



## REPORT/RECOMMENDATION

<b>To:</b>	MAYOR AND COUNCIL	<b>Agenda Item</b>	Item No: <u>IV.G.</u>
<b>From:</b>	Wayne D. Houle, PE	<input checked="" type="checkbox"/>	<b>Action</b>
	City Engineer	<input type="checkbox"/>	<b>Discussion</b>
<b>Date:</b>	March 6, 2012	<input type="checkbox"/>	<b>Information</b>
<b>Subject: Traffic Safety Committee Report of February 1, 2012</b>			

**ACTION REQUESTED:**

Review and approve the Traffic Safety Committee Report of February 1, 2012

**INFORMATION/BACKGROUND:**

The Edina Transportation Commission accepted the February 1, 2012, Traffic Safety Committee Report at their February 16, 2012, meeting.

**ATTACHMENTS:**

- Traffic Safety Staff Committee Report for February 1, 2012.
- Edina Transportation Commission Meeting Minutes of February 16, 2012.

## TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, February 1, 2012

The Committee review of traffic safety matters occurred on February 1, 2012. The Committee is comprised of staff members included the City Engineer, Assistant City Engineer, Assistant City Planner, Police Traffic Supervisor, 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 February 16, 2012, Edina Transportation Commission and then on to the March 6, 2012 City Council Agenda.

### **SECTION A:**

Requests on which the Committee recommends approval of request:

At this time, there are no requests that are recommended for approval.

### **SECTION B:**

Requests on which the Committee recommends denial of request:

At this time, there are no requests that are recommended for denial.

### **SECTION C:**

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

1. Request for an all-way stop sign at the intersection of York Avenue and 56<sup>th</sup> Street West.

The requestor lives at the intersection of York Avenue and 56<sup>th</sup> Street West. The requestor has stated that vehicles are speeding through the intersection, which is causing a traffic hazard. The requestor has also stated that there have been a number of accidents at the intersection. The requestor has claimed the reason is due to the lack of an all-way stop sign at the intersection.

York Avenue and 56<sup>th</sup> Street West are classified as local city streets. There are no recent counts near the intersection. There are no recorded accidents at the intersection from 2001 to 2010. The closest accident was

approximately 230 feet east of the intersection in 2005 (Property Damage).

The City of Edina policy regarding an all-way stop sign requires at least 300 vehicles per hour for any eight hours at the intersection. Stop signs are not installed in an attempt to control speed or volume of vehicles.

After discussion, it was decided that this item should be deferred until traffic counts can be updated. The Neighborhood Traffic Management Plan (NTMP) was also sent to the resident.

#### **SECTION D:**

Other traffic safety issues handled.

1. Call from a resident inquiring about the use of the “Bike Path Ahead” sign on West Shore Drive. Resident was advised that the sign is used when the path might not be visible immediately to vehicles.
2. Call from a resident who asked about the traffic signals at the intersection of Halifax Avenue and 50<sup>th</sup> Street West. Resident was advised of the ownership and other information regarding the signals.
3. Call from a resident regarding the parking near Weber Park. Resident was advised that parking is allowed on the streets near the area.
4. Call from a resident requesting traffic counts along Blake Road. The resident was given the counts on Blake Road just south of Interlachen Boulevard (3684 vehicles), near Fox Meadow Lane (2315 vehicles), and north of Eden Prairie Road (3207 vehicles).
5. Request from a resident requesting a “Disabled Child” sign be placed at the intersection of Xerxes Avenue and 60<sup>th</sup> Street West. The requestor asked for the signs to be on Xerxes Avenue. Referred to Eric Drager, Hennepin County Traffic Operations Engineer.

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COMMUNITY ROOM  
February 16, 2012  
6:00 P.M.**

New members, Courtney Whited, Tom LaForce and Surya Iyer were welcomed to the Commission.

**ROLLCALL** Answering roll call was Members Bass, Braden, Franzen, Iyer, Janovy, LaForce, Nelson, Schweiger, Thompson, and Whited.

**APPROVAL OF MEETING AGENDA**

**Motion was made by member Franzen and seconded by member Thompson approving the meeting agenda. All voted aye. Motion carried.**

**APPROVAL OF MINUTES - REGULAR MEETING OF JANUARY 19, 2012**

**Motion was made by member Thompson and seconded by member Nelson to approve the minutes. All voted aye. Motion carried.**

**APPROVAL OF TRAFFIC SAFETY REPORT OF FEBRUARY 1, 2012**

**Motion was made by member Franzen and seconded by member Nelson accepting the February 1, 2012 Traffic Safety Report. All voted aye. Motion carried.**

**COMMUNITY COMMENT** – None.

**REPORT/RECOMMENDATIONS**

**Tracy Avenue Roadway Reconstruction Feasibility Study**

City engineer Houle said the feasibility report completed by Mr. Andy Plowman of WSB & Associates, was handed out recently. He said Mr. Plowman was in attendance to answer questions. Mr. Houle said all of Tracy Avenue was in the Capital Improvement Plan for concrete replacement but upon closer scrutiny it was determined that more work was needed and therefore, the roadway was broken into two phases from Vernon Avenue to Benton Avenue, and Benton Avenue to the crosstown. Additionally, staff is working on a grant for up to \$500,000 through MnDOT for the crosstown interchange at Tracy Avenue. Some of the issues are concrete replacement and an offset intersection at Benton and, Mr. Houle said now is time to evaluate making changes. He said Council also asked that they consider a sidewalk on the west side.

He said discussions included leaving the intersection as is or realign with a roundabout. He said staff's recommendation is to realign the intersection with a roundabout which fits well with bus turning movements and does not slow fire trucks response time. He said the roundabout is safer because crossing distance for pedestrians are decreased and when in the roundabout drivers are only looking to the left instead of looking 4 ways like a 4-way intersection, and it also serves as a traffic calming measure. Additional recommended features include bike lanes to comply with the BETF's Bike Plan; instead of sidewalk on the west side which would require 9 ft. of right-of-way, they are instead going to improve crossings; 28 parking spaces; and bump-out intersections.

**Discussion**

In reference to residents' response in the second survey, chair Janovy asked if opinions had changed and Mr. Plowman said it was brought closer to a 50/50 split. Regarding the feasibility report stating support from the Countryside's Site Council, she said she has received information from the school district outlining the procedures to follow for their

support and while the Site Council's opinion is important, she said they do not speak for the superintendent and the board.

Everyone agreed that the roadway needs to be reconstructed and to keep existing sidewalk. Members' feedback is as follow:

Member Thompson said the bike lanes are critical to be consistent with Comp Plan. He said also to maximize parking on the eastside and that bump-outs would help to slow traffic.

Member Bass agreed with the bike lanes because it is a school and riding could help to relieve congestion around arrival/dismissal time. She also said research shows that bike lanes makes road safer. She said it does not appear that people are committed to parking and suggested eliminating parking so prevent widened of the roadway. Mr. Houle clarified that widening of the roadway is due to both parking and the bike lanes. He said widening on the west by 4 ft. is necessary because of a storm sewer pipe on the east that would need to be moved and would increase cost because of watershed rules.

Chair Janovy confirmed that per state law, bikers are allowed on the roadway.

Members Janovy, Schweiger, Braden, Iyer, LaForce, and Nelson agreed with the bike lanes. Member Iyer also agreed with maximizing parking. Member LaForce asked if Vernon to the north was also striped with bike lanes. Mr. Houle said no; he said this is the starting point and it gives them something to build on. Member Franzen said the ETC should focus on Comp Plan related issues and not on parking.

Member Whited said according to residents no one is biking now. She suggested doing before/after counts to show residents usage. She said she has seen an increase in biking on W. 58<sup>th</sup> since the new striping. Mr. Houle was asked about the bike lane on Interlachen Blvd. He said ridership have increased on Interlachen Blvd which is striped with a 3-4 ft. lane on certain segment and share the road on other segment. He said most homes do not front Interlachen Blvd and therefore parking was not an issue and the speed limit was and still is 30 mph. He said minor modifications were done to a property near Bywood West to accommodate the bike lane.

Chair Janovy said there is a cost associated with parking and that TLC has an article about the myth of free parking. She said based on 54 parking spaces, she calculated that the cost would be \$1800/space and residents would be assessed 20% of this cost. If spaces are reduced to 28, she said the cost goes up to \$3500/space. She said she has only seen one car parked there. Member Iyer concurred that he too has not seen too many cars parked there and that most times parking are only needed for lots of guests. He said the cost of parking though is relative. Member Bass said parking does spike but there is not an overwhelming demand and it is used infrequently. Chair Janovy was asked if residents would be assessed less if parking was eliminated and she said yes, approximately \$250. Member Nelson noted that parking did not appear important but the 2<sup>nd</sup> survey shows that residents are split 50/50. Member Franzen said they should be strategic about parking and balance it with bump-outs. Mr. Houle said this would give visual cue to slow down vs. having a wide open roadway and it was noted that last speed taken was at 36.7 meaning 85% of drivers were driving at this speed.

Regarding the offset intersection, Member LaForce said leaving it 'as is' is not an option. It was noted that one survey showed 65% favorable toward roundabout or realignment and another one showed 77% favorability. Mr. Houle said roundabouts work great because studies show reduction of accidents; pedestrian safety is maximized; and they simplify/reduces risk for drivers/pedestrians. Chair Janovy the intersection does not have a history of crashes so therefore, nothing to reduce. She said there are 10 years of safety data. Member Thompson said it is being added as a component to slow traffic and aid with flow during peak hours. Member Bass said the feel at the intersection is confusing and this is how drivers should feel so that they'll slow down. Member Nelson said he is a proponent of roundabouts but leave as is because there are not too many problems. He said the intersection is odd but it works well. Member Franzen said it is functioning; however, the roundabout is safer and a better long term solution. In terms of size, Mr. Houle said it would be comparable to the ones on W. 70th, although traffic volume is lower.

Mr. Plowman cited Mendota Heights with similar lower traffic volume, same issue and skepticism. He said the roundabout was built and now everyone likes it. In addition to other features already noted, Mr. Plowman said studies show that air quality also improves due to less stopping. Mr. Houle was asked if the City has a policy for roundabouts and he said no because they are so new. He said Living Streets may address roundabouts.

Member Iyer asked about the cost vs. benefit. Mr. Houle said the volume is lower but the roundabout would help with traffic flow. Member Iyer said there is an advantage to keep flow going but the cost is too high. Mr. Plowman said the realignment is more expensive at \$240,000 while the roundabout would be \$165,000. Member Thompson said there is a place on Benton where parents make U-turn to pick up students. Mr. Plowman said he has observed this and the roundabout would eliminate the U-turns. Chair Janovy said this is an opportunity for education and enforcement at the site. She said from the first survey, 23% said they were fine with the intersection; 58% said it was a problem; and 19% were cautious. In the second survey 60% said to leave as is; and 40% said realign. She said she likes roundabouts but not at this location. She said this one should have off ramps for bikers and it should be designed for all ages. Mr. Plowman said off-ramps are only needed on dual lane roundabouts. Members Iyer and Bass concurred with Chair Janovy.

#### Residents Comments

Sue Nelson, 5701 Hawkes Ter – Ms. Nelson said she has been resident for 20+ years and a pass educator at Countryside. She said realignment is a better option. She said she loves roundabouts but not in favor of one at this location because it will not help.

Susan Clark, 5812 W. 61<sup>st</sup> – Ms. Clark said high school students drives Benton to Tracy to get to the high school and she wondered if they will go all the way around the roundabout. She said it is good to consider the Countryside students. She said the school has said they would need additional crossing guards. She said one problem is solved and another created.

Judith Rogers, corner of Arbor Lane and Tracy – Ms. Rogers said drivers traveling south on Tracy from Vernon may not see children in the roundabout. She said if obstructions are not placed in the roundabout drivers may drive over it and if obstructions are placed, it may prevent drivers from seeing pedestrians.

Steve Enck, 5700 Benton – Mr. Enck said he is against the roundabout. He said he will not have safe access to his driveway; every road is up hill; has hindrance; stop signs are working; pedestrian lane for children are bigger; might improve flow of cars but not pedestrians; easier for crossing guards as is. And, speaking on behalf of his neighbor who is confined to a wheelchair, he said neither of them has seen any accidents in their time as residents. He said only two ideas were presented and suggested having three or four options including his suggestion to remove parking on Benton from Tracy to the school's driveway; widen Benton to the intersection, keeping the stop signs and allowing for better turn movement for the buses.

Chair Janovy asked if other options were considered including widen of the intersection. Mr. Plowman said widen would help the buses at the intersection but the idea was to create a design for the entire operation of the corridor including speeding which is a problem for the residents. He said roundabouts are safer for pedestrians because they are crossing 16 ft. of traffic at a time instead of 36 ft., plus four potential conflicts with the offset intersection. Member Franzen said Mr. Enck's driveway does seem to be a problem with the roundabout. Mr. Houle said he would work with him to realign and landscape.

Bill Rogers, 6100 Arbor Lane – Mr. Rogers said he submitted written comments. He said 71% of residents on his survey said the roundabout is not appropriate and neither is straight because it would cause T-bone accidents. He said east on Benton there is a pond like a roundabout and a fatality that happened there could happen at the roundabout and there have not been accidents to date. He said it is not broken, they do not want traffic to flow and if traffic backs up, so what? He said there is new specifications in the works for visual impair pedestrians which this roundabout will not have. He said he liked Mr. Enck's idea.

Ken Kjelland, 5600 Tracy – Mr. Kjelland said he has been a resident since 1982. He said he attended two meetings, completed two surveys and report is still being submitted as is and not reflecting residents' input. He said he has concluded that residents do not have input.

**Motion was made by member LaForce and seconded by member Bass for chair Janovy to write the recommendation for submittal to the Council with assistance from members Nelson, Franzen and Bass. All voted aye. Motion carried.**

Members were polled regarding the following:

Bike Lanes: all said yes (10).

Parking: Staff said their recommendation is based on residents' needs and to accommodate delivery vehicles which tend to block traffic. Chair Janovy said deliveries were not a reason to retain parking. Member Bass said to reduce the travel lanes down from 11 ft. to 10 ft. and not widen the road. She was informed that a variance would be required.  
7 of 10 said yes to parking as proposed.

Reducing the speed limit to 25 mph because of the bike lanes: 2 of 10 said yes.

**Motion was made by member Thompson and seconded by member LaForce to recommend the proposed design as is north of Benton. 8 ayes, 2 nays. Motion carried.**

Roundabout:

**Motion was made by member Nelson and seconded by member Iyer to leave intersection as is. 8 ayes, 2 nays. Motion carried.**

Member Thompson said most residents were in favor of the roundabout. A suggestion was made to consider pedestrian enhancements to improve crossing even though not recommending roundabouts, e.g. dynamic speed monitor, crosswalks, enforcements, etc.

**Motion was made by member Iyer and seconded by member Bass to modify previous motion to say leave intersection as is and consider pedestrian enhancements to improve crossing.**

**Motion was made by member Iyer and seconded by member Bass to have limited parking, bike lanes, and no change to the intersection.**

Discussion ensued regarding a motion made earlier by member Thompson and this motion which are in conflict. Member Iyer withdrew his motion.

#### **TLC Bike Boulevard Update**

Mr. Houle said Katie Bruwelheide, traffic engineer with Alliant Engineering would give an update on the TLC Bike Boulevard. He asked that the ETC provide feedback before an informational meeting is scheduled with residents. He said the plan will be to come back to the ETC after the informational meeting with residents and then on to the Council for a public hearing.

Ms. Bruwelheide said the route starts at 54<sup>th</sup> & Zenith west on 54<sup>th</sup> to Wooddale Avenue, south of Wooddale to Valley View Road, under TH-62 and down to 70<sup>th</sup> into an existing bike path. She said construction is tentatively scheduled to begin August with completion by fall. She said they are requesting design exceptions on a couple segments. She said the project has eight segments that are divided into two phases with phase two being the most difficult. Phase I is 54<sup>th</sup> to north of TH-62 and Phase II from north of TH-62 to W. 70<sup>th</sup>. Funding is not yet available for Phase II. The eight segments are:

## **Phase I**

1. 54<sup>th</sup> Ave – Xerxes to France Avenue  
Option: Bike Boulevard
  
2. (A) 54<sup>th</sup> – France to Minnehaha Creek  
Option 1: Shared Lanes  
Option 2: Advisory Lanes  
Option 3: Shared Lane and Bike Lane  
  
(B) 54<sup>th</sup> – Brookview Ave to Wooddale Avenue  
Option 1: Shared Lanes  
Option 2: Bike Lanes
  
3. Wooddale Ave – 54<sup>th</sup> to Valley View Road  
Option 1: Bike Lanes  
Option 2: Advisory Lanes
  
4. Valley View Road – Wooddale to Brookview Avenue  
Option: Colored Shared Lanes

## **Phase II**

5. Valley View Road – Brookview Ave to 64<sup>th</sup> Street  
Option: Bike Lanes
  
6. Valley View Road – 64<sup>th</sup> to 65<sup>th</sup> Street  
Option: Colored Shared Lanes
  
7. Valley View Road – 65<sup>th</sup> to 66<sup>th</sup> Street  
Option: Dedicated Bike Lanes
  
8. Valley View Road – 66<sup>th</sup> to 69<sup>th</sup> Street  
Option: Dedicated Bike Lanes

## **Discussion**

This route, the first phase of the BEFT Bike Plan, was chosen and narrowed down from an original route and it aligns with Minneapolis' bike lanes.

**Motion was made by member Thompson and seconded by member Nelson for the consultant to present an option to the public that is most likely to be approved by State Aid. All voted aye. Motion carried.**

## **Living Streets Workshop Recap**

**Motion was made by member Franzen and seconded by member Nelson to table Living Streets Workshop Recap until next meeting. All voted aye. Motion carried.**

## **Living Streets Consultant Selection**

After brief discussion, the consensus was to go with BARR Engineering, the only firm that submitted a proposal.

## **Edina Transportation Commission Bylaws**

Chair Janovy said the bylaws should be adopted as written; however, she received permission to change the quorum from 5 to a simple majority of seated voting members, and also a section that seemed confusing was "If a quorum is not achieved within 15 minutes...." She said if they agree they can vote to make these changes at the next meeting.

### Updates

Student Member - No updates.

Bike Edina Task Force – Minutes of January 12, 2012 - No updates.

### Grandview Small Area Study

Member Nelson said the public comment period is still going on and the framework is online at [www.edinacitizenengagement.org](http://www.edinacitizenengagement.org). He said two public meetings were held and approximately 25-30 people attended. Council will receive the recommendation on April 17.

### Living Streets Working Group

Member Thompson said they need discuss how to move forward. Chair Janovy said they could consider creating a committee of the whole.

**CORRESPONDENCE AND PETITIONS** – None

### CHAIR AND COMMISSION MEMBER COMMENTS

Member Nelson said France Avenue was recently restriped to single lane and he has seen cars using the shoulder as a driving lane. His suggestion of marking the shoulder to show that it is not a driving lane will be forwarded to Hennepin County by Mr. Houle.

Member Bass talked briefly about a campaign that the City of Rochester (See Safe Smart) is doing and a possible funding opportunity through the Met Council for France Avenue. She will talk more these at the next meeting. She also asked about Engineering Department staffing which Mr. Houle addressed below.

### STAFF COMMENTS

#### Update on France Avenue Pedestrian Bridge Re-scoping

Mr. Houle said City Manager Neal and WSB & Associates consultant Chuck Rickart made the presentation to the Met Council. He said some of the Met Council's concerns were not addressing bike facility and at crossing video detection. He said the committee felt the bridge was safer than grade separation. He said the vote was 8 ayes and 10 nays. He said they will be appealing to the TAB and Mr. Rickart to checking to see they can appeal to the TAC. Mr. Houle said it is promising because the TAB recently overturned a sunset date for another project.

Staffing in the Engineering Department– Mr. Houle said the entire City has gone through a reorganization. He said he was the public works director/city engineer and as of recent he is no longer the public works director. He said they are currently advertising to fill the assistant city engineer position but this person will not be the liaison to the ETC. Mr. Houle will continue as the liaison until a transportation engineer is hired. Additionally, the utility engineer position will be vacant soon and this position will be changed to an environmental engineer (if approved by Council) and serve as the liaison to the EEC.

Mr. Houle asked the commission if they would be interested in an orientation on functionality of the City. He said assistant city manager Kurt has put together a PowerPoint presentation that they might find useful. They all agreed that this would be helpful. It will be scheduled one hour before the next scheduled meeting in March.

Regarding the agenda, Mr. Houle said it is set up similar to the Council agenda showing upcoming meeting dates and events. He said members can add meeting dates also.

**ADJOURNMENT**

Meeting adjourned at 10:10 p.m.

**ATTACHMENT**

Attendance Spreadsheet