

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** IV. C.

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

**Action**

**Discussion**

**Date:** September 16, 2015

**Information**

**Subject:** Traffic Safety Committee Report of August 5, 2015

**Action Requested:**

Review and approve the Traffic Safety Committee Report of August 5, 2015.

**Information / Background:**

The Edina Transportation Commission (ETC) reviewed the August 5, 2015 Traffic Safety Committee Report at their August 20 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

**Attachments:**

- Traffic Safety Committee Report of August 5, 2015
- Draft ETC Meeting Minutes of August 20, 2015

## Traffic Safety Report

Wednesday, August 05, 2015

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on August 05. The Public Works Director, Transportation Planner, Traffic Safety Coordinator, Sign Coordinator, and a Police Sergeant 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 can be included on the August 20 Edina Transportation Commission and the September 16 City Council agenda.

### Section A : Items which staff recommends for approval

#### **AI.Request for restriping of Southview Lane from Concord Avenue to Sherwood Avenue**

This request concerns the lanes on Southview Lane. Currently the in street pedestrian sign cannot be placed on the double-yellow line for school bus and truck exiting capabilities. This offset creates a confusing situation. Historical count data in this location indicates a volume of 3,000-4,500 and an 85<sup>th</sup> percentile speed of approximately 30 mph. The road is 38 feet wide and has one lane in each direction as well as a parking lane on the south side. The double yellow line is on the centerline of the roadway, which makes the northern side 19 feet wide as a driving lane, while the southern side has an eleven (11) foot wide driving lane, and an eight (8) foot parking lane. Previous requests had concerns with specifically westbound traffic traveling too quickly and inattentively. This is an approved primary bicycle route.



*Photo : Southview Lane*



*Map : Southview Lane restriping area requested*

**After review, staff recommends painting an eight (8) foot shoulder on the north side of the road to narrow the available space to drivers. The in street pedestrian sign will be moved to the centerline and replaced as needed. The Traffic Safety Committee also encourages the schools in this area to add crossing guards, as they are not currently used at this location.**

**A2.Request for improvement of crosswalk safety at Concord Avenue and Concord Terrace, especially at school release**

This request concerns the crosswalk from Southview middle school to Concord Terrace, across Concord Avenue. At school release times several children cross this street, and buses park on Concord Terrace. Issues observed with the crosswalk include a lack of drivers yielding to children who have signaled their intention to cross, but are not yet in the traveled way, and children who are standing on the pedestrian ramp on the school side, simply talking and not crossing. This behavior is interpreted by many drivers as an attempt to cross and stop their vehicles; this causes confusion due to the children not crossing. Other concerns that were seen on the video included the appearance of fast speeds, jaywalking and crossing in the crosswalk that was not painted on the south side of the intersection. The current crosswalk is not painted in the ladder style for school zones as recently adopted as city policy, but is instead painted as a continental crossing. The east side of this crosswalk is only a landing pad and pedestrian ramp as pedestrian infrastructure, with no sidewalk planned.



*Map : Concord Avenue and Concord Terrace*



*Photo : Crosswalk at Concord Avenue and Concord Terrace*

**After review, staff found that this crosswalk should be painted in the city’s school zone standard “Ladder Style” crosswalk, this will be done before school returns to session. Further, city staff encourages the schools to add crossing guards at marked crosswalks surrounding elementary schools.**

**A3.Request for lowering of speeds on Interlachen Boulevard**

This request comes from a resident on Interlachen Boulevard who feels that the traffic speeds are too high, and does not believe enforcement is having enough of an effect. The requestor is excited for the sidewalk construction but explains that the speeds present on Interlachen will prevent this street from ever being truly pedestrian friendly, or otherwise a comfortable street for non-motorized traffic. This request specifically regards the segment from Blake Road to Vernon Avenue. Traffic counts indicate an ADT of 7000-9000 and an 85<sup>th</sup>-percentile speed of 34-38 mph. Interlachen has an average width of 32.1 feet and has bike lanes in each direction. While exact measurements vary, the average bike lane is about 4.6 feet wide and the average drive lane is 11.5 feet wide. Long term projections for reconstruction of Interlachen have this stretch thought to be reconstructed within a decade. Until then, the resident would like consideration of other ways to calm traffic. Currently the bike lane uses a four (4) inch fog line, whereas Edina



*Photo : The hills of Interlachen Boulevard, looking west from Cooper Avenue*

Industrial Boulevard uses a 6 inch line, there is not enough space to create protected bikeways or otherwise further narrow the roadway while maintaining bike lanes until reconstruction. There have been nine (9) accidents on Interlachen Boulevard between 49<sup>th</sup> Street and the Interlachen Country Club in the last five years, speed was not specifically entered in any crash report, but is listed as possible contributing factors for the types of accidents listed. Common accidents were right angle crashes and rear end crashes with three (3) each.

**After review, staff found that the high speeds on Interlachen Boulevard warranted traffic calming as soon as possible. Dynamic speed display signs (DSDS) were seen as a valuable and practical solution which could be installed in conjunction with the Interlachen Sidewalk project. Up to three (3) of these signs will be added to the plans for the Interlachen Sidewalk project, with location to be determined by the Traffic Safety Coordinator.**

#### **A4.Request for creating a safer intersection of Larada Lane and Willow Wood Road**

Requestor notes that the control of the intersection of Larada Lane and Willow Wood Road creates unsafe conditions at the intersection. Larada Lane is the main road, and in a one day study had 576 vehicles enter on it, while only 248 entered using Willow Wood Road. One accident has occurred at this intersection in the past five years (2014), and it was listed with inadequate sight distance as a contributing factor to both vehicles involved. A 20 mph design speed would require 225 feet of clear sight distance (25 mph is 280 feet and 30 mph is 335 feet). Southbound Larada can be seen by a stopped, westbound vehicle on Willow Wood only 180 feet away, with the obstruction being the ground level, northbound Larada can also be seen only 210 feet away, with the obstruction being trees outside of the city mandated intersection 30-foot clear zone. If the stop signs were switched, Southbound Larada, when stopped would have 260 feet of clear view for westbound Willow Wood without any tree trimming, and at least 320 feet if trimming were to take place. Northbound Larada can see only 185 feet of eastbound Willow Wood currently, but the two large trees and other landscaping blocking sight distances in this location could be removed which would provide well in excess of 200 feet of sight distance.

**After review, staff recommends making this intersection an all-way stop. This decision was made because of inadequate sight distances and the accident history at the intersection showed a need to improve sight distances. Reversing the two way stop was considered, but was decided against, as it would not have solved the sight distance issues**



*Map : Willow Wood Road and Larada Lane, Schaefer is on the far right (east) of this aerial.*



*Photo : An engineering intern waves to the camera at the intersection of Larada Lane and Willow Wood Road*

without clearing a neighbor's landscaping from the edge of the intersection clear zones, and then would be stopping only the major approach, which would lead to drivers ignoring the stop sign. An all-way stop in this location was seen as the only way to gain adequate sight distances, and discourage mainline traffic from ignoring a traffic control device. Further improvements of the existing sightlines were seen as impossible because the landscaping was outside of the intersection clear zone or was the ground level itself which blocked sight lines.

**A5. Request for a marked crosswalk across Arcadia Avenue, midblock, south of Gus Young Lane**

This request comes a person who works in the City of Edina who notes that although the sidewalk on Arcadia changes sides of the road, and there exist pedestrian curb cuts on each side of the road, there is no marking or signage for the crosswalks in this location, making it an unusual condition that should be marked. The City of Edina crosswalk warrants specify that crosswalks will only be placed at intersections, but also that crosswalks are placed at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement. Two weekdays of video were analyzed for this study, with 23 pedestrians crossing between 12:15 and 2:15 PM on the first day, the midday peak the next day had 18 pedestrian crossings in two hours.



Photo : Two pedestrians cross Arcadia, from the camera.

**After review, staff recommends placing the crosswalk as a painted crossing. The number of persons crossing at this location met warrants, and the fact that this location was mid-block was outweighed by the fact that the sidewalk changed sides at this location and was only present on one side of the road at a time.**

Section B: Items staff recommends for denial

**B1. Request for improvement of crosswalk safety north of the Browndale Bridge**

This request was forwarded to the Traffic Safety Coordinator by the City Engineer. A camera was set up and analyzed. Common occurrences which could be considered unusual or unintended were jaywalking (occasionally obstructing vehicle traffic), not obviously observing traffic before crossing, and standing near one end of the crosswalk without crossing. An acceptable crossing gap may take up to a minute to form, but the staff person watching the video did not think that there were few enough gaps to warrant a rapid rectangular flashing beacon (RRFB). Most crossings were seen as uneventful, routine, safe, and undelayed.



Map : Crosswalk in question on Browndale Avenue

After review, staff found that a safety issue was not present. Thus, denial was recommended of this item.

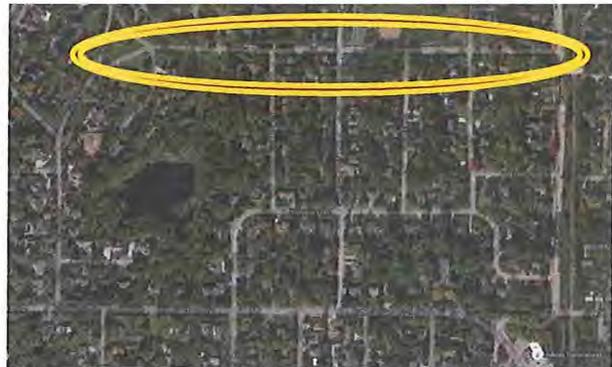
**B2. Request for improvement of vehicle safety on 4200 block of Grimes Avenue**

This request comes from a resident who is concerned about the 4200 block of Grimes Avenue, with a large, steep, and sudden hill blocking sight distance for oncoming directions, the street is only 25.5 feet wide and observed parking demand can make the oncoming directions have less room than would be comfortable to pass each other if an encounter were to take place. Using the contour map from the city, it was found that a large portion of the hill, starting 150 feet after the descent (northbound) or before the plateau (southbound), and extending all the way to the intersection of Grimes and 42<sup>nd</sup> Street. There is a sidewalk on one side of Grimes in this location. The grade was measured and found to be maximum at 11-degrees, which is the equivalent of a 19.5-percent grade. No accidents have been reported due to the sight-distance in this location in the past five years.



Photo : Grime Avenue hill, looking south.

After review, staff determined that while uncomfortable, this area of Grimes Avenue is safe. This decision was made while considering that the Living Streets plan would recommend this street be built with as little as 24 feet in width. The discomfort while cresting this hill should encourage slower speeds and acts itself as traffic calming.



Map : Division Street is circled, on the west it turns into Circle, the Grandview area is in the south east of this aerial

**B3. Request for speed limit sign on the west end of Division Street**

This request comes from a resident who believes that traffic on Division Street's western end, where it transitions into Cooper Avenue and Circle East. This resident would like a speed limit sign to inform drivers of the speed limit at this location, but is open to discussing other options. A counter was placed in this location, and found that there was an 85<sup>th</sup>-percentile speed of 32.4 mph and 38 drivers going at least 35 mph in an average weekday; with an ADT of 835 this accounts for a 4.5-percent of all drivers. The weekends had less speeding, Friday had the highest speeds, with 4.9 percent exceeding 35 mph.



Photo : Division Street at its western end.

After review, staff found that speeding was a minor issue on this roadway, and drivers' ignorance of the speed limit was not

considered to be a main contributing factor on speeding on residential roadways. Thus, no signage is recommended for this area, however the speed report has been forwarded to the police department for targeted enforcement.

**B4. Request for speed limit sign on Malibu Drive's north end**

This request comes from a resident on the northern end of Malibu Drive, who believes that traffic entering the neighborhood is traveling at too fast of a pace, and would like a speed limit sign to limit this behavior. A counter was placed on Malibu Drive, and found that the 85<sup>th</sup>-Percentile speeds were 28.9 mph on weekdays with an average of 31 drivers exceeding the 35 mph, and an ADT of 2565 vehicles per day. Thus, vehicles exceeding 35 mph constituted 1.2-percent of all vehicles. Similar speeds and ratios were seen on the weekend, with 1.5-percent exceedance on Saturday, and an 85<sup>th</sup>-percentile speed of 30.1 mph.



*Photo : A dynamic speed sign on the north end of Malibu Drive*

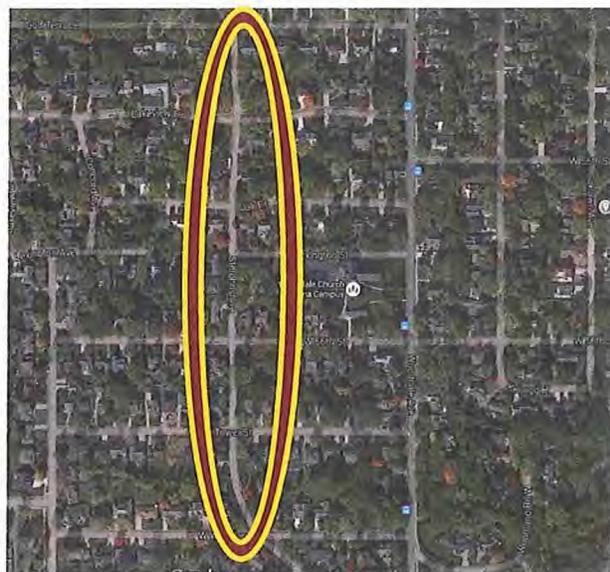


*Map : Malibu Drive's northern end, 169 is on the west of this aerial*

**After review, staff recognizes that speeding in this area is a minor issue on this roadway, and drivers' ignorance of the speed limit was not considered to be a main contributing factor on the speeding. Thus, no signage is recommended for this area, however the speed report has been forwarded to the police department for targeted enforcement. Upon learning of the numbers found by the speed control, the requestor insisted that they were incorrect, however the counter used over 90 percent of its tube strikes, which is seen as an indicator of accuracy.**

**B5. Request for stop signs on St. John's to slow traffic and discourage use of the street**

This request comes from the Golf Terrace neighborhood, where there exists concerns that St. John's Avenue is too long without a stop condition, which leads to speeding and vehicles using St. John's to access the neighborhood. A count was taken on St. John's north of Oak Drive, 150 vehicles used this portion of the road, and the 85<sup>th</sup>-percentile speed was seen as 25 mph. All cross streets were not counted, but 56<sup>th</sup> Street, which currently stops for Saint John's, has an ADT of 365 vehicles and an 85<sup>th</sup>-percentile speed of 24 mph, Golf Terrace, which currently intersects St. John's as an all-way stop has an ADT of 550



*Map : St. John's Avenue in the Golf Terrace Neighborhood*

and an 85<sup>th</sup>-percentile speed of 27.7 mph. These volumes would not warrant four-way stops, but would indicate that stop signs could be adjusted such that they provide a stop condition to St. John's Avenue instead of other side streets. Stop sign warrants are seen in appendix B.

**After review, staff recommends that this request be denied. Higher volumes and speeds existed on other streets intersecting St. John's Ave. and using stop signs as traffic diversion or calming devices is unsupported and prohibited by the city's stop sign warrants.**

**B6. Request for crosswalk across West 66<sup>th</sup> Street at Naomi Drive**

This request comes from a neighbor who wishes for a crossing at the intersection of Naomi Dr. and W. 66<sup>th</sup> St. The requestor would like a crosswalk from Naomi Dr. across 66<sup>th</sup> St. to the park. A video study was performed over a weekend in late June. The resulting analysis showed a maximum of 13 people crossing 66<sup>th</sup> Street at this location in any two hour period. This is less than the warrants specified in city policy of 20 crossing sin a two hour period. The full crosswalk warrants may be seen in Appendix A.



Map : Naomi Drive at 66<sup>th</sup> Street, Warren Avenue is on the west (left) of this aerial



Photo : 66<sup>th</sup> Street, looking east from Warren, Naomi is the entering street on the right

**After review, staff recommends denial of this request due to not meeting crosswalk volume warrants. In discussion of further warrants, such as adjacent to public parks and having a high concentration of children, staff noted that Edina's crosswalk warrants are much looser than MnDOT recommends, and a lowering of the needed volume by one third is too much to be justified by engineering judgement.**

Section C : Items recommended by staff for more review

**CI. Request for traffic calming on Maple Road from 50<sup>th</sup> Street to 49<sup>th</sup> Street**

This request comes from a resident who believes that Maple Road has a high amount of traffic using it as a bypass to 50<sup>th</sup> Street and France Avenue. While the road had an ADT of 1210 vehicles per day, the 85<sup>th</sup>-percentile



Map : 50<sup>th</sup> Street and Maple Road is circled, the assumed cut-through traffic route is shown with the arrow.

speeds were seen to be 28 mph. Sidewalks are present on both sides of this street. There have been no reported accidents due to this condition in the last five years. The road is 29.5 feet wide from face of curb to face of curb, Further discussions with the requestor revealed that the volume of vehicles, while seen as a nuisance, was not the focus of the request, but the short block means that the acceleration of vehicles to get up to 28 miles per hour would make it harder to break within a normal perception-reaction time, as well as the speed of turns from 50<sup>th</sup> Street to Maple, as is necessitated by the few and small gaps in 50<sup>th</sup> Street traffic. These turning vehicles do not look for pedestrians and thus make jaywalking in the middle of the block safer than crossing at the legal crosswalk at the corner. Other further concerns include aggressive driving in general by what is seen by the requestor as non-local traffic.



Photo : 50<sup>th</sup> Street at its intersection with Maple Road

**After review, staff does not recommend physical traffic calming measures. A separate measure seen as possible was restricting left turns during the evening rush hour at 50<sup>th</sup> Street and Maple Road. Because this change would affect such a large number of properties, it was decided that these effected properties should be sent a letter asking for comments on the possible change.**

#### D Items: Other items handled by Traffic Safety

D1. A resident from 4015 West 65<sup>th</sup> Street called requesting that concrete trucks for the construction at 6500 France no longer block the sight distance for turning left out of the apartments' driveway. The resident requested that all trucks be stored within the future building's footprint for all staging of the project. In a visit, the manager on site agreed to move the signage and store their trucks further from the driveway, and moved signage to allow for it.

D2. An additional warrant analysis was conducted on a crosswalk in the Morningside neighborhood, at Alden Avenue and 42<sup>nd</sup> Street, this crosswalk met warrants in the reanalysis and was placed as planned in the reconstruction project.

D3. A reinvestigation of Edina Industrial Boulevard took place after painting shoulders on the roadway, the 85<sup>th</sup>-percentile speed remained 38 mph, but the top speeds were reduced from 50+ mph to 42 mph.

D4. A resident wanted lane assignments at the intersection of Vernon, Gus Young and Interlachen to be posted for all legs on signal arms over the intersection, this has been forwarded to Hennepin County's transportation division, as Vernon is under the jurisdiction of Hennepin County.

D5. Resident was concerned about yielding behavior of vehicles to pedestrians as staff investigated the possibility of sandwiching signs on 55<sup>th</sup> and Xerxes and requested that the crosswalk have an in-street pedestrian sign placed in this location. This was done for two weeks to alert drivers to the crossing and ensure that the drivers did not become accustomed to the sign.

D6. A Property company wanted to know what the official address of a plat was and possible ways to start to change the address such that it would not read France Avenue. The company was referred to the county, whose maps and plats the city uses.

D7. A resident wanted the City of Edina to retime pedestrian signals on York Avenue to prevent people from ending their crossing in the street. After collecting numbers of crossings and an approximate percent who would require additional crossing time, the data was forwarded to the county with suggested pedestrian improvements in the area. The county controls the signals in the locations specified.

D8. A resident had guests who received tickets for parking too near a fire hydrant, and wished to know if someone could show where the fire hydrant's no parking zone extends to. This was done with pink survey paint.

D9. A resident was concerned with delays at 56<sup>th</sup> Street and France Avenue as the 54<sup>th</sup> Street bridge was being reconstructed. The queues described have reduced in length, and not presented themselves to staff. The Traffic Safety Coordinator will continue to monitor the situation until the bridge is reopened.

D10. A driver asked for York and Edinborough to be investigated as she was in an accident in the intersection. The crosswalk pedestrian signage appears to be a stop sign was the concern. This was forwarded to the county, and work is progressing on a warrant analysis of the crash diagrams.

D11. A driver requested information on when signs were placed at the Edina Liquor parking lot, prohibiting left hand turns onto Gus Young Lane, the new signs' placement date was provided, as was an observation that although records were not found for previous years, a 2008 Google Streetview image clearly showed the sign.

D12. A resident wanted to ensure that an accident report had been filed and check actions taken subsequently, for an accident the requestor had witnessed in Edina. The police report was not available for public release, but details were provided for the report.

D13. A requestor noted that the signal was mistimed in the Centennial Lakes district, along France Avenue. After some discussion, it was determined that the loop detector was not functional at this time, and the requestor was referred to the county's website, which has an online form specifically for broken detectors.

D14. A requestor asked for reclassifying lanes on 69<sup>th</sup> Street at its intersection with York Avenue, such that there would be a right turn only lane. The county was consulted on this issue and did not recommend that it move forward due to peak hour through volumes and the smaller number of right turns that were seen in their analysis.

D15. A requestor asked the sign shop for the removal of a deaf child sign, this sign was placed in 2013, and the contacts for its placement responded to contact in January and indicated that the sign was still important and needed. Therefore, the sign was not removed.

D16. A requestor asked for stop signs to control speeders on Tracy Avenue between 66<sup>th</sup> and 70<sup>th</sup> Streets. An explanation of why stop signs are ineffective in this regard and other ways to address the issue led to the requestor not wishing for continuation of the request until a later reconstruction.

D17. A resident wanted the signs of the crosswalk on 55<sup>th</sup> and Xerxes to be double sided such that they will highlight the other side of the road more. This was forwarded to the county for their consideration as Xerxes is a county road.

D18. A previous requestor called in to ask that a deaf child sign in place since 2000 be removed. The daughter who is deaf is now 16, driving and both she and her parents no longer see any need for the sign to remain in place, as she is not in the street playing, nor do they see other situations where this would be applicable. This sign and others from previous correspondence were sent to the sign shop for removal.

D19. A requestor reported a broken push button at 78<sup>th</sup> Street and Bush Lake Road, this was forwarded to the county, who controls the signal in this location. The county will look into fixing the pedestrian push button and indicator.

## **Appendix A:**

### **Crosswalk Warrants**

- A. Marked crosswalks are placed at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement.
- B. Marked crosswalks will only be placed in an area that has 20 or more pedestrian crossings in a two-hour period.
- C. 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:
  - 1) More than five gaps – pavement marking and signage only.
  - 2) Less than five gaps – add actuated pedestrian signals.
- D. Crosswalks will not be placed on arterial roads or roads with a speed limit greater than 30 mph unless in conjunction with signalization.
- E. Other conditions that warrant crosswalks:
  - 1) Routes to schools
  - 2) Locations adjacent to libraries, community centers, and other high use public facilities.
  - 3) Locations adjacent to public parks.
  - 4) Locations where significant numbers of handicapped persons cross a street.
  - 5) Locations where significant numbers of senior citizens cross a street.
- F. Crosswalks will only be placed at intersections.

## **Appendix B:**

### **Stop Sign Warrants**

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

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

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
- C. Crash records indicate that three or more crashes that are susceptible to correction with the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users from the minor street failing to yield the right-of-way to traffic on the through street or highway.

Additional warrants from the city of Edina list that:

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

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COMMUNITY ROOM  
August 20, 2015  
6:00 P.M.**

**ROLL CALL** Answering roll call were members Bass, Boettge, LaForce, Loeffelholz, Nelson, and Olson.

**ABSENT** Iyer, Janovy, Rummel and Spanhake

**APPROVAL OF MEETING AGENDA**

Chair Bass requested to add the May 21 minutes to the agenda for discussion.

**Motion was made by member Olson and seconded by member LaForce to approve the amended meeting agenda. All voted aye. Motion carried.**

**Traffic Safety Reports of August 5, 2015**

A.1 & A.2 Sgt. Conboy is going to reach out to the school. Chair Bass suggested talking with the PTO to see if they could raise funds.

A.3 Interlachen Blvd is not currently scheduled for reconstruction.

B.2 Planner Nolan said this request was submitted by member Janovy and was denied a second time.

**Motion was made by member Nelson and seconded by member Olson to forward the August 5, 2015, TSC report to the City Council.**

**All voted aye.**

**Motion carried.**