

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IV. J.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Discussion

Date: June 17, 2014

Information

Subject: Traffic Safety Committee Report of May 7, 2014

Action Requested:

Review and approve the Traffic Safety Committee Report of May 7, 2014.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the May 7, 2014 Traffic Safety Committee Report at their May 15 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

Attachments:

- Traffic Safety Committee Report of May 7, 2014
- Draft ETC Meeting Minutes of May 15, 2014

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, May 7, 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on May 7. The City Engineer, Police Traffic Supervisor, Transportation Planner, Traffic Safety Coordinator, Sign Coordinator, and the Assistant City Planner were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendations have 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 May 15 Edina Transportation Commission and the June 17 City Council Agenda.

SECTION A:

Requests on which the Committee recommends approval:

A1. Request to add "No Truck Traffic" signs at Washington Avenue and 3rd Street.

This request comes from a resident living near the intersection of 3rd Street and Monroe Avenue. The resident has seen several semi-trucks and trailers going through this intersection and the neighborhood. This request was originally brought up in the March 11, 2014 traffic safety report during which time the staff recommended further study into the traffic issue before making a recommendation. Trucks and trailers driving through this neighborhood were made by a resident in December 2013. The requestor would like to see a "No Truck Traffic" sign placed at 3rd Street and Washington Avenue to help inform the truck drivers not to drive on the residential streets.



Picture: 3rd St and Washington Ave looking west

Since the initial request was made, the requestor called in twice to inform staff of additional trucks going down 3rd Street. A week traffic count was taken on 3rd Street to the east of Washington Avenue. During this period the ADT was 463 vehicles and 3 semi-truck and trailers traveled 3rd Street.

A3. Request to add additional No Parking on school days signs on School Road to the corner of Concord Avenue.

This request comes from Concord Elementary. The requestor states; there is a fairly large gap between the last no parking sign going east on School Road and the stop sign at Concord Avenue. Vehicles park in the gap; the cars cause a traffic problem during bus/parent drop off. The vehicles parked in this gap feel the no parking zone ends at the last no parking sign. The requestor would like to see additional no parking signs to the corner of School Road and Concord Avenue.



Picture: School Road facing east

Currently there is no parking on the north side of School Road and no parking on school days on the south side. It is approximately 200 feet from the last no parking sign to the corner of School Road and Concord Avenue.



Map: School Road No Parking Sign Locations

The City of Edina follows the Minnesota Manual on Uniform Traffic Control Devices for Parking Restrictions as follows:

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

Parking restrictions may be warranted in the following conditions:

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

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

After discussion, staff recommends the addition of one no parking sign midway between the last sign and the corner of Concord Avenue and School Road, the addition of a no parking 30 feet plaque under the stop sign at Concord Avenue. Also, switching the signs from "No Parking School Days" to "No Parking 8:00 am to 4:30 pm" to avoid confusion.

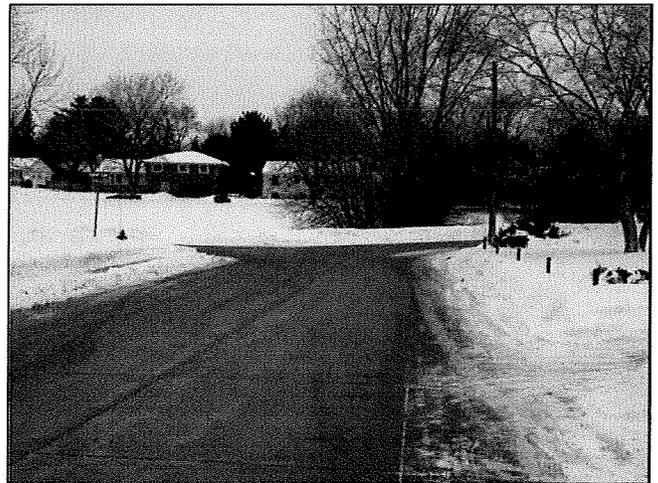
SECTION B:

Requests on which the Committee recommends denial:

B1. Request for a stop sign on Lynmar Lane at Hazelton Road.

This request was recommended for denial by the Traffic Safety Committee in the February 5, 2014 report; however, City Council requested more detailed information regarding the two auto crashes at the intersection. Please see below.

This request comes from a resident living near the intersection. The requestor states; vehicles dangerously turn onto Hazelton Road from Lynmar Lane at unsafe speeds. Drivers do not pay attention to traffic on Hazelton Road, making drivers on Hazelton Road yield to them to avoid collisions with pedestrians and parked cars. The requestor would like for a stop sign to be installed on Lynmar Lane.



Picture: Hazelton Rd and Lynmar Ln from the east

Currently this is an uncontrolled 3 way intersection which also has a driveway to an apartment complex on the north side. Hazelton Road, westbound curves to the north immediately after the intersection. Hazelton Road is 30 feet wide curb face to curb face, with parking on both sides of the street. There is a sidewalk on the south side of Hazelton Road. Lynmar Lane is 29 feet wide, with no parking on the west side of the street. There are two recorded auto crashes at the intersection, more information on the auto crashes are listed in the appendix.

24 Hour Traffic Study Totals

	Thru	Right	Left	U-Turn	Peds	Total
WB	77	-	211	3	3	294
EB	45	14	-	1	5	65
NB	-	304	38	0	2	344

Requirements for a stop sign can be found in the Appendix section 1A.

A 24 hour traffic count was performed at the intersection. During the study a combined total of 703 vehicles, bicycles, and pedestrians entered the intersection from all approaches. This is below the 2,000 units required. Below is the breakdown for daily total turning movements at the intersection.

The total traffic from Hazelton Road and Lynmar Lane were nearly the same, 359 and 344 respectively.

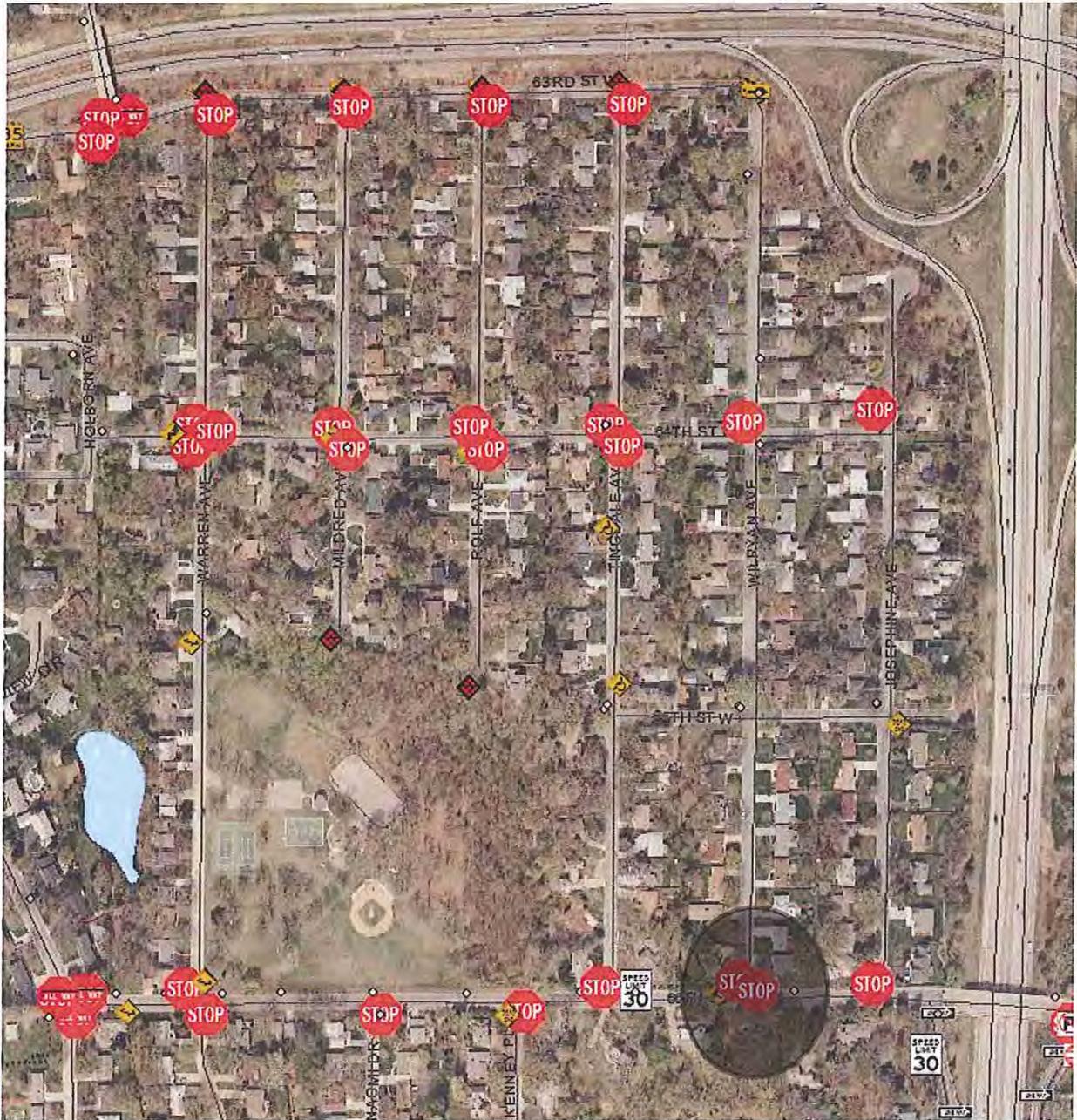
After discussion the staff recommends denying the request for a lack of warrants.

B2. Request to add speed limit signs and to investigate solving the speeding issues in the area of Wilryan Avenue and 66th Street.

This request comes from a resident living near the intersection. The requestor states; there are no speed limit signs in the area of Wilryan Avenue and 66th Street. People speed on 66th and Wilryan Avenue, and the stop signs at this intersection are not always obeyed. The requestor would like for speed limit signs to be added to the area, also for staff to investigate ways to solve the speeding issues in the area.

Currently there are stop signs located on Wilryan Avenue and westbound 66th Street. 66th Street is a state-aid road. Normandale Park is 2 blocks to the west of the intersection on 66th Street. 2013 counts to the east of Wilryan Avenue resulted in an ADT of 4297 vehicles with an 85th percentile speed of 31.8 mph. 2013 counts to the west of Wilryan Avenue resulted in an ADT of 3700 vehicles with an 85th percentile speed of 35.2 mph. A 2002 count of Wilryan Avenue north of 65th Street resulted in an ADT of 273 vehicles with an 85th percentile speed of 29.3 mph. There are two recorded auto crashes at the intersection, both failures to yield the right of way, one in 2006 and one in 2002.

After discussion, staff recommends denying the request for adding a speed limit sign given that there is existing signage in the area. However, the dynamic speed limit trailer will be placed on 66th Street for a period of time in the coming weeks.



Map: Wilryan Avenue and 66th Street Area signs

SECTION D:

Other traffic safety issues handled.

- D1. Request to remove Deaf Child sign at Grove Street and Garden Avenue, and to replace worn out children walking sign at Johnson Drive and Grove Street. The Deaf Child sign is still relevant, children walking sign and post will be removed.
- D2. Request was made for traffic counts for 42nd Street, Grimes Avenue, Wooddale Avenue and Interlachen Boulevard. Staff discussed the traffic counts in the requested areas with the resident.

- D3. Request was made to add stop signs to the intersection of St. Johns Avenue and Garrison Lane. The requestor was forwarded a petition form. This intersection was recently denied for adding stop signs.
- D4. Request was made to install temporary stop signs at 60th Street and France Avenue while the Xerxes Avenue construction is going on. Staff talked with resident about detour for Xerxes Avenue being 50th Street. The situation will continue to be monitored to see if vehicles still get backed up at 60th Street trying to turn onto France Avenue. The county was informed of residents' concerns.

APPENDIX

Hazelton and Lynmar Auto Crash History

DATE	YEAR	SEVERITY	TYPE	ACT	FACT	ACT 2	FACT 2
4-Feb	2004	Property Damage - No Apparent Injury	Collision with motor vehicle in transport - Right Angle	Vehicle - Starting in traffic	Failure to yield right of way - Driver inattention or distraction	Vehicle - Going straight ahead or following roadway	No clear contributing factor
8-Jun	2010	Property Damage - No Apparent Injury	Collision with motor vehicle in transport - Right Angle	Other action	Failure to yield right of way	Vehicle - Going straight ahead or following roadway	No clear contributing factor

1A. (MNMUTCD 2B.4) YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An un-signalized intersection in a signalized area.

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 the 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way 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 Safety Committee Report of May 7, 2014

A-1: Planner Nolan was asked if they have the authority to say “no truck traffic” and he said it is a fuzzy area but they can ask SuperValu to direct their drivers to a certain route; the illustration will be rotated.

On page 7, the report does not say who failed to yield because the information is not available.

Motion was made by member Janovy and seconded by member Whited to forward the corrected May 7, 2014 report to the City Council. All voted aye. Motion carried.

Updates

Student Members - None

Bike Edina Working Group – Minutes of April 10, 2014

Member Janovy said Edina received a Bicycle Friendly Community bronze award from The League of American Bicyclists for its Bike Plan (only Minnesota community to be awarded) and on June 3 there will be an official presentation at the City Council meeting.

Living Streets Working Group

The working group met May 7 and revised the design guideline chapter, discussed how to communicate the benefits of Living Streets and reviewed the revised pedestrian plan.

Communications Committee

Member LaForce said they are regrouping and revisiting past and current recommendations were made that they’ve made for the ETC, transportation, bike resource, City’s website, etc.

CORRESPONDENCE AND PETITIONS - Letter from resident Marena Arbelig

The ETC discussed Ms. Arbelig’s letter and the consensus was that it was nice to receive positive feedback and confirmation that the issues that they are working on matter to residents. A suggestion was to feature residents talking about getting around the community similar to the Hometown Heroes that are featured on the City’s website. Member Whited will draft a response to Ms. Arbelig and member Boettge will review.

Chair Bass asked for feedback regarding what to do with Mr. Thelemann’s proposal. Planner Nolan was asked for staff’s feedback since the proposal was shared with staff and he said staff did not see the issues in the same way as Mr. Thelemann. He said it seemed more like residents are wanting a sidewalk but not along their property. In reference to the crash data, planner Nolan said which side the sidewalk is on did not matter and other issues such as MNDOT land, and redesigning the roadway makes it not feasible, and there are funding issues. Member Janovy wondered if there was a gap in the ETC’s, Engineering’s and Mr. Thelemann’s communication. Member LaForce said he liked the connections in the proposal but would prefer not to walk along the freeway and he wondered what the motivation was because Mr. Thelemann was not in favor of the Birchcrest B sidewalk. Member Nelson said there is logic in his proposal with the connections. Planner Nolan said it was too late to fit this in because construction is starting next month. They discussed how to respond and if they should respond directly to Mr. Thelemann and decided that thanking him directly for his comments and their feedback in the minutes would suffice.

CHAIR AND COMMISSION MEMBER COMMENTS

Member Spanhake invited the ETC to attend the Center for Transportation Study Research Conference next week and planner Nolan said he is scheduled to attend. She said she is interested in identifying a consistent protocol for using signs vs. and using date to decide which one to use.

Member Iyer said similar to standardizing crosswalks, they need to do the same for bike signs and have one or three