehovland.com>, Byron Theis <BTheis@EdinaMN.gov>, Paul Nelson <pnelson@shawlundquist.com>

Subject: RE: Denial of request for stop sign on Kellogg Av. & 61st Street

Date: Thu, 14 Feb 2013 20:35:00 +0000