



**Date:** April 20, 2017

**To:** Edina Transportation Commission

**From:** Nick Bauler, Traffic Safety Coordinator

**Subject:** Traffic Safety Report of April 05, 2017

## Information / Background:

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on April 5. The City Engineer, Transportation Planner, Assistant City Planner, Traffic Safety Coordinator, Police Lieutenant, Public Works Director and Traffic Safety Specialist were in attendance for this meeting.

For these reviews, 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 informed that if they disagree with the recommendation or have additional facts to present, these comments can be included on the April 20 Edina Transportation Commission and the June 6 City Council meeting agendas.

### Section A: Items on which the Traffic Safety Committee recommends action:

AI. Request to place a 'No Left Turn' sign on southbound York Avenue into the entrance of 6725 York Avenue.

- Northbound buses turning left into Southdale are unable to complete this turn as southbound vehicles turning left enter the turn lane.
- Requester claims issue is often between 5:30 and 6:00 am.
- Northbound vehicles turning left into Southdale have a marked left turn lane. There is no left turn lane for southbound vehicles for the new apartment complex.
- A 'Do Not Enter' sign faces 6725 York Ave to prevent exiting vehicles from entering the turn lane illegally.



Map: Location of left turn lane for northbound vehicles on York Avenue

**After review, staff recommends contacting Hennepin County to request placing a 'No Left Turn' sign in the median of York Avenue to prevent southbound vehicles turning left into 6725 York Avenue.**



*Photo: Left turn lane facing southeast*

**A2. Request for traffic calming on Blake Road in response to increased traffic following Highway 169 closure.**

- A resident was concerned with the increased traffic stating Blake Rd has become unsafe, and drivers attempting to turn onto Blake Rd believe there are not enough gaps.
- Speed limit on Blake Rd is 30 MPH
- ADT on Blake Rd at Fox Meadow Park in 2013 was 2,671 with average speeds of 37.5 mph.
- ADT at same location in 2017 is 4,401 (65% increase) with average speeds of 39 mph.
- AM peak hour in 2013 was 10:30 am with 184 vehicles, in 2017 the peak hour is 7:45 with 385 vehicles.
- PM peak hour in 2013 was 4:30 pm with 275 vehicles, in 2017 the peak hour is 5:15 with 527 vehicles.



*Map: Location of Blake Rd with increased traffic volumes*

**After review, staff recommends increasing police enforcement on Blake Road during peak hours. Edina will continue monitoring Blake Road over the summer.**

**A3. A request to rename Link Road to Eden Avenue, and continue Sherwood Road up to Eden Avenue**

- A resident requested to make Eden Ave run west up to Vernon Ave as people would be informed by GPS units to turn from Vernon Ave onto Link Rd.
- Link Rd has no signage at Vernon Ave or on Eden Ave.
- Eden Ave transitions into Sherwood Rd at the west exit of Grandview Square Park.
- Eden Ave and Link Rd are listed as 'Connector Streets'
- Vernon Ave is listed as a "Minor Arterial Street"



*Photo: Signage at Link Rd and Eden Ave shows Sherwood Rd to the south.*

**After review, staff recommends the resident who made the request to file a petition to City Council. The petition will indicate the residents affected are in favor of the change. If the petition/request is approved, Edina will contact Hennepin County towards this request to update signage along Vernon Avenue.**



Photo: Intersection of Vernon Ave and Link Road signage shows Eden Ave

### Section C: Items which the Traffic Safety Committee recommends for further study

CI. A resident requested the intersection of Tracy Avenue at Valley View Road to become an all-way stop.

- Tracy Avenue runs north and south and is currently uncontrolled. Valley View Road connects to the east side of Tracy Avenue, and the west approach serves as an exit from Minnesota State Highway 62.
- Resident believes it is difficult to turn left from the east-leg of the intersection, as Tracy Avenue does not have adequate gaps. This forces vehicles wanting to turn left (southbound), to turn right (northbound) and make a U-turn a block north of the intersection.
- Tracy Avenue is classified as a collector street and has an ADT of 7,490 at the intersection with a peak hour of 846 at 5 pm.
- Valley View Road is classified as a local connector and the Minnesota State Highway exit is classified as a principal arterial. These roads have an ADT of 3,891 with a peak hour of 327 at 6 pm.
- Tracy Avenue is the major approach and exceeds 300 vehicles/hour 12 times/day. Valley View Road is the minor approach and exceeds 200 vehicles/hour 10 times/day. This meets all-way stop warrants.
- Valley View Road will be under construction in 2017. This will lead to a new left turn lane and a right/thru lane.



Map: Tracy Avenue and valley View Drive. Note- Westbound Highway 62 enters intersection



Photo: Tracy Ave at Valley View Dr. facing north

**After review, staff recommends to review this intersection following summer construction. With the addition of marked lanes/lane assignments on the east leg of the intersection, total vehicle delay may improve.**

Section D: Other Traffic Safety Items Handled

D1. Following the closure of the Nine Mile Creek Bridge on State Highway 169, Edina received many traffic safety concerns. Concerns included an excess of traffic through the Parkwood Knolls neighborhood, concerns with new temporary stop signs requiring vehicles to 'take turns'. After hearing all concerns, the decision was to close Dovre Drive until the completion of construction.

D2. A requestor was concerned with the timing of a stop light at the intersection of W. 69<sup>th</sup> Street and France Avenue. After forwarding the request to Hennepin County, the issue has been resolved.

D3. A resident was concerned with the amount of vehicles not stopping at a stop sign at the intersection of Londonderry Road and Lincoln Drive. This intersection was monitored by the Police Department with cameras and increased enforcement since the construction on the Nine Mile Creek Bridge began in January.

D4. A resident requested to station police patrols near the intersection of W 58<sup>th</sup> St and Beard Avenue. Requestor believes people tend to speed thru the stop signs at this intersection at unsafe speeds. This request was forwarded to the police department.

D5. A resident from the Yorktown Continental Apartment (7151 York Avenue) requested a directional sign to assist visitors and deliveries to a new senior center- Yorkshire of Edina (7141 York Avenue) appears to share an entrance. Upon meeting with building officials, property managers decided to place proper directional signage for these privately owned buildings.

D6. A resident pointed out a sign placed on France Avenue to signify Minnehaha Creek stated the creek incorrectly as Nine Mile Creek. This request was forwarded to Hennepin County and has been corrected.

D7. Workers at 7645 Metro Blvd were concerned with a delivery truck parking on Metro Blvd where parking is not permitted. This request was forwarded to the Police Department, and has recommended the delivery drivers to park elsewhere.

D8. A resident was concerned with vehicles not stopping for a stop sign at Interlachen Blvd and Schaefer Rd. After video surveillance, no issues witnessed. This intersection will continue to be monitored.

**Appendix A:****All-Way Stop Warrants**

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.4 also apply to multi-way stop applications. The decision to install multi-way stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left turn collisions as well as right-angle collisions.
- C. Minimum volumes:
  - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
  - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
  - 3. If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.