



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>IV.P.</u>
From: Jack Sullivan, PE Assistant City Engineer	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: January 3, 2012	
Subject: Traffic Safety Committee Report of December 7, 2011	

ACTION REQUESTED:

Review and approve the revised Traffic Safety Committee Report of December 7, 2011.

INFORMATION/BACKGROUND:

The Traffic Safety Committee Report (TSCR) was not removed from the Transportation Commission's consent agenda.

ATTACHMENTS:

- Traffic Safety Staff Committee Report for December 7, 2011
- Draft Edina Transportation Commission Meeting Minutes of December 15, 2011



REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item Item No: <u>IV.B</u>
From: Byron Theis Traffic Safety Coordinator	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: December 7 th , 2011	
Subject: Traffic Safety Committee Report of December 7 th , 2011.	

ACTION REQUESTED:

Review and approve Traffic Safety Staff Review of Wednesday December 7th, 2011.

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 supplied by the Transportation Commission will be included in the staff report provided to Council at their January 3rd, 2012 meeting.

ATTACHMENTS:

Traffic Safety Review for December 7th, 2011.

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, December 7th, 2011

The Committee review of traffic safety matters occurred on December 7th, 2011. The Committee is comprised of staff members included the City Engineer, Assistant City Engineer, City Planner, and Traffic Safety Coordinator.

From that review, the recommendations below are provided. On each of the items, persons involved have been contacted and the staff recommendation has been discussed with them. They were also informed that if they disagree with the recommendation or have additional facts to present, they can be included on the December 15, 2011, Edina Transportation Commission and then on to the January 3, 2012 Council Agenda.

SECTION A:

Requests on which the Committee recommends approval of request:

1. Request for striping on the south side of the intersection of Normandale Road and West 70th Street.

This request is from a resident in the area of Aspasia Lane. Their concern is vehicles on Normandale Road do not have any stripes to divide traffic. This can be a problem when there are vehicles entering and exiting that intersection. The requestor stated that they believed there was enough room for a right turn lane and a left turn lane for northbound traffic. Unnecessary delays could occur due to a vehicle making a left turn while blocking what appears to be the whole northbound lane. This request would create three lanes on the south side of the intersection: one for southbound traffic, one for northbound left turns, and one for northbound right turns.

Normandale Road is a city street with an average daily traffic of 1016 vehicles with an 85th percentile speed of 29.2 mph measured south of the intersection. Normandale Road at the intersection has sufficient width for the proposed three lanes.

Staff recommends the approval of striping the south intersection of Normandale Road and West 70th Street to create the left and right turn lanes.

SECTION B:

Requests on which the Committee recommends denial of request:

1. Request for in-street pedestrian crossing signs at all of the intersections around the Concord School area.

This request comes from a resident on School Road near the Concord school. The resident is concerned about the safety of students who use the crosswalks regularly. The resident feels that there is not enough visibility for vehicles to see pedestrians in the crosswalk. The requestor feels that placing the in-street pedestrian crossing signs would be enough of a warning for vehicles.

The policy for in-street pedestrian crossing signs states that the signs are seasonal, and they are on a rotating basis throughout the City of Edina. The requested signage does not conform to the in-street pedestrian crossing signs policy.

Staff will be reviewing the feasibility of sidewalks along School Road from Concord Avenue to West 60th Street during the winter of 2011/2012.

Staff recommends the denial of the request for in-street pedestrian crossing signs.

2. Request for School Zone speed limit signs exiting the parking lot between the Edina Community Center and the Southview Middle School.

This request is from a resident of Sherwood Avenue who has stated that they regularly witness vehicles travelling faster than the posted speed limit. The resident has requested that speed limit signs to be posted exiting the center parking lot to inform the drivers of the speed limit.

The road that was specifically mentioned was Southview Lane. This is a collector street with an average daily traffic of 4403 vehicles with an 85th percentile speed of 28.1 mph.

The practice regarding School Zone speed limit signs requires that the boundaries of the zone are posted.

Staff recommends the denial of the request for School Zone speed limit signs exiting the parking lot between Southview School and and Community Center.

3. Request for School Zone speed limit signs to be placed around the area of Normandale Lutheran Church at 6100 Normandale Road.

This request comes from two residents who live off of Valley View Road near the Normandale Church. Both of the residents feel that the speed of the vehicles is too high traveling near the church. Requestors know that the city can reduce speeds in the area of a school, and would like this area to be considered a school area so the speed can be reduced.

Valley View Road in that area is a City street with an average daily traffic of 1430 vehicles with an 85th percentile speed of 35.9 mph.

City policy states that speeds cannot be regulated by the City of Edina below 30 mph. A special justification exists in the case of school zones and bridges. Normandale Lutheran Church does not fall into the category since the education they provide is only during Sunday worship and weekday early childhood daycare.

Staff recommends the denial of the request for School Zone signs around the Normandale Lutheran Church area.

4. Request for a crosswalk near the wider section of York Avenue just north of the Promenade, referred to as the traffic circle.

This request comes from a resident who lives on York Avenue. This person states that the only crosswalks available to cross York Avenue are the ones at Hazelton Road and Parklawn Avenue. The requestor feels that a crosswalk going across the traffic circle would help in assisting pedestrians across York Avenue.

The grade-separated Promenade walking path is the safest crossing of York Avenue at this location.

Staff recommends the denial of the request for a crosswalk to be placed across York Avenue.

SECTION C:

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

1. Requestor has stated that the crosswalk at the intersection of West 50th Street and Eden Avenue is not within the current crosswalk policy. The policy states that a crosswalk crossing an Arterial road must have signalization. This intersection is not signalized. More study regarding the policy of crosswalks, the current situation of crosswalks in the area, and the history of that specific crosswalk should be conducted prior to spring of 2012.
2. Request for the speed to be reduced in the area of Normandale Road and West 66th Street. This request comes from multiple residents living on West 66th Street who have stated that the reduced speed on West 70th Street has increased the volume on Normandale Road. Staff has discussed options regarding the reduction of speed in the area. Post-construction traffic count will be conducted in the spring of 2012 to determine the possible change in traffic volume and speed. Studies will also be conducted to determine the feasibility of bike lanes on Normandale Road and West 66th Street.

SECTION D:

Other traffic safety issues handled.

1. Call from a resident who would like parking restricted to residents in the neighborhood only. Resident was informed that the City of Edina does not regulate who parks in neighborhoods.
2. Call from a resident inquiring about our methods of gathering traffic volumes and speeds. Resident was informed about our traffic counters and the methods of determining information regarding traffic studies.
3. Call from a resident inquiring about our policy on speed limits. Resident was informed that Edina speed limits are set by the State.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
DECEMBER 15, 2011
6:00 P.M.**

ROLLCALL Answering rollcall were members Bass, Bonneville, Braden, Janovy, Nelson, Schweiger, Schold Davis and Thompson.

APPROVAL OF MEETING AGENDA

Motion was made by member Bonneville and seconded by member Thompson approving the meeting agenda.

APPROVAL OF MINUTES – REGULAR MEETING OF NOVEMBER 17, 2011

Motion was made by member Bonneville and seconded by member Schold Davis approving the minutes with the following addition, page 3, 44th Street add '20 mph limit when children are present.'

COMMUNITY COMMENTS

Susan Keane, 5105 W. 56th Street, said at the Richmond Hills Park meeting discussion included sidewalk; however, staff was not recommending sidewalk and the neighborhood does not want sidewalk. She said she was told at the meeting that it was up to residents if sidewalk is included and to her knowledge only one resident wants sidewalk. She said further that she was told to attend this meeting because the project was being reviewed.

Sheila Rerat, 4913 Payton Ct., said at 70th & 69th two arrows on overhad sign pointing up Normandale Rd; why not have one arrow? Requested crosswalk at 66th & Normandale Road; misleading sign on eastside says to TH100, pointing down one-way; requested no left turn sign so drivers know not to turn; 70th Street bike path ends at church, requested continuing up Normandale, to 66th to park (lots of kids); and requested lowering speed limit to 25 mph on Normandale as well as 66th; and is unhappy with proposal for a sidewalk on Normandale.

Rachel Jerstad, 4904 Payton Ct., (written comment submitted by neighbor). I have two children, ages 14 & 8. They ride their bikes to the pool and park in the summer. There are many cars that drive very fast on Normandale Road and it is scary for the kids on bikes to turn on to 66th and to cross to the sidewalk. In addition, it would be safer if 66th speed limit was 25 mph. There are a lot of parks and walking paths. Let's be safe in our community!

Sheila Rzepecki, 6617 Normandale Road, said she understand that she is on a busy road because of its proximity to TH100 but have seen increase in traffic and is concerned for her son who has disability. She said 100 citations going 55mph on the frontage road have been issued; cars are traveling in the wrong direction on the one-way street; her mailbox have been knocked down and there have been several accidents; crossing 66th to get to the lake is very difficult; Cornelia Park of 66th had 2000 visitors in May and it is a death trap waiting to happen; and drivers are avoiding 70th and cutting thru.

Robert Kane, 6629 Normandale Road, requested another 'do not enter' sign at 66th & Normandale on the eastside; asked what it will take to get a permanent speed monitor like the one on 70th.

Sothy Namasivayam, 6641 Normandale Road, echoed what had been said previously including extending the bike path at up Normandale to 66th; requested a stop sign Payton and a crosswalk.

Emily Sever, 6713 Normandale Road, said there is no way to get to Cornelia and Normandale Park by foot or bike. They must drive to cross 66th.

REPORT/RECOMMENDATIONS

Neighborhood Street Reconstruction Review

Richmond Hills Park

Assistant city engineer Sullivan said an open house was held on November 29 by SEH (consultant that is designing and managing this project). He said the project include realignment to two intersections to minimize hard surface and create traffic calming. To date, there have been minimum correspondence from residents and some discussion by residents regarding a sidewalk on W. 56th Street.

Discussion included the following:

- 750 cars is the threshold for sidewalk approval.
- Staff is not recommending sidewalk because of threshold requirement.
- Based on questionnaire results, residents opposes sidewalk 111 to 6; and it is not part of the pedestrian Comp Plan.
- Sidewalk on 56th is a logical connection to Hansen to get to Garden Park.
- Crosswalk and 70th type entrance islands requested but not enough interest at this point.
- Road width is 66th ft; not enough city-owned property to include entrance island; crosswalk is doable.
- Attempt to implement Living Streets when possible; however, residents want village-look and ETC should support this.
- ETC charge with looking at City as a whole and should consider sidewalk for safety and pedestrian connectivity.
- Resident at 5009 W. 56th Street said residents surveyed said no to sidewalk; not a lot of vehicles; parents are driving kids to park; no school; and is okay with kids being in the street.
- Residents' main concern was the assessment and sidewalk would add more.
- Sidewalk assessment would be divided amongst all the properties.
- ETC is advisory to Council and can make recommendation.
- Resident said staff is not recommending sidewalk.
- Believes in majority rule and if safety is not an issue, then no sidewalk.
- Residents not in favor of sidewalk even if cost was not an issue; no safety concerns.
- Residents okay with curb and gutter proposal.
- Auto turn vehicle template used for intersection realignment and tested by school bus tested for effectiveness (it does encroach into opposing lane).
- Concern that drivers will take wide turns and defeat calming effect; also, concern for pedestrians in road at this area.
- Prefers bigger radius on low volume roads.
- Goal is to have more people walking based on Living Streets concept.
- Statistically, sidewalk saves lives.
- No crosswalk treatment currently and none planned.
- This is the only opportunity to put in a sidewalk for 20-30 years.
- Countryside had clear path to a school for sidewalk but not same for this neighborhood.
- Noted firm support for Living Streets.

After discussion, the recommendation was to support the Richmond Hills Park Neighborhood Street Reconstruction as submitted with a slight modification without the sidewalk.

Tracy Avenue: Vernon Avenue to Benton Avenue (Phase I)

Assistant city engineer Sullivan said the size and cost are too much to do the roadway in its entirety at this

time, therefore, Benton Avenue to the fire station is scheduled for 2015 and a consultant is designing the Tracy Avenue and crosstown interchange with hopes of getting funding in 2012.

Mr. Sullivan said Tracy Avenue is a concrete road, 36 ft. wide, parking on both sides, traffic volume of 3,500, and no accident along this stretch. An informational meeting was held on November 28 to share information and gather feedback from residents in the 35 homes. An open house is scheduled for December 19 to show residents the design which will include a 5 ft boulevard concrete sidewalk on the eastside only; curb line in the same location; and two bike lanes and parking only on the east side.

Discussion included the following:

- No sidewalk on the west side because of impact to corridor and not many pedestrians.
- Improved crosswalk at Hawkes.
- Primary bike route for BETF.
- Road would expand to 40 ft with everything that is planned.
- Staff believes intersection of Tracy Avenue and Benton Avenue is cumbersome and the right-of-way should be made clearer. Staff is meeting with school district tomorrow morning to discuss and get their feedback on an oval-about that will fit with bus movement. Intersection is avoided by the school buses because of difficulty of making maneuvers.
- Public hearing is being scheduled for February 17.
- Comments by residents at informational meeting suggest they find the current configuration safer because of unique design.
- Support for sidewalk on the east, two bike lanes and oval-about because current configuration is confusing.
- Support for everything but the reconfiguration.
- What criteria used for realignment because generally want drivers to be uncertain.
- Buses cannot use the intersection as it is currently.
- WSB & Associates is designing this project to be similar to the W. 70th Street project – concrete to asphalt; 11 ft travel lane; 8 ft parking lane; and 5 ft bike lanes.
- Variance not likely to be approved for narrower parking lanes and wider bike lanes.
- 12 ft driving lanes would be better and have bikes and parking share lanes, or eliminate parking.
- Residents' support included bike lanes, parking and sidewalk on east side.
- Vernon Avenue is a county road and is not included with this project.

Further discussion to continue at a future ETC meeting.

Bike Edina Task Force – Bike Routes

Chair Janovy said the ETC should not put too much distinction on the primary and secondary bike routes. She said the top four routes to be considered for striping are: 1) 70th; 2) Cahill; 3) Valley View; and 4) 50th and if they concur with the recommendation it will be forwarded to Council for feasibility study by staff.

Discussion included the following:

- Many things that Council would have to review and decide upon such as reducing speed limit to 25 mph.
- Routes are already in Bike Plan.
- Routes were identified by staff and BETF chair and co-chair and other BETF members ranked them.
- Staff time to complete feasibility studies.
- Some routes are easier to stripe than others, 50th being the most difficult.
- No criteria were used to identify the routes except that they are in the Comp Plan and the perception is that they would be utilized; also, the roads are wider with little to no parking.

After discussion, motion was made my member Nelson and seconded by member Bonneville to forward to Council for their approval, routes 1) 70th; 2) Cahill; 3) Valley View, including Antrim Road, for feasibility studies for possible striping.

High School Traffic

Chair Janovy said she has spoken with various individuals (school board member, principal, police chief, and city engineer) regarding traffic issues at the high school and learned that there is no incentive to make changes because of revenue generated from the 500 student vehicles that purchases parking permit. In addition to 500 student vehicles, there are 150-200 parents' drop-offs and 84 buses. She has suggested to the city engineer reviewing the crosswalk at Chapel Lane because of its proximity to the high school exit. Member Bass said busing and carpool is an issue and suggested that they look at traffic flow and also look at models around the country. She said for changes to be effective it must be the brain child of the students and she suggested that they could start with their passion for the environment and consider not driving to school for just one day. Chair Janovy said there are remote drop-offs and wondered if they had proper facility to accommodate students who become pedestrians. She asked about the number of motor vehicle accidents on school property and how are they handled.

Questions/Updates from Student Members

Member Schweiger asked how much is an average assessment per property. Mr. Sullivan said each property could be assessed \$5,000-\$6000 on the low end and \$12,000-\$13,000 on the high end.

Regarding high school traffic, member Schweiger, a junior at the high school, said he drives alone to school every day, and while traffic is heavy it is manageable. He said it is dangerous to walk when school gets out.

Working Group Updates

Transportation Options

Chair Janovy said member Schold Davis is not continuing on the ETC so may need to find a new chair for Transportation Options Working Group.

Living Streets

Chair Janovy said Living Streets held their first meeting. Member McKlveen is not continuing on the ETC but would like to continue to be part of this group.

A National Complete Streets Coalition Workshop is being scheduled for February and it will include a presenter that worked on the LA Living Streets. The date is tentatively set for February 15, all day, and location still to be determined.

Grandview Small Area Study Update

Member Nelson thanked Mr. Sullivan for distributing to the ETC the transportation section of the draft report. He said suggestions are to eliminate some ramps off TH100 and replace with a split diamond; other alternatives being considered are making Vernon Avenue one lane of traffic and adding bike lanes; other transportation issues include inconvenience walking to Jerry's from the Grandview Square Condominium. There is an interest is developing the Park N Ride soon. Comments are being taken until February. Chair Janovy asked if it would make sense to do a formal presentation to the ETC in January. Members Bonneville and Nelson agreed and suggested asking Jack Broz to do the presentation.

Bike Edina Task Force Update

No report.

CORRESPONDENCES/PETITIONS

Normandale and 66th Street Discussion

Councilmember Bennett said Council directed staff to prepare a feasibility study for a sidewalk on Normandale Road and for staff to look at all possible options.

Staff said the area was re-signed yesterday at 66th Street including relocating the 'do not enter' sign; one-way signs updated; both legs are marked and signed correctly. Mr. Sullivan will check with MnDOT for clarification on the arrows on the traffic signal going northbound to TH100 vs going to Normandale Road to see if it can be made clearer.

Mr. Sullivan said the dynamic speed sign on W. 70th is about \$3500-\$5000 and he is not sure if the cost would be assessed to residents since this was the first installation in the City.

Residents were told to contact the police department to schedule use of the portable speed monitor. Mr. Sullivan will contact the police department to see if it could be used now since there isn't any snow. Mr. Sullivan said the Normandale Road sidewalk feasibility study could include dynamic speed monitor and cross walk at 66th. Feasibility studies are being done also for the following sidewalk projects: Xerxes, School Road, and 42nd St.

CHAIR AND COMMISSION MEMBER COMMENTS

Chair Janovy handed out her priority list for the ETC for 2012.

During discussion, a Normandale Road resident said a sidewalk is not necessary, instead he suggested that the bike lane that ends at 70th continue up Normandale and onto 66th, and install a stop sign at Payton to stop traffic in an effort to slow them down as they are going down the hill. Councilmember Bennett reiterated that the feasibility study for the sidewalk is to include all options.

Chair Janovy said her priority list for 2012 include 66th Street. She said residents are seeing cut thru traffic because of the 25 mph on 70th Street so traffic may not normalize, and there are also the roundabouts that drivers may be avoiding. She said they need to do a better job of teaching drivers how to navigate the roundabouts. Councilmember Bennett said there is an educational video that could be posted to the web.

Chair Janovy said the draft bylaws should be ready in January for review. Also being discussed is developing a work plan to identify priorities. Chair Janovy handed out a list of accomplishments for 2011 and thanked everyone for their involvement. In preparation for the work plan, she handed out a priority list for 2012 and explained that items could be added or deleted.

Regarding the High School/Valley View area, member Bass suggested changing it to Safe Routes to School to make it a part of the comprehensive plan and making sure an ETC member is part of the discussion group. After discussion, consensus was reached that they would not be able to accomplish everything on the list and therefore should prioritize their top three to focus on and they are: High School/Valley View (Safe Routes to School), Living Streets, and France Avenue Corridor.

2012 ETC meeting schedule was handed out based on a requirement from the forthcoming bylaws that will require them to sign off on the meeting schedule. It may be necessary to reschedule October's meeting and Mr. Sullivan will look into this further.

STAFF COMMENTS

France Avenue Bridge Scope Change

France Avenue Bridge re-scoping will be presented to the ETC in March. WSB is currently rewriting the scope and the cost is \$20,000.

TLC Grant/Bike Boulevards

Approval was received today from MnDOT. Another open house will be scheduled.

Living Streets

Living Streets RFQ is not done due to workload. The plan is to get it out and by early January. The RFQ and submittals will be distributed to the ETC.

Council Actions/discussions related to transportation since last ETC meeting

Mr. Sullivan said he thinks the assistant city manager should be getting these types of information to commissions, along with department heads.

Chair Janovy asked to receive correspondences related to traffic and transportation that are sent to the City. She said residents might think their mail is being forwarded to the ETC.

Member Thompson thanked everyone, including staff for a great first year.

Member Bass suggested having the Living Streets RFQ on the January agenda for discussion.

Member Bonneville said there will be a need for Grandview Small Area Committee and the ETC to discuss roadways being proposed. He thanked everyone for a great year and said the next meeting would be his last.

ADJOURNMENT

Meeting adjourned at 9:55 p.m.