REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL

Agenda Item #: IV. K.

From: Mark K. Nolan, AICP, Transportation Planner

Action ☒
Discussion ☐
Information ☐

Date: November 18, 2014

Subject: Traffic Safety Committee Report, October 1, 2014

Action Requested:
Review and approve the Traffic Safety Committee Report of October 1, 2014.

Information / Background:
The Edina Transportation Commission (ETC) reviewed the October 1, 2014 Traffic Safety Committee Report at their October 23 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

Attachments:

- Traffic Safety Committee Report of October 1, 2014
- Draft ETC Meeting Minutes of October 23, 2014

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Traffic Safety Report of October 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on October 1. The City Engineer, Public Works Director, Transportation Planner, Sign Coordinator, a representative from the Planning Department and Traffic Safety Coordinator were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons 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 do so at the October 16 Edina Transportation Commission meeting and/or the November 18 City Council meeting.

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

A1. Request for signing handicapped parking by the church's elevator/ accessible entrance

Map : Morningside Community Church

Photo : Morningside, looking east, towards Grimes

This request comes from the Edina Morningside Church, asking for parking spaces near the accessible entrance of the church to be marked as handicapped only parking. The requested area is along Morningside Road. Typically two parishioners drive themselves, or are escorted up to the church, for services, which leads the requestor to ask for two spaces be reserved for parking and another to be used as a drop off zone. Currently this area is signed as no parking, for 150 feet from the corner of Morningside and Grimes Avenue, which is all-way stop controlled. Morningside is 33 feet wide at this location and has a nearby traffic count from 2011, with 1859 ADT and 37.9 mph as the 85th percentile speed on weekdays, and 1389 ADT and 37.7 mph as the 85th percentile speed on Sundays. There is 115 feet from the edge of the pedestrian ramp to the stop sign, which equates to 80 feet of usable space (30 feet from a stop sign, 5 from a curb cut). There is currently parking on both sides of the street just to the west of this location, where there is a street width of 29.5 feet. Sidewalks are present on both sides of the street in this location.

After review, staff recommends the placement of two handicapped parking stalls in this location, by placing handicapped parking only signs. To prevent abuses of the intersection, a no parking within 30 feet of sign placard shall be added to the post of the stop sign. Curbs

should be painted blue and the area by the church's curb cut will should be marked with a hashing to prevent parking in the area.

A2. Request for crosswalk upgrades across 66th Street at West Shore Drive and Southcrest Drive

Map : 66th and Southcrest (left), West Shore (right)

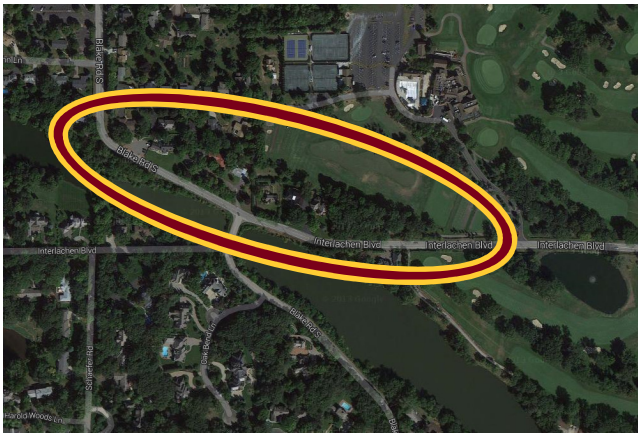
Photo : Existing crosswalk at 66th and West Shore, looking east

This request was fielded by staff during a site visit to this location, connecting the neighborhood to the south of 66th with the sidewalk, park, and neighborhood on the north of 66th. Currently, West Shore has a signed and marked crosswalk in place, while Southcrest has no improvements. Pedestrian counts were taken on West Shore on the morning of August 5th, with the highest two hour count having 35 people crossing on the east leg from 7:30 to 9:30 AM and 35 people crossing the north leg from 8:45 to 10:45 AM. A gap study was performed on 66th, which found that during the morning peak hour, the minimum 5 minute interval for gaps totaling more than the required crossing time (20 seconds, based off width of street and reaction time) was 2 gaps at 7:45-7:50 AM, while the evening peak had a minimum of 0 gaps longer than the required crossing time from 4:30-4:35 PM, both peak hours met warrants for installation of an Rapid Rectangular Flashing Beacon. A pedestrian study was done on Southcrest for 24 hours, from 9 AM on August 12th to 9 AM on August 13th. The counts for pedestrians crossing 66th at Southcrest had a maximum value of eleven in a two hour period, this does not meet volume warrants for the City of Edina. Crosswalk warrants are attached in Appendix B.

After review, staff recommends that an RRFB be placed at West Shore Drive, and no crosswalk be placed at Southcrest, based on warrants.

A3. Request for investigation and resolving of issues related to bike lanes on Interlachen Boulevard and Blake Road

Photo : Interlachen Blvd, east of Blake Rd, looking west

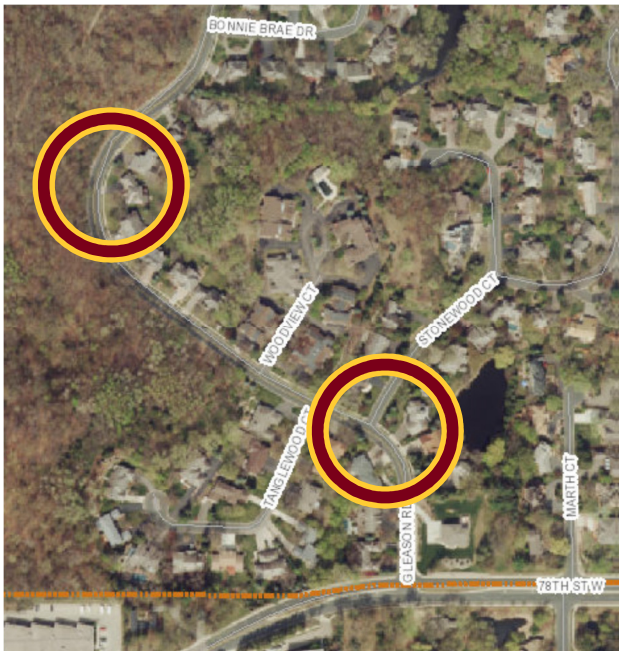


Map : Interlachen Blvd and Blake Rd

This request comes from a resident who feels that the bike lanes on Interlachen Blvd are dangerous as Interlachen approaches, and becomes Blake Rd, due to decreases in width and the state of repair of the road. Measurements of the lane widths were taken, and the lane for bicyclists reduces in width to 6 inches, while the state minimum for bicycle lanes is 4 feet, with at least 3 feet of width being free of obstacles and of consistent riding surface. Edge lines are warranted for use along grade separated roadways and on rural arterials which exceed 20 feet in width, and 3,000 in ADT, or elsewhere where an engineering study indicates a need for edge line markings. Interlachen has 9758 ADT and 85th percentile speeds of 35.6 mph (2013 MSA count), on the west end of this section and had 7846 ADT and an 85th percentile speed of 36.3 mph on the east side of this section (count done in 2005). No bicycle related accidents, and one rollover accident have been reported in the last five years. Further striping detail is in Appendix A, with visuals for possible alterations.

After review, staff recommends restriping Interlachen and placing signs at this location as is shown in the visuals in the Appendix. This recommendation is based off the requirements for bike lanes, their current condition, and standards for vehicle lane widths.

A4. Request for signage around curves on Gleason Road, between 78th and Dewey Hill



Map : Gleason Rd curves investigated

Requestor states that many people go at an excessive speed around the curves along Gleason, between 78th St and Dewey Hill Rd. Requestor also states that several unreported accidents have occurred at this location, with two reported accidents

in the last five years. The curves in this location were analyzed using the AASHTO Green Book design manual, and found to have design speeds significantly lower than the 30 mph speed limit, with the southern curve having a design speed of 24.3 mph and the northern curve having a design speed of 28.5 mph. Curve warning signs are already in place at these locations. Parking is prohibited on the east side of Gleason. A counter was placed on Gleason between the two curves, with a volume of 1395 AADT and an 85th-percentile speed of 32.3 mph.

After review, staff recommends placing advisory speed signs beneath the curve signs already in place, and adding a curve sign to the southbound side of the road. Other curves should also be investigated up Gleason to Valley View to ensure that the area is safe for travel at the current speed limit.

A5. Request for school walking safety along 59th Street, starting at Concord Avenue

Map : 59th from Concord to Ashcroft

This request has come from multiple parents in the walking zone of Concord school, who are concerned about their children's safety as they walk on 59th Street, especially at school release. The concern is that vehicles parked to pick up children are forcing the walkers to move to the center of the street towards the one remaining travel lane. An onsite investigation was conducted on September 5th, from 2:40-3:30 P.M. the street is 30 feet wide, with parking on both sides, no sidewalk, but with a crosswalk from the school to the south side of 59th Street, 54 pedestrians(13 on the north side, 41 on the south side), 17 bikes (1 on the north side, 16 on the south side), and 57 vehicles (43 eastbound and 14 westbound) used the street, while 6 vehicles parked in the first block from the school to pick up children, as opposed to using the bays on Concord. Discussing with the school district, there is the ability for school buses to alter routes if the City requests such action. Typical speeds from vehicles on the street were 15-25 mph. Schools in the area start at 7:40-8:30 A.M. and end school from 2:40-3:05 P.M.

Photo : 59th Street, from Concord, looking east

After review, staff recommends restricting parking along the south side of the road during school times (7:00 AM-4:00 PM, School days), as well as asking the school district to reroute buses to 58th street, which has a sidewalk along its north side.

Section B : Items on which the Traffic Safety Committee recommends denial

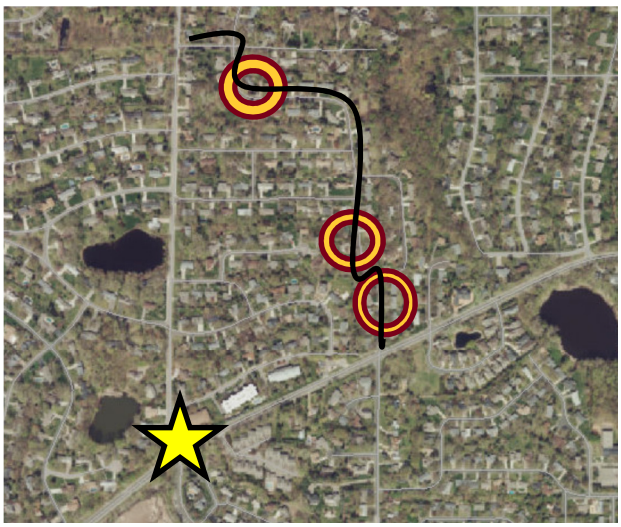
B1. Request for a crosswalk across Metro Boulevard at the intersection of 76th Street

Map : 76th St and Metro Blvd

A request was made for a crosswalk across Metro Blvd. at 76th St. A pedestrian count was taken from 10:30 AM on August 18th, to 4:00 PM on August 19th. The maximum pedestrian count for pedestrians across Metro in a two hour period in this time was 18 crossings, with 61 crossings taking place during the study, 38 of which were on the south side of 76th St. This crossing does not meet the volume warrant for a crosswalk. Crosswalk warrants are attached in Appendix B.

After review, staff recommends denial of this request based on not meeting volume warrants for a marked crosswalk.

B2. Request for Traffic calming or diversion for Highwood Drive, from Vernon Avenue to Pine Grove Road


Map : Highwood Drive, count areas circled, the intersection of Vernon and Blake is starred, The black line is approximately Highwood Drive

A request was made for traffic calming along Highwood Dr. from Vernon Ave. to Pine Grove Rd. Requestor states that traffic uses the neighborhood as a cut through from Vernon to Blake during rush hours, when traffic gets delayed at the intersection. Three successful counts were taken in areas that had been counted before in 2010, the northernmost count had a 2010 volume of 158 AADT and an 85th-percentile speed of 23 mph, with a 2014 volume of 135 AADT and and 85th-percentile speed of 23.3 mph; the central count location had a 2010 volume of 436 AADT and an 85th-percentile speed of 29.5 mph, with a 2014 volume of 397 AADT and a 85th-percentile speed of 27.5 mph; the southernmost count had a 2010 volume of 551 AADT and an 85th-percentile speed of 27.8 mph, with a 2014 volume of 430 AADT and an 85th-percentile speed of 27.6 mph. There have been no reported accidents along this roadway in the last 5 years.

After review, staff recommends denial of this request, based on speeds and volume that has decreased in recent years, and probable low amounts of cut-through traffic.

B3. Request for a crosswalk at 57th and France, across France

Requestor states that crossing France at 57th Avenue is difficult and deserves to have a crosswalk installed at the location. A 24-hour video study was conducted, with the peak 2-hour pedestrian volumes of 11. The crosswalk did not meet pedestrian volume warrants. Crosswalk warrants are attached in Appendix B.

Map : 57th and France

After review, staff recommends denial of this request, based on a lack of warrants met.

B4. Request for permission to place blind driveway sign.

A resident requests clarification on city policy regarding "Blind Driveway" signs. The resident's driveway is close to the intersection of Lincoln and Malibu, and a thicket of trees at the intersection obscures the driveway. Resident was informed that the city does not typically install such signs, and resident asked if he could place his own, such as along Valley View, west of Gleason.

Photo : Driveway and thicket, looking west, towards Lincoln

After review, staff recommends denial of this request, based on city policy for not placing such signs, and Minnesota Statute that does not allow other entities to place different signs where they may be seen from the roadway.

B5. Highlands School driveway is very wide, formerly existing crosswalk no longer present

A request came in for repainting a crosswalk across the driveway for Highlands School. There had previously been a crosswalk, and when the driveway was resurfaced, the crosswalk was not repainted. Currently there is a sidewalk on the south side of the driveway, and across Doncaster Way from the driveway, with a marked crosswalk and crossing guards across Doncaster Way. The driveway is said to handle up to three lanes of traffic and was measured as being over 59 feet wide.

Map : Highlands School driveway at Doncaster

After review, staff recommends that the schools paint this crosswalk, based on liability concerns and the small amount of crossings that would likely come from a marked crosswalk would not warrant a marked crosswalk. Requestor was given contact information for Edina Public Schools maintenance office.

Photo : Driveway for Highlands School

D Items : Other Traffic Safety issues handled

D1. Requests for tree trimming and better sight distances for the signage at Valley View and McCauley Trail. Photos and information was forwarded to the City Forester who trimmed the vegetation.

D2. Resident requested better merging facilities on France Avenue at 44th St, was forwarded to the County, as France is a county road

D3. Request for more traffic control on Gleason at Highway 62, this was forwarded to MnDOT, the organization that manages traffic control in this area.

D4. Requester states that the construction detours and set up for Tracy Ave emergency work is confusing and may lead to drivers being in accidents, reviewed the traffic control plan by Q3 (the contractor doing the work), and found it to be in full compliance with MnDOT guides and regulations.

D5. Resident notes that many people are upset by the back up on McCauley due to 169 construction, requested a temporary no outlet sign be placed such that drivers do not try to use it as a through route. A temporary sign was placed by Public Works.

D6. Request from a resident on Xerxes about the proposed resurfacing and bump outs that are associated with the current plan, that Edina stop the placement of the bump outs, was informed that the County had received similar complaints of the bump outs aesthetics, and that Edina was not in a position to alter the project.

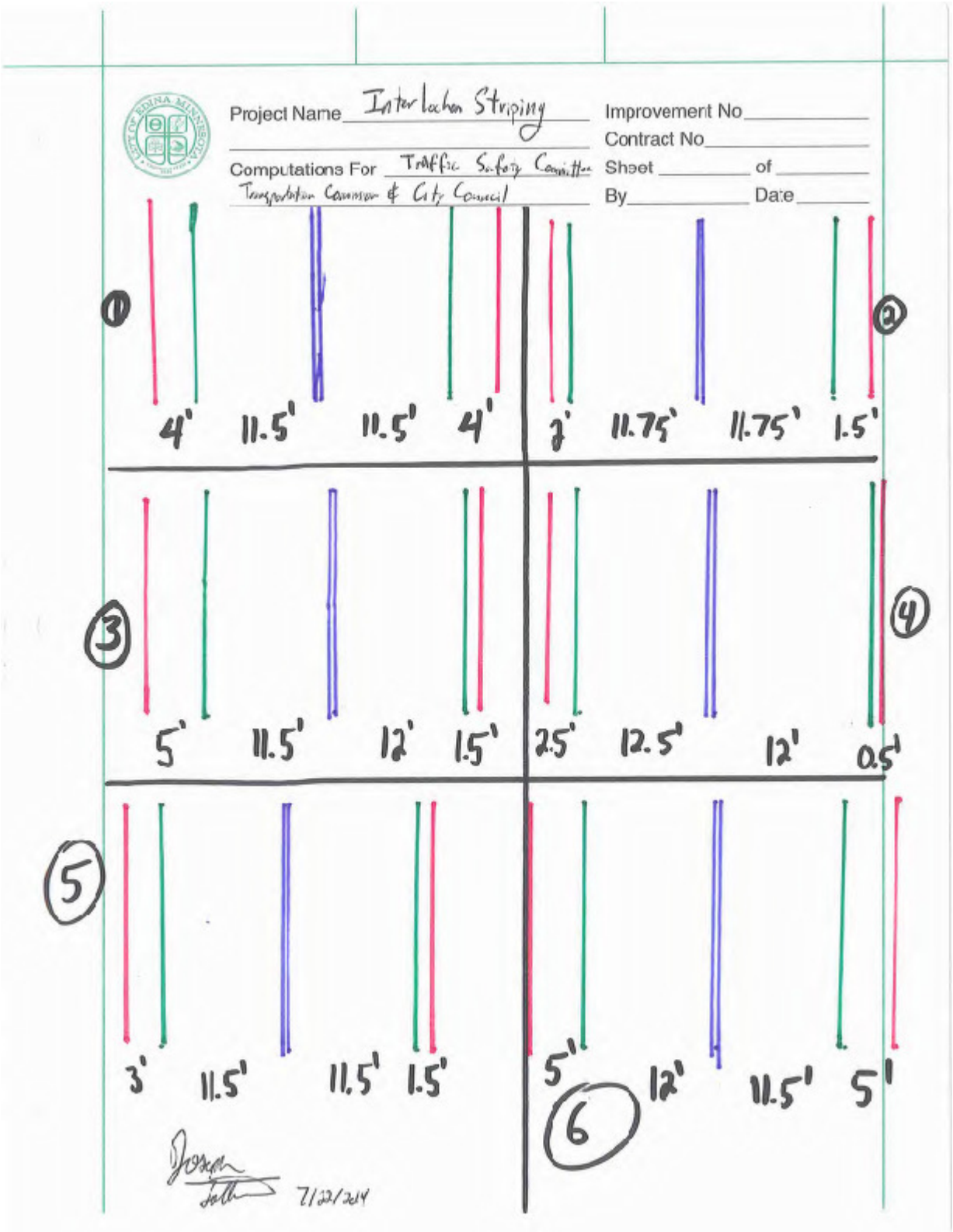
D7. Resident called and stated that a deaf child sign should be removed due to the family no longer being present. Engineering called the family with the deaf child, they still live at the location with the child who is deaf.

D8. Request for information on Browndale Avenue, near the Saint Louis Park border, was given a count from 2001, which was the most recent in the location requested.

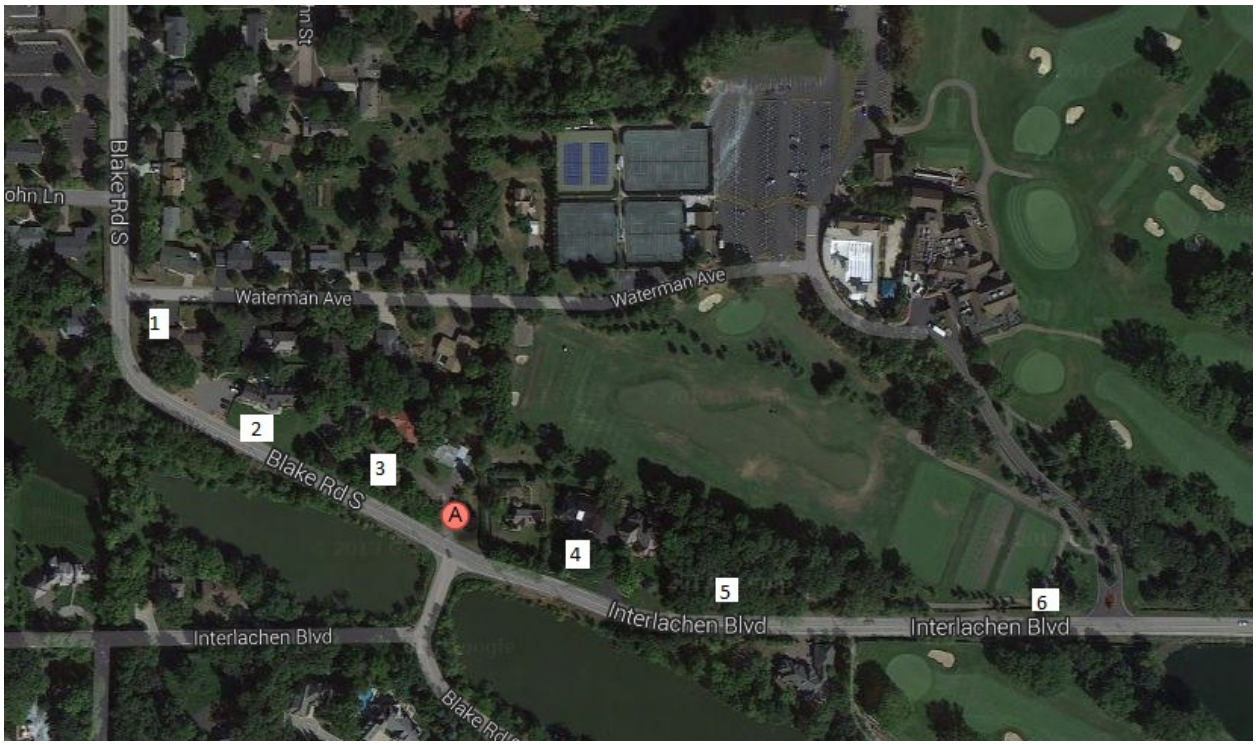
D9. Request for information on Wooddale Avenue, by a planner who is developing a small area plan for Wooddale and Valley View. Pedestrian and bicycling counts which are being done for MnDOT were requested and shared.

D10. Request for increased traffic control to be placed at Gleason and McCauley during the 169 construction. MnDOT's detour did not address the issue and the temporary nature would have made it difficult to assess the need for a change in traffic control sufficiently for such a decision.

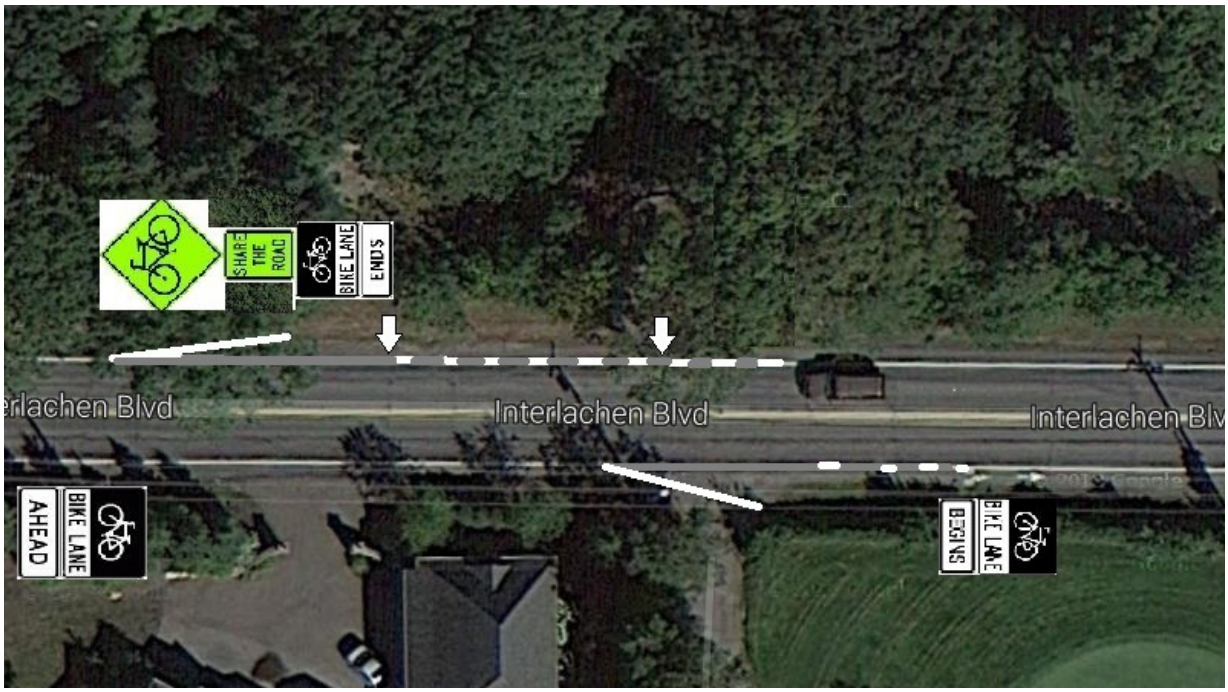
Appendix A: Interlochen Boulevard Striping



Striping plans, red = curb or edge of pavement, green = white line, blue = yellow.



The numbers above reflect the locations shown in this map



Possible signage and striping, at points 1 and 5 (approximately), based off MNMUTCD designs for a through, motor-vehicle lane drop.

Possible signage and striping from a vehicle's perspective.

Thank you to Google for the base images these were created on.

Appendix B: 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 in excess of 20 pedestrians crossing for a minimum of two hours during any eight 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:
    - More than five gaps – pavement marking and signage only.
    - Four to five gaps – add activated pedestal mounted flasher.
    - Less than three gaps – add activated overhead mounted flasher.

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:
    - Routes to schools
    - Locations adjacent to libraries, community centers, and other high use public facilities.
    - Locations adjacent to public parks.
    - Locations where significant numbers of handicapped persons cross a street.
    - Locations where significant numbers of senior citizens cross a street.

F. Crosswalks will only be placed at intersections.

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 23, 2014
6:00 P.M.

ROLL CALL Answering roll call were members Bass, Campbell, Iyer, Janovy, Nelson, Olson, Rummel, Spanhake and Whited.

ABSENT Members Boettge and LaForce.

APPROVAL OF MEETING AGENDA
Motion was made by member Janovy and seconded by member Spanhake to approve the meeting agenda. All voted aye. Motion carried.

APPROVAL OF MEETING MINUTES
REGULAR MEETING OF SEPTEMBER 18, 2014
Motion was made by member Nelson and seconded by member Olson to approve the minutes of September 18, 2014. All voted aye. Motion carried.

Traffic Safety Committee Report of October 1, 2014
A2. Member Iyer believes this is a school bus stop and said the same could apply to all the other intersection nearby. He said a sidewalk on the other side of the street would be most helpful.

A3. Member Whited asked if it was typical to cite old data, 2005 in this case. Planner Nolan said it is typically based on staff's availability to collect the data and the most recent data was 2005 which seemed justifiable.

B2. Traffic increase was because of the closure of TH-169.

B3. Member Janovy noted warrant was not met and asked how it could when it is an unsafe crossing. She suggested that they consider context also. Planner Nolan said they had a similar situation where warrant was under by one but they decided to install crosswalks because it was next to a park. Member Whited added that the sidewalk is not very wide, has lose gravel and tilts to the side making you feel like you are going to slide into traffic.

D4. Police is investigating said Planner Nolan.

Member Olson asked what was the cost of the flashing rapid beacons and planner Nolan said between $3,000-$5,000.

Motion was made by member Janovy and seconded by member Olson to forward the Oct. 1, 2014, report to the City Council.
All voted aye.
Motion carried.

DRAFT