



To: MAYOR AND COUNCIL

Agenda Item #: IV. M.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Date: June 17, 2015

Discussion

Subject: Traffic Safety Committee Report of May 6, 2015

Information

Action Requested:

Review and approve the Traffic Safety Committee Report of May 6, 2015.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the May 6, 2015 Traffic Safety Committee Report at their May 21 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

Attachments:

- Traffic Safety Committee Report of May 6, 2015
- Draft ETC Meeting Minutes of May 21, 2015

Traffic Safety Report

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on May 6, 2015. The City Engineer, Public Works Director, Transportation Planner, Traffic Safety Coordinator, Sign Coordinator, and Assistant City Planner were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, these comments can be included on the May 21 Edina Transportation Commission and the June 16 City Council agenda.

Section A: Items on which the Traffic Safety Committee recommends approval.

1. Request to increase sign visibility for the stop sign at the intersection of Valley Lane and Creek Drive

A requestor noted that due to significant grade changes, and being near a railroad crossing, visibility for the stop sign at Valley Lane and Creek Drive was less than visible for westbound traffic. He would like to see a sign placed on the opposite side of the intersection, and would also accept adding a sign to the existing post, diagonally across the intersection. The stop sign is visible from about 250 feet away in the city's Traffic Safety Van, a stopping sight distance would require only 200 feet of visibility.



Map : Valley Lane at Creek Drive

After review, staff recommends cutting back vegetation which is partially blocking signage in the area.



Photo : 200 feet from the intersection

2. Request for traffic calming at Creek Valley Road and Nordic Circle

This is change in recommendation from the November 6th, 2013 Traffic Safety Report. A crosswalk was suggested at that time for the north leg of the intersection, crossing Nordic Circle. However, the city has not received consent from nearby property owners to place a landing pad for the



Map: Creek Valley Road & Nordic Circle

crosswalk in place of existing landscaping. In response, staff has drawn up the following possible solution, which would force drivers who are turning left from Creek Valley Road onto Nordic Circle to tighten their turn radius and slow down. This design uses paint and plastic bollards to test a possible long term solution or a permanent island. The next two pages are the design drawings from the engineering department.

Staff recommends that the experimental island be placed as a test. Crosswalks are still warranted and are still a recommendation. A video will be taken of the area after placement to compare with video from 2013 and evaluate the effect of the island in this design and location.



Project Name Nordic Circle island
at Creech Valley Road

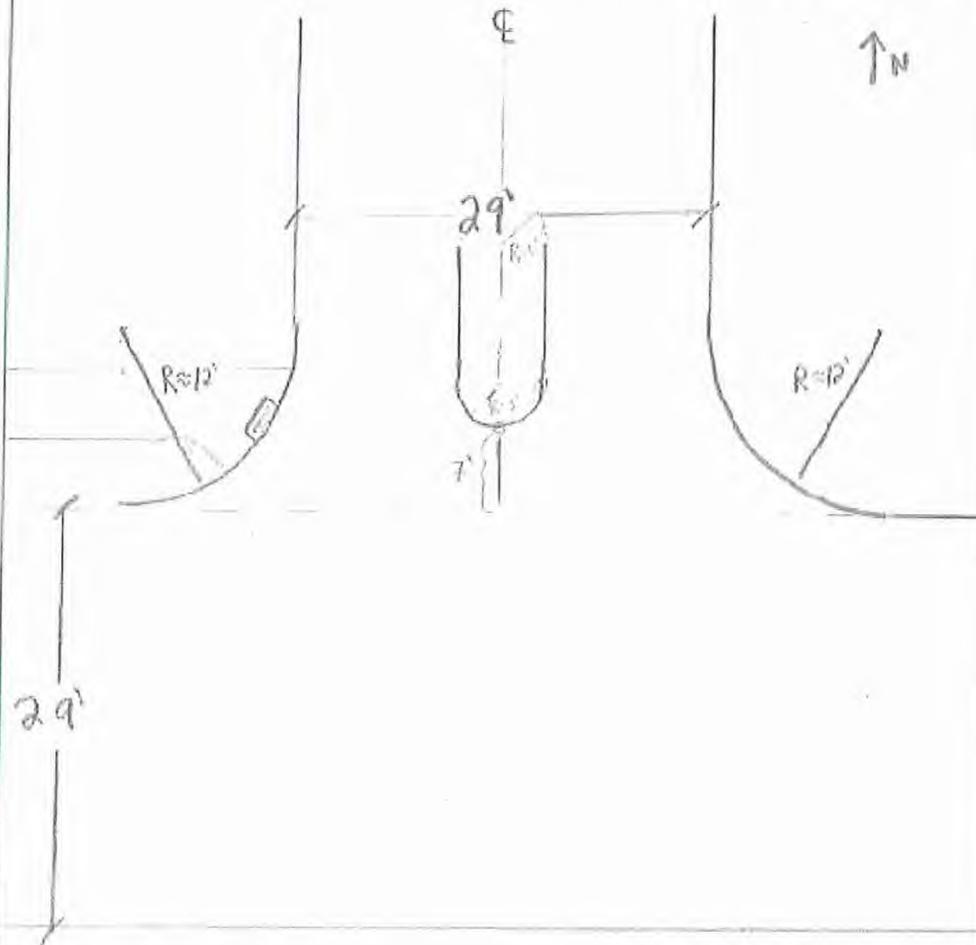
Improvement No _____

Contract No _____

Computations For _____

Sheet 1 of 2

By Joe Totten Date 5/31/15



29'

R=12'

29'

R=12'

7'



Joseph Totten
Lead Mill



Project Name Nordic Circle Island
at Creek Valley Road.

Improvement No _____

Contract No _____

Computations For _____

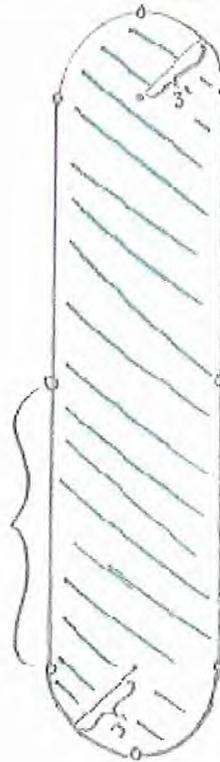
Sheet 2 of 2

By Joe Totten Date 5/13/15



6-10'

Six feet is the recommended interval for the plastic bollards, such that the island will be 18' in total length



▣ - Painted Area

○ - Plastic bollards

Joseph Totten
Chris Miller

Section B: Items which the Traffic Safety Committee recommends denial

1. Request for further enforcement of speeds on Eton Place, and a way to divert or discourage cut-through traffic

This request comes from a resident of Eton Avenue, who is concerned about the volume of vehicles on the street between 44th Street and Morningside Road. A counter was placed in this location and had a volume of 130 ADT and 25.1mph 85th-Percentile Speeds. Eton Place is one block long, and connects 44th Street and Morningside Road, immediately west of France Avenue.



Map : Eton Place

After review, staff has determined that volumes and speeds are not high enough to warrant further engineering solutions. The traffic count's speed report was forwarded to the Edina Police Department for possible placement of the speed trailer.

2. Request for further signage or change of traffic control at the Benton Avenue intersection with Johnson Drive

This request comes from a resident who lives on Johnson Drive. The requestor notes that traffic on Benton approaching the splitter islands does not yield to traffic on the left, as would be typical in a roundabout. Currently there is no signage on Benton Avenue, and Johnson Drive has a stop sign controlling its entrance to westbound Benton Avenue. A camera study was conducted, and found that between three and four percent (3%-4%) of all users on the west side of the pond were using the circulation to go east on Benton. Benton Avenue had a volume of 3300 ADT in 2013 and 30.7 mph 85th-percentile speed in 2009 (2013 was a volume only count). Johnson Drive had a volume of 340 ADT and 27.2 85th-percentile speed in 2014.



Map : Johnson Drive and Benton Avenue intersection

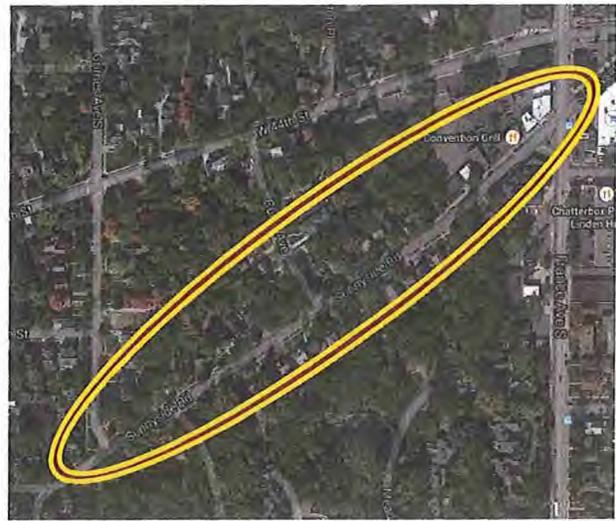


Photo : Benton Avenue, looking east

After review, staff decided that this intersection was not equivalent to a roundabout, but actually functions as a one-way pair and median. Thus, all traffic which is using the provided circulation should act as if making a U-turn and yield to the right.

3. Request for traffic calming measures on Sunnyside Road, between France Avenue and Grimes Avenue

This request came from a resident who felt that traffic speeds on Sunnyside Road were too high, and created a dangerous situation, especially at the intersection of Sunnyside Road and Grimes Avenue. Sunnyside Road has been studied many times for various projects and since 2009, has had ADT ranging from 2129-4095 vehicles per day, and had 85th-percentile speeds ranging from 27.6-30.5 mph. The speed limit on Sunnyside Road is 30 mph.



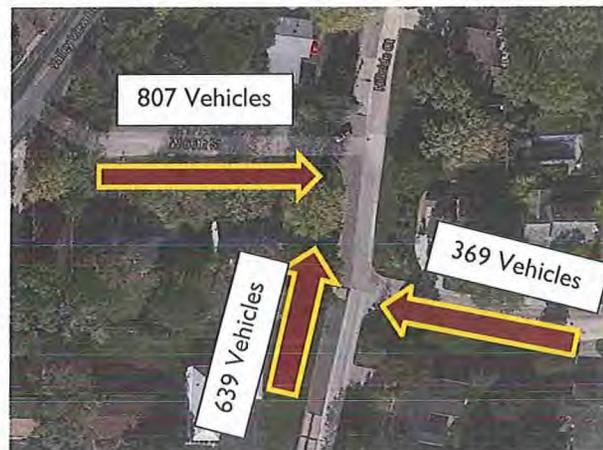
Map : Sunnyside Road, Grimes Avenue to France Avenue

After review, staff decided that the 85th-percentile speeds were not seen to be high enough to warrant traffic calming at present. However, this road is scheduled to be reconstructed as part of the 2016 Morningside A Neighborhood Roadway Reconstruction project; thus, this will be considered when gathering data for and designing the roadway.

4. Request for removing stop signs for Tracy Avenue at the intersection of Tracy Avenue and 66th Street

A requestor asked that the city look at the intersection of Tracy Avenue and 66th Street, as it was believed that the stop signs on Tracy Avenue were creating an unsafe situation in wintertime driving, and that the vast majority of all traffic is heading north on Tracy Avenue. The intersection was analyzed and it was seen that the two T-intersections of Tracy Avenue and 66th Street function similar to a four-way intersection. The number of vehicles entering the intersection, by approach, in a 24-hour window was as follows; 66th Street eastbound had 807 vehicles; the northbound Tracy approach had 639 vehicles; westbound 66th Street had 369 vehicles; and southbound Hillside Court had 131 vehicles. There is approximately 85 feet between the two T-intersections.

After review, staff concluded that this area is being used as if it were a four way intersection and that removing control at one leg has the potential to result in motorist confusion.



Map : 66th Street, Tracy Avenue and Hillside Court

5. Request for further enforcement of parking issues on 54th Street, near the neighborhood traffic circle on Drew Avenue

A requestor noted that drivers were leaving vehicles parked too close to the intersection of 54th Street and Drew Avenue. The requestor asked that signs be placed on the yield signs reading “no parking 30 feet” to comply with state statute parking lengths. Also noted by the requestor was that the issue was most prevalent on the Minneapolis side of 54th St. This request was forwarded to Minneapolis and the Traffic Safety Coordinator painted a mark 30 feet from the intersection. It was not found that anyone was within 30 feet of the intersection during various site visits through multiple weeks.



Map : Intersection of 54th Street and Drew Avenue

After review, staff concluded that since the issue was not observed within the borders of the City of Edina and thus, no further action should be taken by the City of Edina.

D Items : Other items handled by Traffic Safety

D1. Requestor called in to state that the fence on France Avenue over Minnehaha Creek was damaged. This was forwarded to public works.

D2. Residents called to ask about camera equipment and other counting equipment and its identification. As a result of this conversation, identification stickers reading “City of Edina, Public Works” and phone number were added to all counting equipment.

D3. Calvary Lutheran Church requested signs be provided for their placement in their lot, to delineate handicapped parking. The city no longer provides such services and sign contractors were provided to the church.

D4. Requestor called in requesting traffic counts on Valley View Road, near the high school. These were provided.

D5. Resident was confused as to why 70th Street has a 25 mph speed limit while Ridgeview had a 30 mph limit. Requestor was informed that on these street types, state statute only allows lowered speed limits in select cases (such as when a bicycle facility is present).

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
MAY 21, 2015
6:00 P.M.**

ROLL CALL Answering roll call were members Boettge, Campbell, Iyer, Janovy, LaForce, Loeffelholz, Nelson, Olson, and Spanhake.

ABSENT Bass and Rummel

APPROVAL OF MEETING AGENDA

The agenda was revised to combine Bike Edina and Walk Edina Working Groups for discussion. Motion was made by member Nelson and seconded by member Boettge to approve the revised meeting agenda. All voted aye. Motion carried.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF APRIL 16, 2015

Motion was made by member Olson and seconded by member Spanhake to approve the minutes of Apr. 16, 2015. All voted aye. Motion carried.

Traffic Safety Report of May 6, 2015

A.2. Member Janovy said she like the idea of doing a trial and suggested a communications plan that would include more than the study area. She asked why they could not add a crosswalk and planner Nolan explained that the resident did not want a landing pad near his property in the right-of-way.

B.4. Member Spanhake said as a frequent driver in the area, she agreed with the requestor. She said drivers going south on Tracy Avenue do not know what to do and it would be clearer if the northbound stop sign was removed. She said it is also very difficult to stop in the winter when the road is icy. Planner Nolan was asked if warrants were met for a 4-way stop and he said no. In reference to further study, he did not believe anything new would be learned.

Motion was made by member Spanhake and seconded by member Boettge to forward the May 6, 2015, TSC report to the City Council.

All voted aye.

Motion carried.