



TRAFFIC COMMISSION

City Hall—Council Chambers, 590 40th Ave NE

Tuesday, June 21, 2022

6:00 PM

AGENDA

ATTENDANCE INFORMATION FOR THE PUBLIC

Members of the public who wish to attend may do so in-person, by calling 1-312-626-6799 and entering meeting ID 870 5890 5039 or by Zoom at <https://us02web.zoom.us/j/87058905039>. For questions please call the Public Works Department at 763-706-3700.

CALL TO ORDER/ROLL CALL

APPROVE MINUTES

- 1. Accept May 17, 2022 Minutes**

NEW BUSINESS

- 2. Request for NO PARKING on 41st Avenue from Monroe Street to Jefferson Street**

OLD BUSINESS

- 3. Traffic Speed Update for Reservoir Boulevard from 37th Avenue to 39th Avenue**

REPORTS

City Engineer

- 4. City Engineer's Report**
Roberts Rules of Order
Emails Concerning Traffic Issues

Police Chief

Commissioners

ADJOURNMENT

Auxiliary aids or other accommodations for individuals with disabilities are available upon request when the request is made at least 72 hours in advance. Please contact Administration at 763-706-3610 to make arrangements.



TRAFFIC COMMISSION

City Hall—Council Chambers, 590 40th Ave NE
Tuesday, May 17, 2022
6:00 PM

Item 1.

UNAPPROVED MINUTES

CALL TO ORDER/ROLL CALL

The meeting was called to order by Chairperson Davis at 6:03 p.m.

Members present: Commissioners Ciesynski, Davis, Finkelson, Nekora, Schluender

Staff present: Kathy Young, Assistant City Engineer
Captain Markham, Police
Sue Chapman, Administrative Assistant

Council Liaison: Amáda Márquez Simula

APPROVE MINUTES

Motion by Ciesynski, seconded by Schluender, to approve the minutes of March 15, 2022. Motion passed unanimously.

Motion by Schluender, seconded by Ciesynski, to approve the minutes of April 19, 2022. Motion passed unanimously.

PUBLIC MEETING

Residents Present:

Cliff Johnson, 1027 43-1/2 Ave

Hajor Benalol, 3839 Polk St

Barb Schommer, 4102 Quincy St

Saudia Epps, 3804 2nd St

Ramona Anderson, 4132 Stinson Blvd

Gordon Anderson, 1850 49th Ave

Derek Schansberg, 3804 2nd St

Justice Spriggs, 4645 Chatham Rd

Gregory K. Sloat, 4731 6th St

Kt Jacobs, 4104 Monroe St

Joe Manshiem, 3722 3rd St

The law setting the minimum traffic speed of 30 mph has changed in Minnesota. The City Council has the authority to set speed limits on local roads only. This does not include MnDOT or Anoka County roads. Lowering the speed limit has been an ongoing discussion at Traffic Commission meetings. The Traffic Commission called this public meeting to seek input from residents and property owners regarding the speed limit on city streets.

Finkelson advised he brought forth the motion to recommend changing the speed limit in the city. There have been a lot of requests for stop signs because of speeding and/or accidents, as well as residents feeling unsafe while walking due to the lack of sidewalks.

Mr. Sloat lives at 4731 6th St. He feels this is a “stupid” idea. He personally tries to avoid Minneapolis and St. Anthony due to the restriction of traffic and speed limits. When he drove to this meeting he did not come across one pedestrian. If lowering the speed limit will make it safer, at what point do you stop lowering the speed limit? Why not ban cars and make everyone walk or bike. He grew up in Columbia Heights and

when he was three years old his mother taught him how to cross street. He learned you don't cross when cars are coming. The legislature has changed it so that cars now have to watch for pedestrians, which they should, but drivers also need to watch out for other cars. A person steps off the curb and expects the car to stop. A car weighs 2-3,000 lbs., takes a while to stop, and he hasn't seen an interaction yet between a car and a pedestrian where the pedestrian doesn't lose. So, as a pedestrian, he watches and makes sure it's safe to cross even if he has the right of way. The 30 mph has worked for all these years. This is a solution looking for a problem. Lowering the speed limit to 20 mph will make it take longer to get anywhere causing drivers more frustration along with more traffic congestion and pollution. People will take chances and cut corners to get where they're going creating more situations conducive to accidents, so need to think long and hard before changing something that's been working for decades.

Kt Jacobs, 4104 Monroe St, speaking as a resident not as a councilmember. She asked if any studies have been done since St. Anthony changed their speed limit to 25 mph. Davis advised they have not done a study. Jacobs stated if there is no data to show this was a benefit to the community, we would be basing the speed limit change on what another community did without any data to support the decision. Davis concurred.

Ramona Anderson, 4132 Stinson Blvd, advised she looked up the stats for pedestrian fatalities in Minnesota. There are 4,000,000 people in the metro area and the number of pedestrian fatalities in 2019 was 19. This number has remained fairly steady at 20-23 for a population of 4,000,000. She agrees with Mr. Sloat, we are creating a solution where we don't need to. Some of these fatalities occurred because the driver or pedestrian was intoxicated, it had nothing to do with the speed limit. Do not change the speed limit for 20 accidents a year.

Joe Manshiem lives at 3722 3rd St across from Wagamon's which he states is frequently used as a Daytona 500. Instead of dropping the speed limit down to 20 mph why not enforce 30 mph. On Main St if you see someone doing less than 50 mph that's a good day. The sign at the end of his alley says 10 mph Slow Children Ahead. People drive 20-30mph through this alley. He saw a jaywalker on the way to the meeting trying to cross University Ave that was almost hit twice. Bicyclists drive faster than 20 mph and do not honor stop signs or obey speed limits. He questioned how much it will cost to change all the signs from 30 mph to 20 mph, instead we could hire another police officer to slow people down. He's a local truck driver and sees kids playing in the streets every day. He would like to see a stat on how many kids are hit every day. Even Minneapolis does not honor the 20 mph. Solve real crime such as carjacking in Columbia Heights. Start focusing on the real problems facing Columbia Heights instead of the speed limit—for 20 people in a 4,000,000 population. This is a waste of time, money, and this meeting is a waste of our resources.

Barb Schommer, 4102 Quincy St, states she does have a sidewalk and it's very well used. However, there are very few sidewalks in Columbia Heights so it's not a pedestrian city like Minneapolis. She is a hard no for a 20 mph speed limit. She assumes this speed limit is for pedestrian and bicycle accidents. She sees people cross Central Ave wherever they want in the dark. When you step out on a 4-lane road, what logic is that? Pedestrians should yield to cars.

Finkelson advised that per state statute every intersection in the State of Minnesota is a crosswalk unless there is a sign that states otherwise, such as the 49th Ave pedestrian bridge. Ms. Schommer stated she waits to cross the street until cars are done coming, it's just common sense. A week ago there were three little boys approximately 11 years old that kneeled in the street on 41st Ave in the westbound lane. The three of them lined up on their knees basically daring cars and the cars had to go around them. She took a video and someone else called the Police. She's seen this in north Minneapolis, it's a game. Kids will wait on the sidewalk until the last second and then dash in front of your car. We do not need this mindset and to accommodate irresponsible behavior—where pedestrians don't know enough to look for cars before crossing the street and that's what is happening. She's never been hit by a car. The blame gets put on the motorists. She does not like the bikes on the roadways, but she will wait for them. Asked if pedestrians can still get a ticket for jaywalking. Finkelson advised per state statute the only time you're not allowed to cross mid-block is if there's two lights on both of the intersections. Ms. Schommer feels 30mph is a natural speed. When she drives to Minneapolis her anxiety goes up as the speed goes down. High traffic areas should be 30 mph not 20 mph. She is responsible for herself and her dog when crossing the street, the cars are not.

Krisma lives at 40th and Central Ave. She does not agree with footing the bill for this. She grew up in New York City and has lived in Columbia Heights 18 years and loves it here. Her brother was hit by car when he was a child in New York City. Her grandfather and cousin were both killed together by vehicles but that's New York, this is Columbia Heights. She thinks this would be a real waste of money. What about all the drivers running red lights? People are so distracted and on edge and after two years of COVID she feels lowering the speed limits will raise the level of stress in our community.

Gordon Anderson, 1850 49th Ave, does not believe the fatalities due to speeding are evenly distributed across Columbia Heights. He would like to find out where the problem is and then lower the speed limit in those areas if you believe it's a fix instead of penalizing everyone.

Saudia Epps, 3804 2nd St, is also against lowering the speed limits in Columbia Heights. She lived in Minneapolis for eight years and hated what they did to people who did care about pedestrians. She feels lowering the speed limit makes people drive more aggressively because they're going from stop sign to stop sign and driving behind slower driving people and get upset by that as well. She doesn't think it's going to help anything.

Davis advised lowering the speed limit has been an ongoing discussion of the Traffic Commission for a variety of reasons. Last year it was related to requests to add stop signs at uncontrolled intersections questioning a possible stop sign policy. That discussion led to the speed limits. The Traffic Commission felt it was important to get community input before making any considerations. He received approximately 12 electronic responses all saying they have no interest in changing speed limit and would prefer increased enforcement of the existing laws. He put out a public post and those are the people who responded via social media.

Three people were present via Zoom, none wanted to speak at the meeting.

Krisma asked about light dimmers or motion sensors in the parking garage on 40th Ave. Then you would know when someone was in there as opposed to when someone's not in there. A friend had his car stolen in the area a month ago and he lives where he can see his vehicle. However, if the lights would have come on, he would have been alerted to the fact that his car was being stolen. Also, parking in Columbia Heights is very difficult for families that have multiple cars.

Captain Markham advised there is currently work being done to the parking ramp to improve safety, which the City Council approved. They are replacing all the lighting with LED's and installing new security cameras and elevators. Krisma still feels motion sensors would be better. There are lots of kids that play in there and skateboarding. It would be nice to know when there's activity going on. The continuous light inhibits the entire street and they are affected by that light. Motion sensors would give an alert. Captain Markham is aware of the light pollution and this may be something they can look at. They have been doing extra patrol of the ramp and are aware of the issues that have been going on.

He also wanted to touch base on enforcement. All four of their patrol shifts have increased traffic enforcement, specifically on Central Ave. Between Feb 12th and March 28th there were 38 citations issued for various offenses on Central Avenue. From March 29th to May 13th they increased proactive traffic enforcement on Central Ave and citations went up to 85, which is a 124% increase. The main focus was speed. They put out traffic signs and enforcement was done on shift levels when officers had free time. Speeding was the highest ticket number along with multiple DWIs, no license, seat belts, and other various things. They are working on this and he appreciates the support for more police officers. The department is authorized for 29 officers and they are currently four officers short, they are trying to hire more but there is a shortage in the entire state. If they can get more officers they can be more proactive and less reactive. Reserves are pretty much non-existent at this point. They've had their best success with hiring Community Service Officers.

Ciesynski asked if Columbia Heights is number one in carjackings. Captain Markham does not know where this comes from and if it's accurate. He knows Columbia Heights is high for vehicle thefts but is not the highest in the county. A lot depends on if they're able to solve some of these cases. In 2018 and 2019 only 8 cars fled from them each year. In 2020 it went up to 24, in 2021 it was 32 or 34, and in 2022 it's already at 17. The sudden rise in violent carjackings is metro state-wide. A lot of information is gained from social media sites that follow police dispatch, but this is not always accurate. For example, recently they were dispatched to a shooting on Central Ave where a bus shelter window was shot out. When they arrived they found an intoxicated person, there was no gun or shooting, and the bus stop window had been broken forever. They have not had that many carjackings where people are physically removed from the car and this is different from a vehicle theft. As far as carjackings, most are juveniles from Minnesota.

Young advised that of the three emails she received, two were in favor of reducing the speed limit and one was against. Davis received an email from a resident on the 4200 block of Arthur St who is strongly in favor of lowering the speed limit in the city. Arthur St is currently posted at 30 mph which is too high for a residential street. Vehicles regularly drive 10-15 mph above that speed limit and she is frequently tailgated while driving 30 mph. There are many children on the block and she is concerned about the speed of traffic

traveling through the area. She is in favor of the 20 mph speed limit on residential streets, the same as has been posted in the Minneapolis. Lowering the speed limit should stop drivers from speeding in our residential areas. Also, road design that is more conducive to traffic calming should be studied and implemented. There are uncontrolled intersections in the area and few sidewalks.

A resident asked about speed bumps. Speed bumps are counter-productive. They need to be removed in the winter, are noisy for residents when cars go over them, and as soon as drivers are over they gun it to make up the time. They are also detrimental to emergency vehicles. Finkelson is not in favor of speed bumps but there are many other traffic calming measures available to slow traffic down. He would prefer gentle traffic calming measures that slow traffic to a steady 20-25 mph and eliminate some of the stop signs. Driving a steadily at 20-25 mph is actually faster than stopping and starting every block or two for a stop sign. He brought forward reducing the speed limits in Columbia Heights. It's his least favorite way to slow traffic but it's the most inexpensive.

Ms. Schommer asked Finkelson what he meant by fixing the traffic flow. He stated the Traffic Commission is trying to be more proactive. Previously a resident would request a stop sign due to an uncontrolled intersection and/or accidents. The Traffic Commission would follow the MUTCD guidelines to approve or deny the stop sign. The result has been a lot of stop signs throughout the city. Ms. Schommer asked how you would fix the flow of traffic on Jefferson St for example. The State of MN has best practices guide for residential streets. One example is a bump out to make the street a little narrower at the intersection by removing part of the shoulder so cars would need to slow down. It has been proven that the wider the lanes are on a roadway, the faster cars will travel. So, if you conservatively narrow the lanes, psychologically drivers will reduce their speed.

Resident asked how many fatalities occurred on residential roads last year. Finkelson advised there have been none but there have been car crashes. Resident stated there are always going to be crashes; we are talking about something that doesn't exist. We have zero fatalities.

There were no further comments from the audience or via Zoom.

Motion by Davis to close the public meeting. Seconded by Schluender. Motion passed unanimously.

Motion by Davis to recommend the City Council make no changes to the residential speed limit and it be maintained at 30 mph. Seconded by Ciesynski. Roll call vote: Ciesynski aye, Davis aye, Finkelson nay, Nekora nay, Schluender nay. Motion failed.

Motion by Finkelson to recommend the City Council reduce the minimum speed limit to 20 mph. Motion failed for lack of a second.

OLD BUSINESS

ADDRESS ANY FOLLOW UP QUESTIONS FOR SARA ION, CITY CLERK, REGARDING MEETING ATTENDANCE/OPEN MEETING LAWS FOR BOARD/COMMISSION MEMBERS

Commissioners had no questions. Sara left copies of the Roberts Rules of Order and advised she is always available for questions, not just at the meetings.

37TH AVENUE RECONSTRUCTION PROJECT

Young advised 37th Ave from Central Ave to Stinson Blvd is slated for reconstruction in 2023. It will be a 2-lane road with one lane in each direction. There will be a pedestrian and bicycle trail on the north side and sidewalk on the south side.

Davis advised there were a series of public meetings jointly with Minneapolis and Columbia Heights last year. There have been significant changes to the project requested by the City of Minneapolis since that time. This personally makes him less enthusiastic for the project. His understanding is that it's \$3M over budget. One of the notable changes is that pedestrian islands have been added to allow residents from Minneapolis better access to the shared trail on the north side of 37th Ave. Another change is the curb cuts where the road gets narrower as you approach 37th Ave. Feels we are over budget because of the way the road approaches 37th Ave. Because of bump outs and pedestrian islands there is a waviness to the road and most parking has been eliminated. Buses will stop all traffic on 37th Ave. Also, 37th Ave will not be as wide as the west side of Central Ave.

Davis asked about rounded corners at 37th and Central Aves to allow trucks and semis to make the turn—Young advised this was removed by Minneapolis. Instead the stop bar is set back to allow room for the trucks to make the turn. Davis stated there is the same issue on Johnson St. Young advised they looked at the turning movements at each of these intersections and made whatever adjustments needed for making the turn.

Resident asked if there is anything that can be done to improve the quality of 37th Ave before 2023. The road is and has been in terrible shape.

Kt Jacobs, speaking as a resident, advised that at the initial virtual meetings residents along 37th Ave attended, they stated parking was not an issue. Also, it was her understanding that the lanes were to be slightly wider than what they are now. Young advised the travel lanes are 11' wide with a 1-2' curb reaction distance making them 12-13' from the centerline to the curb. She is unsure if this is wider or not. Kt advised part of the delay for reconstruction was due to applying for grant money. Minneapolis was not on board at the same time as Columbia Heights and the project is a coordination of effort because it's a split roadway. Both cities had to re-apply for grant money which took a couple of years and then go through the entire engineering process. She travels that way a lot and knows it is and has been a terrible road. They're currently doing water line work along 37th and once that's done they'll be able to begin the road project.

NEW BUSINESS

None

REPORTS

City Engineer

None

Police Chief

None

Commissioners

Finkelson advised a number of residents in Columbia Heights have started a petition drive to MnDOT regarding Central Ave. MnDOT is currently conducting a PEL study of Central and University Aves regarding projects over the next 10-20 years. Residents can google Highway 65 and Highway 47 for information. MnDOT is doing outreach so residents have an opinion. The idea in general is asking MnDOT to treat Central Ave as a main street in Columbia Heights. It is a highway with four lanes and in Columbia Heights it is a main street with driveways to businesses, intersections, residential on both sides, and people crossing the street. The idea is to treat Central Ave as a main street versus a highway. There will be two public meetings at the library, not associated with the Traffic Commission. He read the card and advised he would be around after the meeting for any questions.

ADJOURNMENT

Motioned by Davis, seconded by Schluender to adjourn the meeting at 7:40 p.m. Motion passed unanimously.

AGENDA SECTION	NEW BUSINESS
MEETING DATE	JUNE 21, 2022

ITEM:	Request for NO PARKING on 41st Avenue from Monroe Street to Jefferson Street
DEPARTMENT: Public Works	BY/DATE: Kathy Young/June 15, 2022

BACKGROUND: Kt Jacobs has requested NO PARKING on the north side of 41st Avenue from Monroe Street to Jefferson Street. 41st Avenue from approximately Jackson Street to Jefferson Street is a primary route for emergency vehicles. The concern is that the width of the street cannot accommodate two-way traffic with parking on both sides.

The following No Parking restrictions are in place on 41st Avenue:

- Monroe Street to Quincy Street – No Parking on the north side.
- Quincy Street to Jackson Street – No Parking on the north side next to the Public Safety Building. No parking on the south side, except for funerals.
- Jackson Street to Van Buren Street – No Parking on either side of 41st Avenue.
- Van Buren Street to Central Avenue – No Parking on either side, except for a short distance next to Wargo Park.

41st Avenue is 30' wide from Monroe Street to Jefferson Street. This is typical for residential streets in Columbia Heights.

East of Monroe Street, 41st Avenue is 36' to 37' wide.

Input from Police and Fire Departments will be available at the meeting.

If the Traffic Commission elects to proceed with the No Parking recommendation, a public hearing is needed.

RECOMMENDED MOTION(S):
MOTION: None at this time.

ATTACHMENT(S): Request for No Parking with photos
Aerial

Proposal: Posted "No Parking" on 41st Ave.

Submitted to: Traffic Commission

Attn: Adam Davis, Commission Chair

Date: June XX, 2022

I am asking the Commission to recommend limiting parking to the south side of 41st Avenue from Monroe Street to Jefferson Street for the following reasons:

- 41st is one of our narrower east/west streets, not devised to accommodate street parking;
- Parking on both sides of the street narrows traffic lanes to approximately 1+ lanes;
- Access of emergency vehicles coming from the east (Police/Fire Departments) have limited visual access as they drive up the incline until the hill is crested;
- Cars parked on the north side of 41st obstruct westbound drivers' view, creating bottlenecks as the westbound driver stops/waits for eastbound traffic to pass, opening a safe driving lane;
- Street parking on northside obstructs view for drivers exiting alley on to 41st;
- Parking for those residents on the 4 corners of 41st/Monroe, 41st/Madison, and 41st/Jefferson is not eliminated. All affected residents have on-property parking; on-street parking is available on wider north/south streets made to accommodate on-street parking.
- I have included 41st/Jefferson in this request as cars are frequently parked very close to the corner on 41st obstructing vision for drivers turning from northbound Jefferson to eastbound 41st. Signage eliminating parking too close to the corner should be included.

41st is a heavily trafficked street for drivers and many neighborhood walkers. It is the main access from the Fire and Police Departments to the needs of the community. The current conditions create safety hazards for drivers, pedestrians, and our safety personnel. It is only a matter of time before an accident results.

Photos Included



Madison/41st looking east toward Monroe and the hill obscuring view on 41st



41st looking west toward Monroe with showing incline



Center of street navigation when cars are parked.

NOTE the two-sided parking in left photo which causes a zig-zag to avoid both sides.

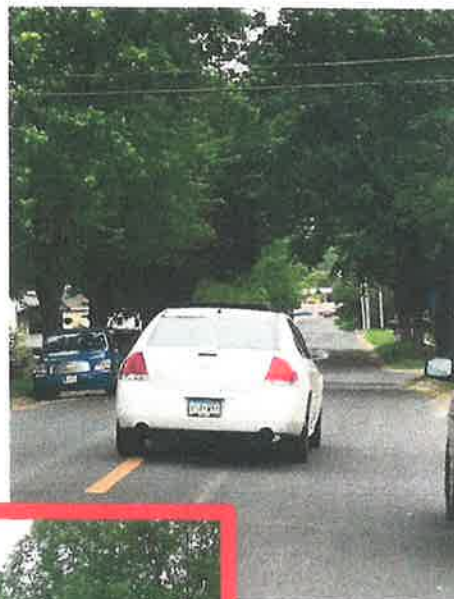


Photo to right shows the unobstructed west bound view with no parking on northside of 41st





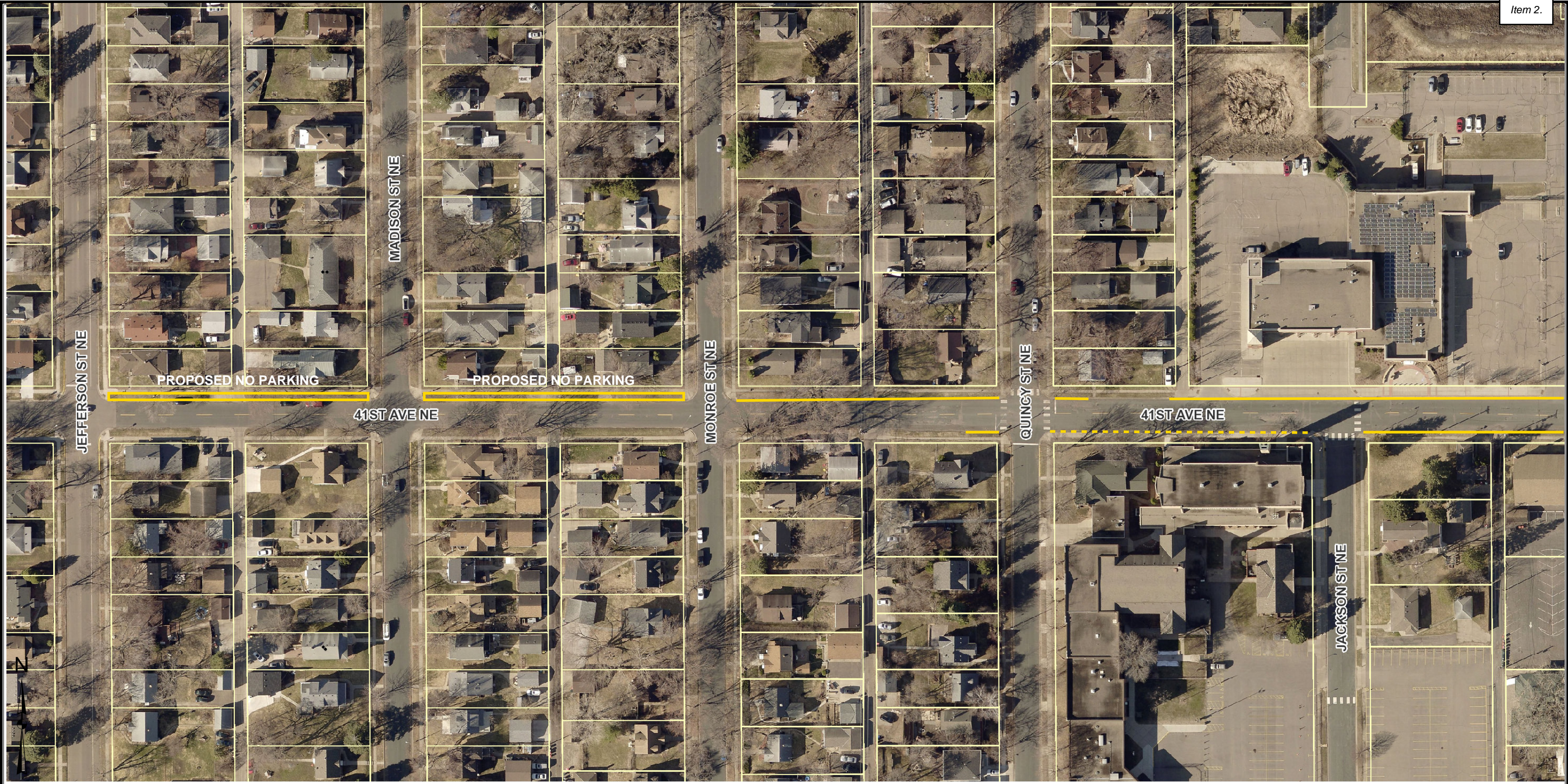
Viewing 41st from Jefferson with cars parked half block apart and on both sides of street.

Cars parked on 41st and too close to corner, obstructing view for those turning right from north bound Jefferson to



41st Ave, Jackson to Jefferson

Item 2.



Parcel Information:

Approx. Acres:
Plat:
Commissioner:

LEGEND

- NO PARKING (EXISTING)
- - - NO PARKING EXCEPT FOR FUNERALS (EXISTING)

Owner Information:



AGENDA SECTION	OLD BUSINESS
MEETING DATE	JUNE 21, 2022

ITEM:	Traffic Speed Update for Reservoir Boulevard from 37th Avenue to 39th Avenue
DEPARTMENT: Public Works	BY/DATE: Kathy Young/June 15, 2022

BACKGROUND: In 2021, the Traffic Commission requested a speed comparison be obtained for Reservoir Boulevard from 37th Avenue to 39th Avenue, before and after restriping to narrow the travel lanes and add bike lanes.

Traffic patterns were obtained by the Police Department from May 18-22, 2021 with radar (not speed trailer). This was before Reservoir Boulevard was restriped with narrower traffic lanes and bike lanes.

The Police Department obtained additional information from May 25-28, 2022. Comparisons between two data sets are shown on the tables below. The 85th Percentile speeds, which is the speed that 85% of motorists are driving, are within 1 mph of each other.

2021

Survey Name	Reservoir Blvd Facing St	Speed Unit	Miles/Hour	Average Speed	243.3	MPH	Total Volume	8845	100%
Start Date	2021-05-18	Speed Limit	30	Max Speed	69	MPH	Over Limit Count	2951	33.4%
Stop Date	2021-05-22			Min Speed	10	MPH	Under Limit Count	5894	66.6%
				85th Percentile	35	MPH	Over Threshold Count	5894	3%
				10 MPH Pace	239 - 248	MPH	In Pace Count	0	0.0%

2022

Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
				85th Percentile	36	MPH	Over Threshold Count	2635	4%
				10 MPH Pace	26 - 35	MPH	In Pace Count	3277	61.8%

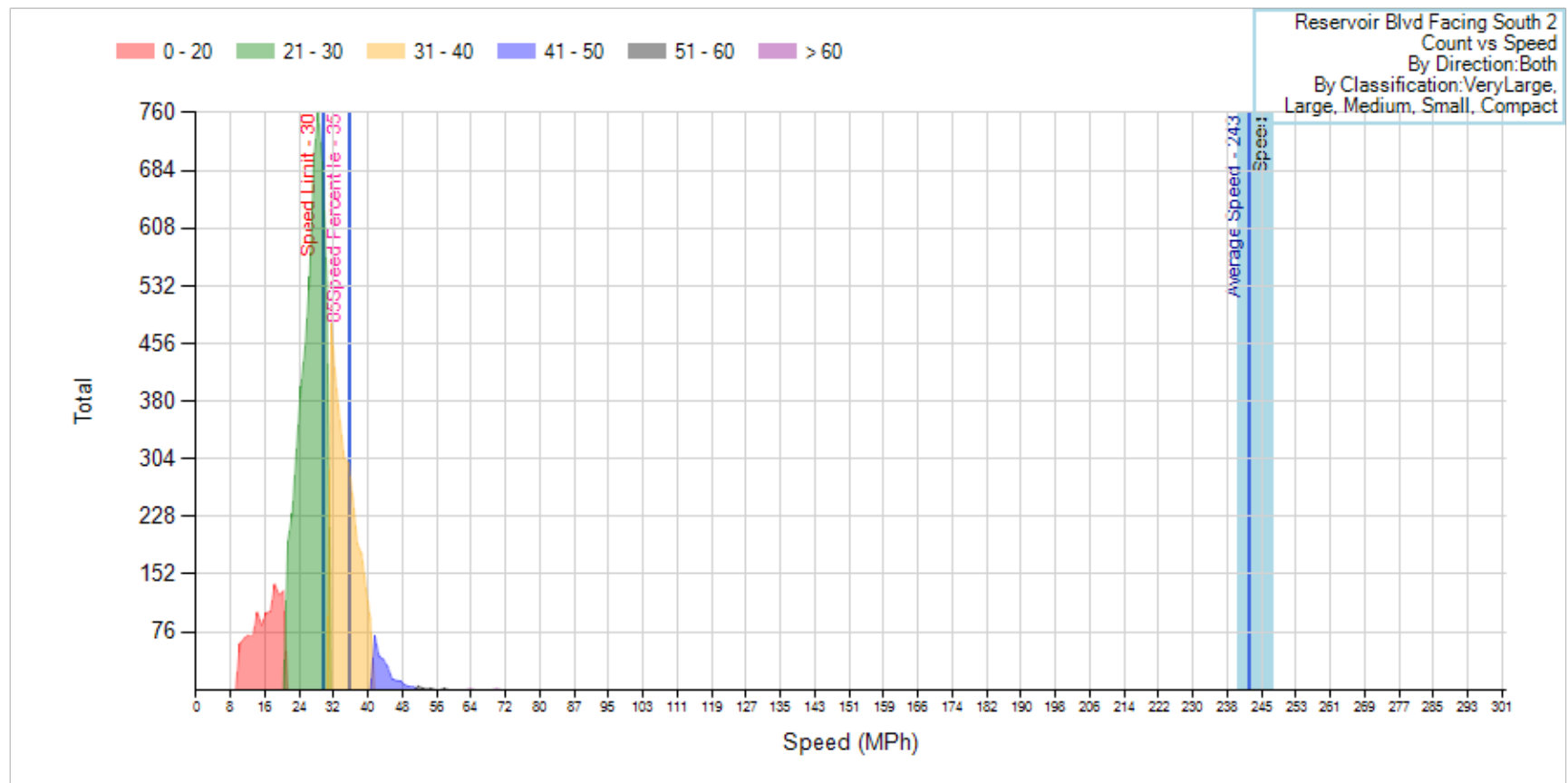
RECOMMENDED MOTION(S):

MOTION: None at this time.

ATTACHMENT(S): 2021 Radar printouts
2022 Radar printouts

STALKER Radar | Lidar

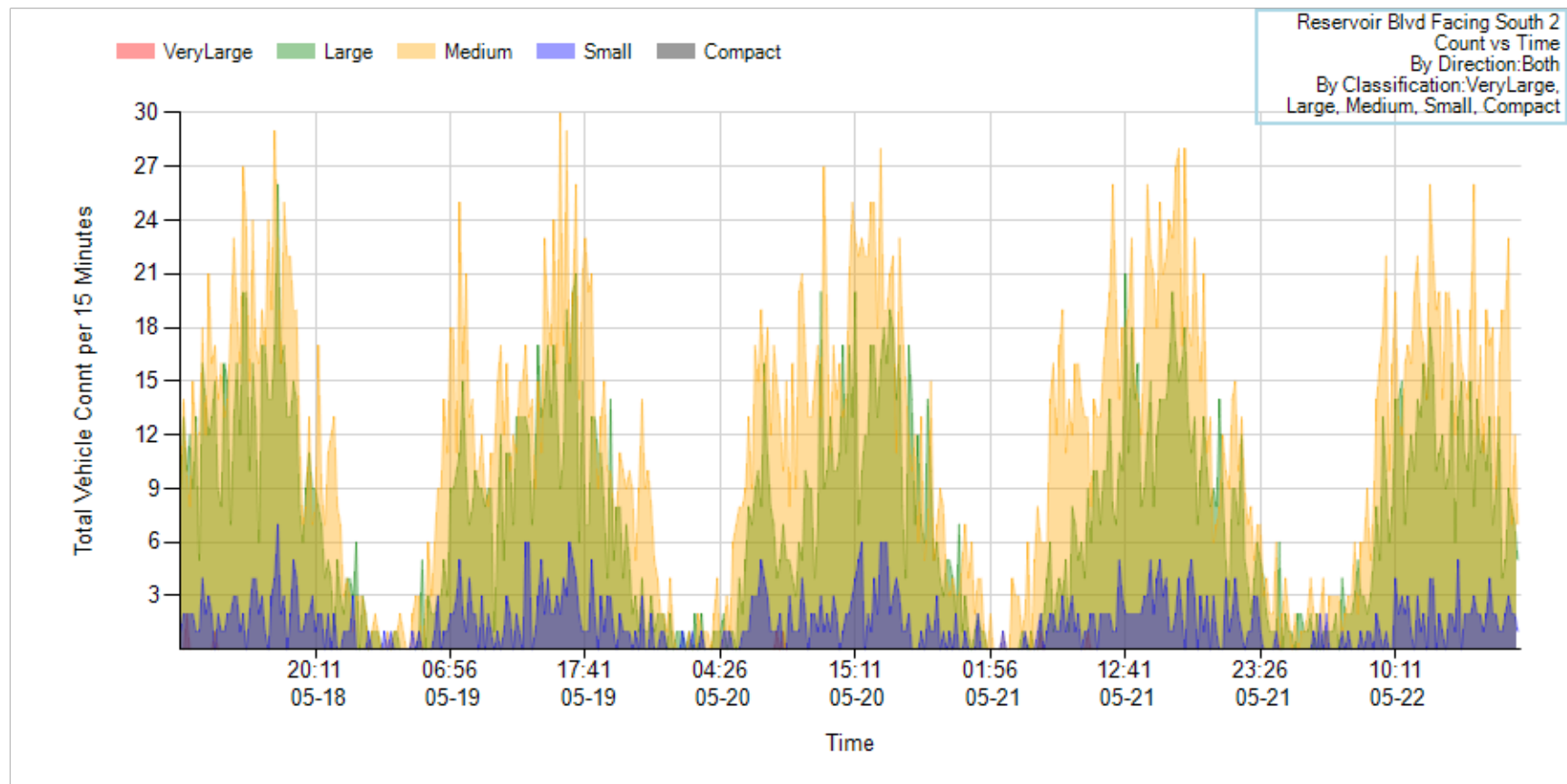
Reservoir Blvd Facing South 2-Chart-2



Survey Name	Reservoir Blvd Facing South	Speed Unit	Miles/Hour	Average Speed	243.3	MPH	Total Volume	8845	100%
Start Date	2021-05-18	Speed Limit	30	Max Speed	69	MPH	Over Limit Count	2951	33.4%
Stop Date	2021-05-22			Min Speed	10	MPH	Under Limit Count	5894	66.6%
				85th Percentile	35	MPH	Over Threshold Count	5894	3%
				10 MPH Pace	239 - 248	MPH	In Pace Count	0	0.0%

STALKER Radar | Lidar

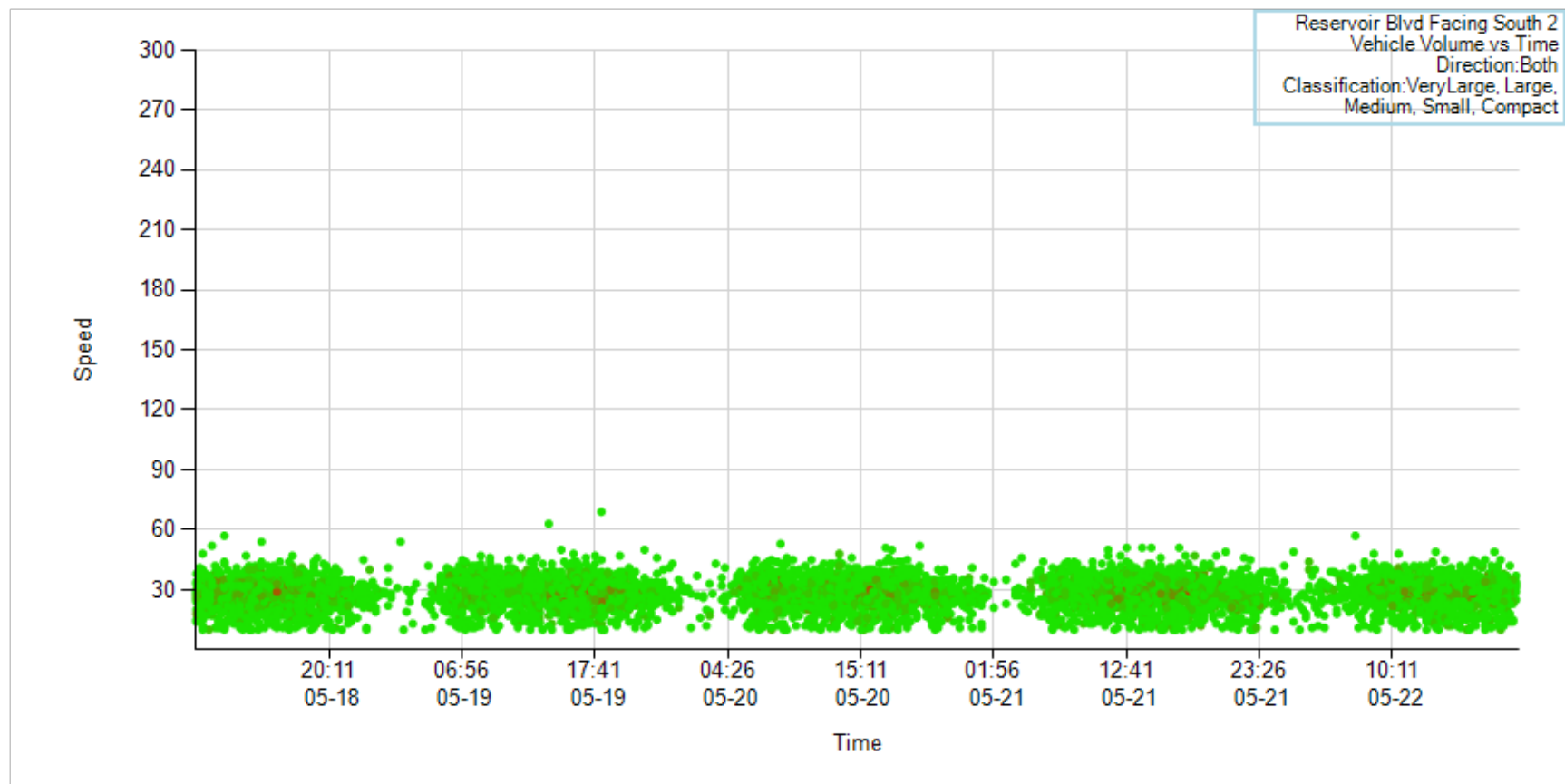
Reservoir Blvd Facing South 2-Chart-3



Survey Name	Reservoir Blvd Facing S	Speed Unit	Miles/Hour	Average Speed	28.1	MPH	Total Volume	8838	100%
Start Date	2021-05-18	Speed Limit	30	Max Speed	69	MPH	Over Limit Count	2946	33.3%
Stop Date	2021-05-22			Min Speed	10	MPH	Under Limit Count	5892	66.7%
				85th Percentile	35	MPH	Over Threshold Count	5892	3%
				10 MPH Pace	24 - 33	MPH	In Pace Count	4934	55.8%

STALKER Radar | Lidar

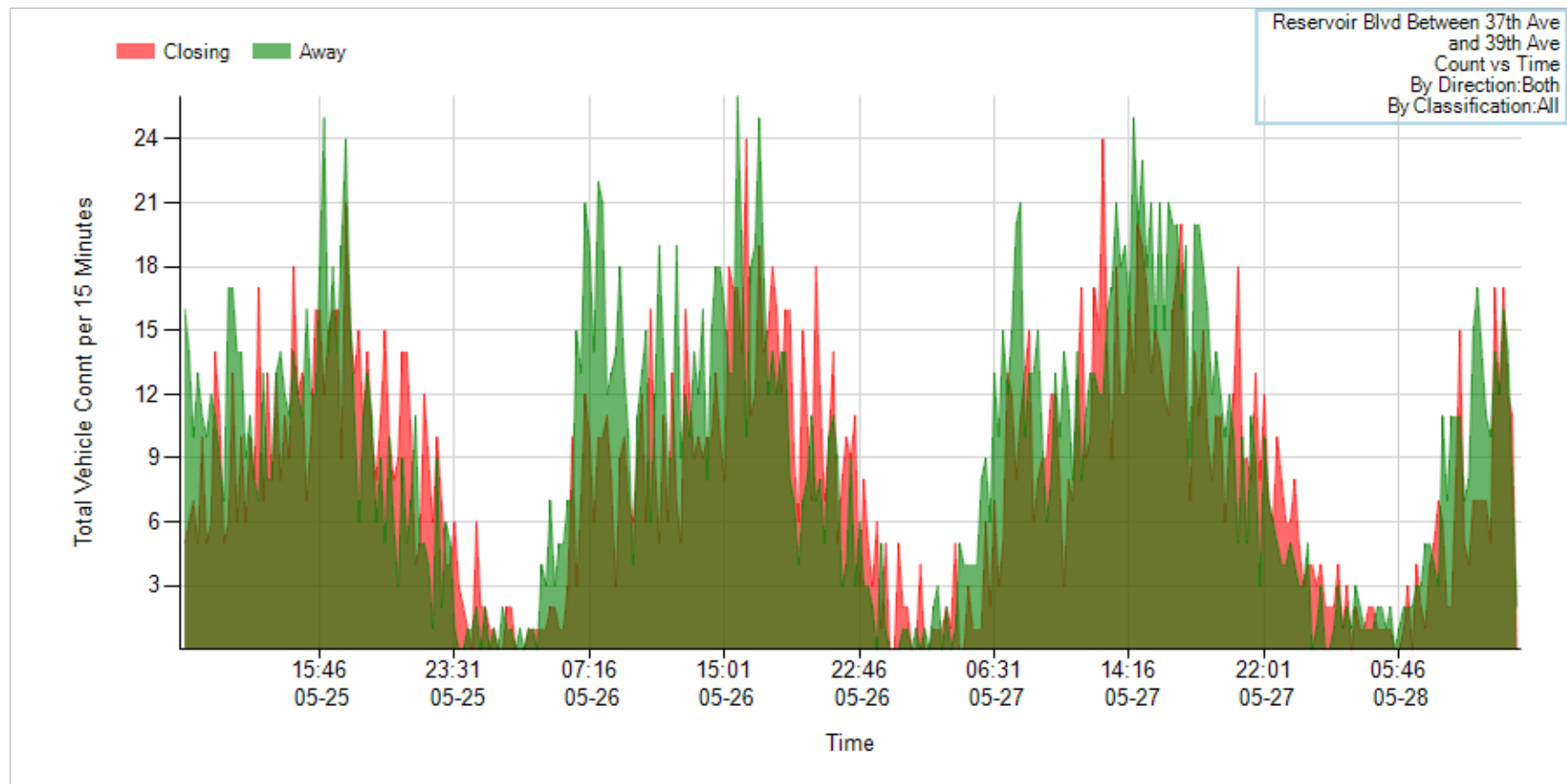
Reservoir Blvd Facing South 2-Chart-5



Survey Name	Reservoir Blvd Facing South	Speed Unit	Miles/Hour	Average Speed	28.1	MPH	Total Volume	8845	100%
Start Date	2021-05-18	Speed Limit	30	Max Speed	69	MPH	Over Limit Count	2951	33.4%
Stop Date	2021-05-22			Min Speed	10	MPH	Under Limit Count	5894	66.6%
				85th Percentile	35	MPH	Over Threshold Count	5894	3%
				10 MPH Pace	24 - 33	MPH	In Pace Count	4939	55.8%

STALKER Radar | Lidar

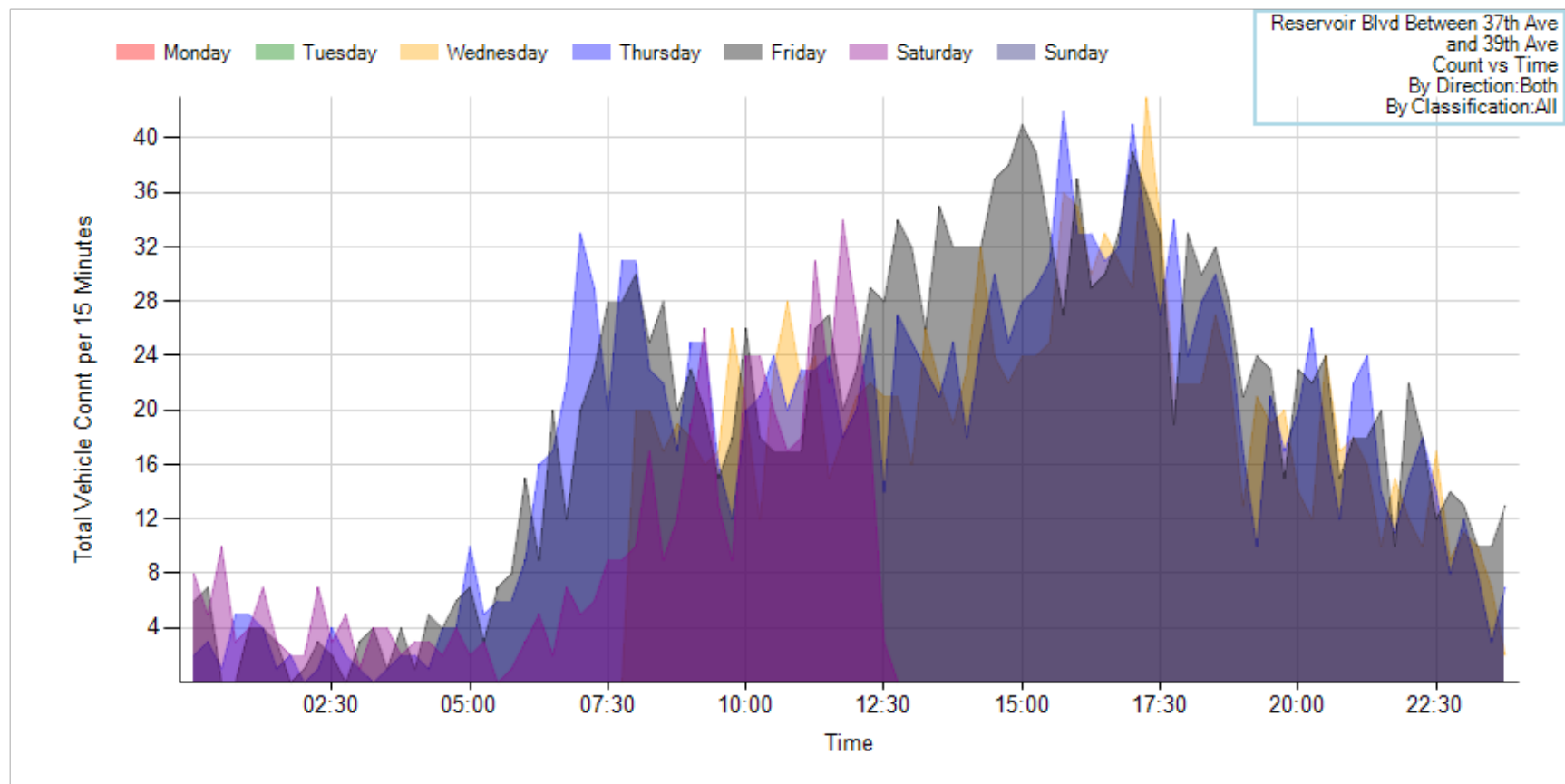
Reservoir Blvd Between 37th Ave and 39th Ave-Chart-1



Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
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STALKER Radar | Lidar

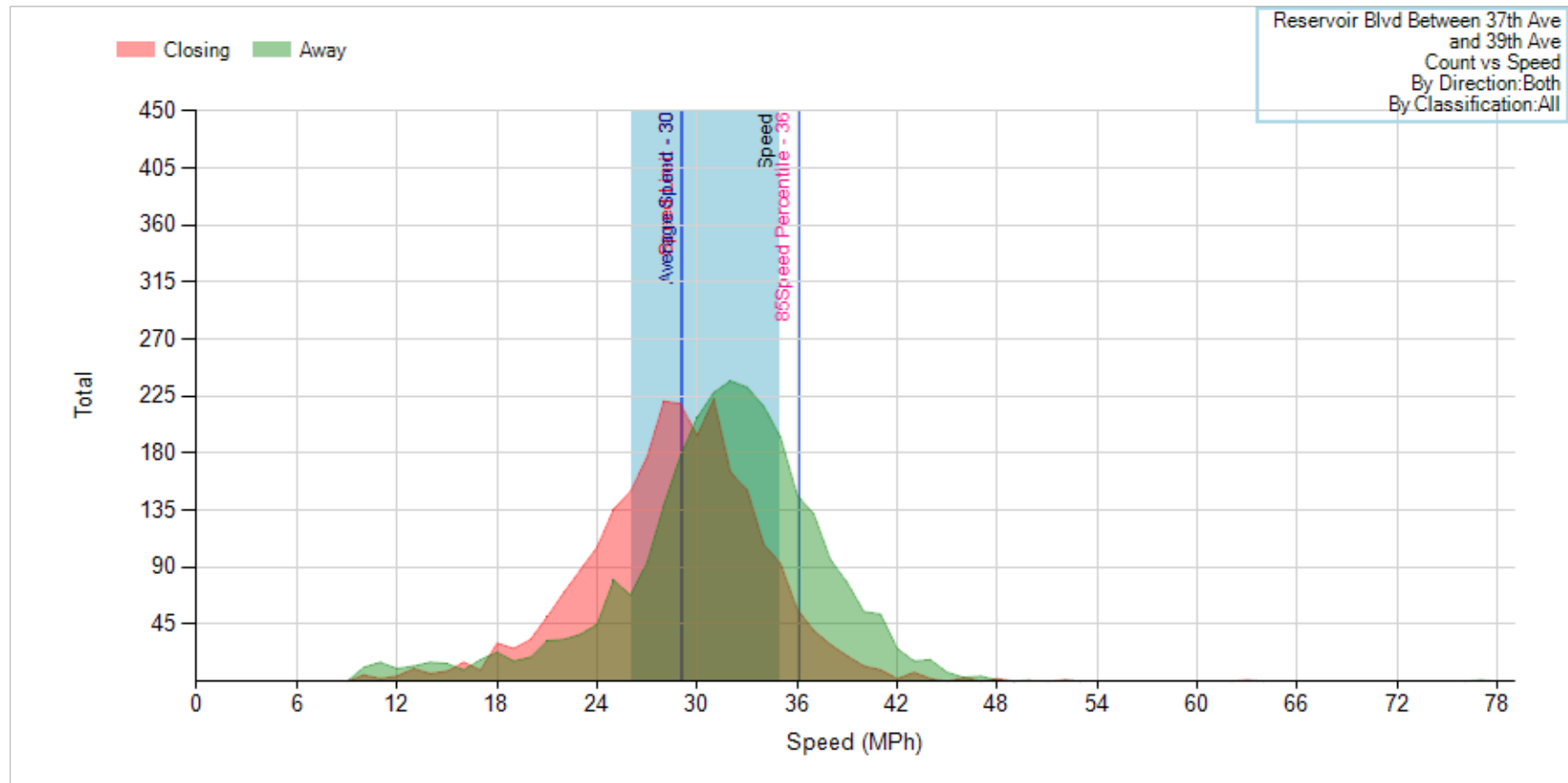
Reservoir Blvd Between 37th Ave and 39th Ave-Chart-2



Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
				85th Percentile	36	MPH	Over Threshold Count	2635	4%
				10 MPH Pace	26 - 35	MPH	In Pace Count	3277	61.8%

STALKER Radar | Lidar

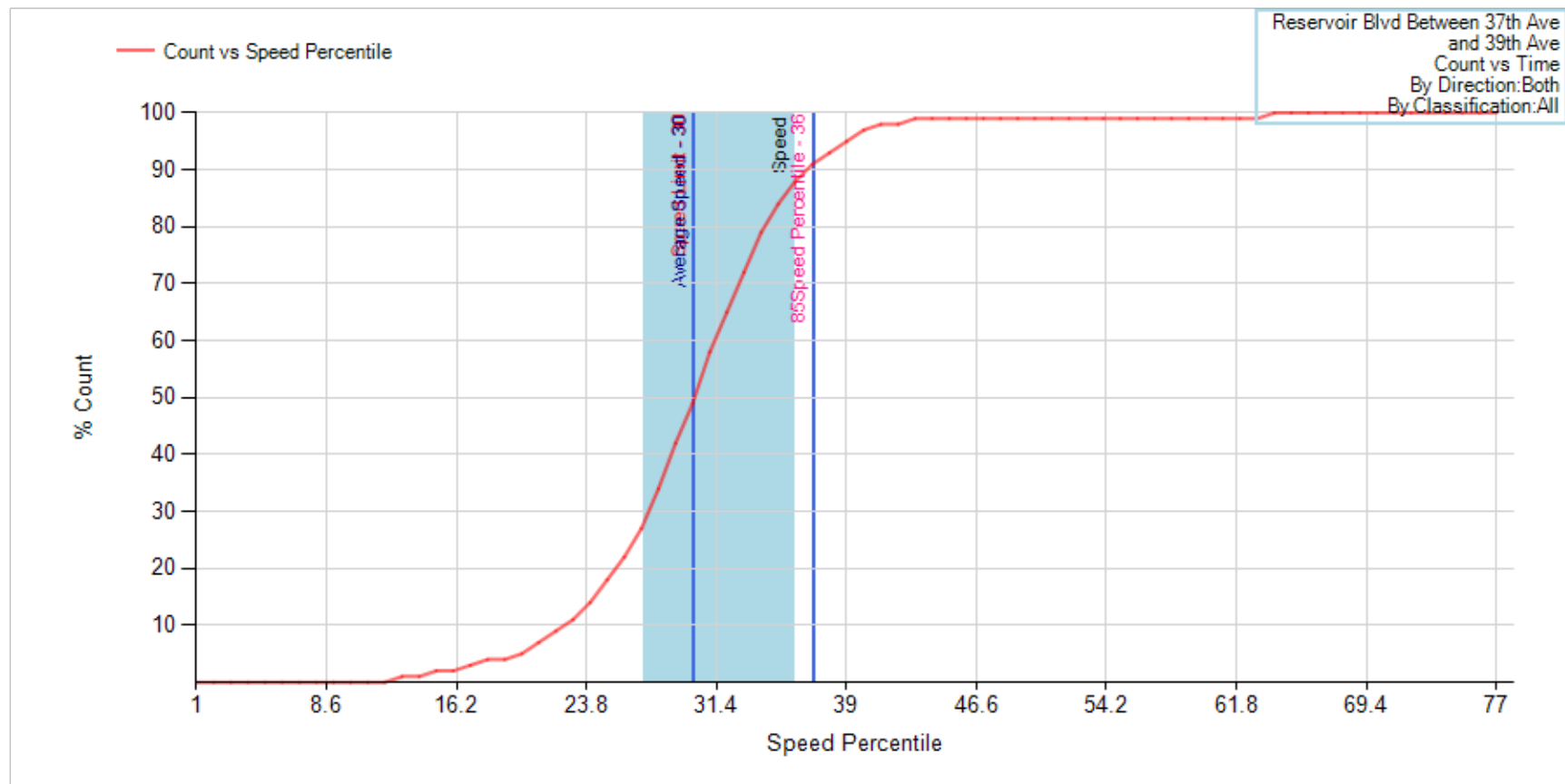
Reservoir Blvd Between 37th Ave and 39th Ave-Chart-3



Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
				85th Percentile	36	MPH	Over Threshold Count	2635	4%
				10 MPH Pace	26 - 35	MPH	In Pace Count	3277	61.8%

STALKER Radar | Lidar

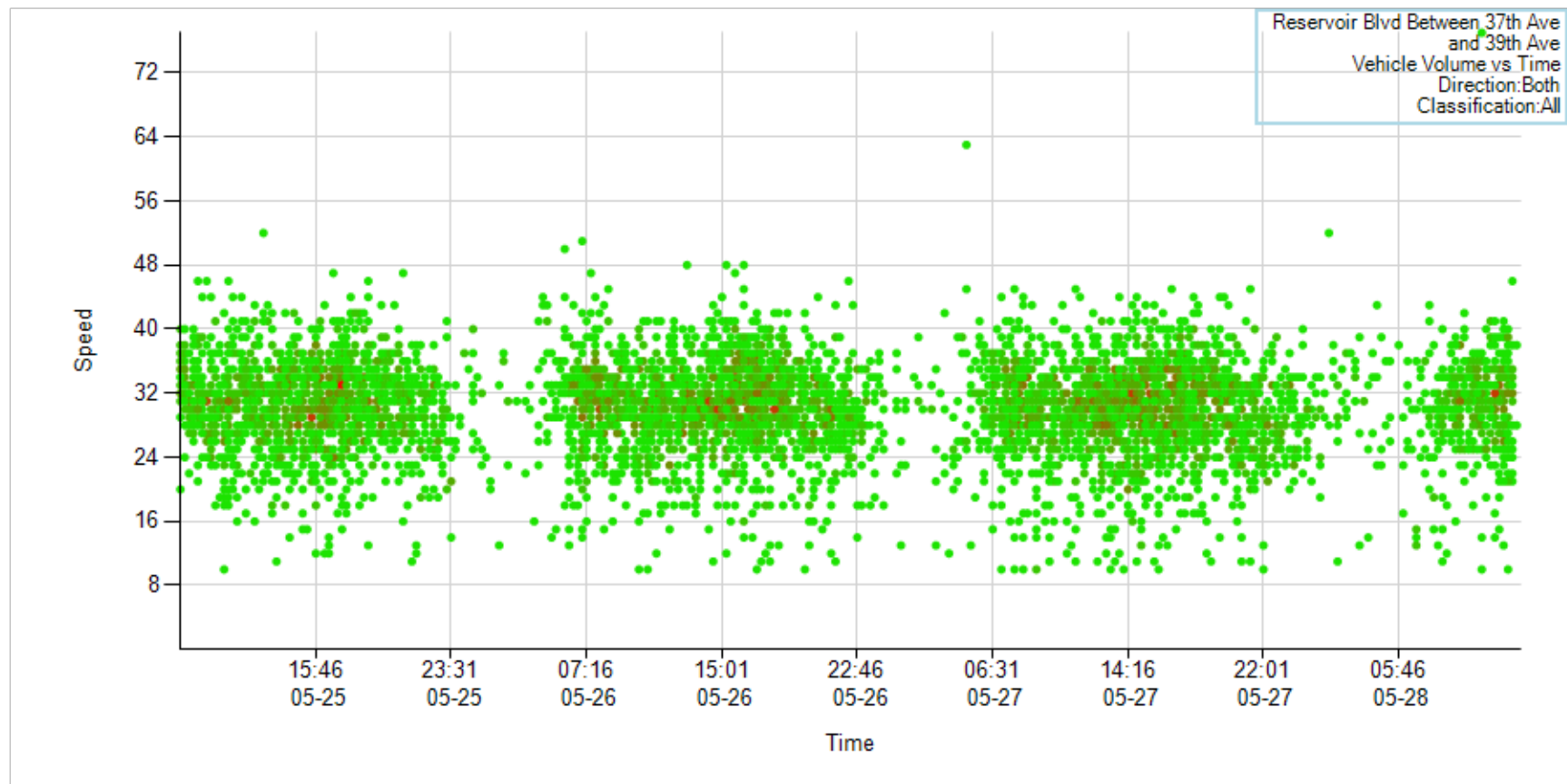
Reservoir Blvd Between 37th Ave and 39th Ave-Chart-4



Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
				85th Percentile	36	MPH	Over Threshold Count	2635	4%
				10 MPH Pace	26 - 35	MPH	In Pace Count	3277	61.8%

STALKER Radar | Lidar

Reservoir Blvd Between 37th Ave and 39th Ave-Chart-5



Survey Name	Reservoir Blvd Between	Speed Unit	Miles/Hour	Average Speed	30.1	MPH	Total Volume	5306	100%
Start Date	2022-05-25	Speed Limit	30	Max Speed	77	MPH	Over Limit Count	2671	50.3%
Stop Date	2022-05-28			Min Speed	10	MPH	Under Limit Count	2635	49.7%
				85th Percentile	36	MPH	Over Threshold Count	2635	4%
				10 MPH Pace	26 - 35	MPH	In Pace Count	3277	61.8%

AGENDA SECTION	REPORTS
MEETING DATE	JUNE 21, 2022

ITEM:	City Engineer's Report
DEPARTMENT: Public Works	BY/DATE: Kathy Young/June 15, 2022

4. ROBERTS RULES OF ORDER

The City Clerk has provided the attached guidelines for Roberts Rules of Order for your reference.

5. EMAILS CONCERNING TRAFFIC ISSUES

At a previous Traffic Commission meeting, Commissioners requested copies of emails concerning traffic issues. Three emails have been directed to staff.

- Request for 4-way stop signs at 50th Avenue and Jefferson Street

The concern was traffic not stopping at the stop signs at 49th Avenue and Jefferson Street (4-way stop) as well as the signs stopping traffic on 50th Avenue at Jefferson Street (2-way stop) and the speed of traffic.

Currently traffic stops on 50th Avenue at Jefferson Street. There is a flashing light on the stop sign. The Police Department reviewed the accident records for the intersection. There have been five reported accidents since 2018. Slippery road conditions were a contributing factor in two accidents and an intoxicated driver caused one accident. The applicable MMUTCD guideline for multi-way stop is: *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.*

The resident was informed that the intersection at Jefferson Street and 50th Avenue did not meet guidelines for multi-way stop.

The Police Department also placed the speed trailer in the area. The summary is provided below.

Survey Name	50th Ave NE / Washington	Speed Unit	Miles/Hour	Average Speed	20.2	MPH	Total Volume	9584	100%
Start Date	2022-05-11	Speed Limit	30	Max Speed	42	MPH	Over Limit Count	210	2.2%
Stop Date	2022-06-02			Min Speed	10	MPH	Under Limit Count	9374	97.8%
				85th Percentile	26	MPH	Over Threshold Count	9374	0%
				10 MPH Pace	16 - 25	MPH	In Pace Count	4823	50.3%

- Request for flashing pedestrian crossing at Columbia Middle School

A parent has requested a flashing pedestrian light at the crossing by the middle school. Staff contacted Anoka County with the request. Anoka County will review the crossing next fall to determine if the criteria is met to install flashing pedestrian lights.

- Request for speed humps on St. Moritz Drive

The concern was traffic speed. Resident was informed that speed humps are not an option as St. Moritz Drive is in both Columbia Heights and Fridley.

ATTACHMENT(S): Roberts Rules of Order
 Traffic accidents at 50th Avenue and Jefferson Street
 Emails (3)

Roberts Rules of Order – Simplified

Guiding Principles:

- Everyone has the right to participate in discussion if they wish, before anyone may speak a second time.
- Everyone has the right to know what is going on at all times. Only urgent matters may interrupt a speaker.
- Only one thing (motion) can be discussed at a time.

A **motion** is the topic under discussion (e.g., “I move that we add a coffee break to this meeting”). After being recognized by the chairperson of the commission, any member can introduce a motion when no other motion is on the table. A motion requires a second to be considered. If there is not a second, the matter is not considered. Each motion must be disposed of (passed, defeated, tabled, referred, or postponed indefinitely).

How to do things:

You want to bring up a new idea / motion before the group.

After recognition by the chair/president of the commission, present your motion. A second is required for the motion to go to the floor for discussion, or consideration.

You want to change some of the wording in a motion under discussion.

After recognition by the chair/president, move to amend by

- adding words,
- striking words or
- striking and adding words.

You like the idea of a motion being discussed, but you need to reword it beyond simple word changes.

Move to substitute your motion for the original motion. If it is seconded, discussion will continue on both motions and eventually the body will vote on which motion they prefer.

You want more information and/or investigation given to the idea being discussed.

Move to refer to a committee. Try to be specific as to the charge to the committee.

You want more time personally to study the proposal being discussed.

Move to postpone to a definite time or date.

You are tired of the current discussion.

Move to limit debate to a set period of time or to a set number of speakers. Requires a 2/3rds vote.

You have heard enough discussion.

Move to close the debate. Also referred to as **calling the question**. This cuts off discussion and brings the assembly to a vote on the pending question only. Requires a 2/3rds vote.

You want to postpone a motion until some later time.

Move to table the motion. A majority is required to table a motion without it being terminated by the end of the meeting.

You believe the discussion has drifted away from the agenda and want to bring it back.

“Call for orders of the day.”

You want to take a short break.

Move to recess for a set period of time.

You want to end the meeting.

Move to adjourn.

You are unsure the chair of the commission announced the results of a vote correctly.

Request that a roll call vote be taken.

You are confused about a procedure being used and want clarification.

Without recognition, call for "Point of Information" or "Point of Parliamentary Inquiry." The president of the board will ask you to state your question and will attempt to clarify the situation.

You have changed your mind about something that was voted on earlier in the meeting for which you were on the winning side.

Move to reconsider. If the majority agrees, the motion comes back on the floor as though the vote had not occurred.

You want to change an action voted on at an earlier meeting.

Move to rescind. If previous written notice is given, a simple majority is required. If no notice is given, a 2/3rds vote is required.

Unanimous Consent:

If a matter is considered relatively minor or opposition is not expected, a call for unanimous consent may be requested. If the request is made by others, the president of the board will repeat the request and then pause for objections. If none are heard, the motion passes.

You may INTERRUPT a speaker for these reasons only:

- to get information about business—point of information to get information about rules—parliamentary inquiry
- if you can't hear, safety reasons, comfort, etc. —question of privilege
- if you see a breach of the rules —point of order
- if you disagree with the president of the board's ruling —appeal
- if you disagree with a call for Unanimous Consent —object

Quick Reference					
	Must Be Seconded	Open for Discussion	Can be Amended	Vote Count Required to Pass	May Be Reconsidered or Rescinded
Main Motion	✓	✓	✓	Majority	✓
Amend Motion	✓	✓		Majority	✓
Kill a Motion	✓			Majority	✓
Limit Debate	✓		✓	2/3 ^{rds}	✓
Close Discussion	✓			2/3 ^{rds}	✓
Recess	✓		✓	Majority	
Adjourn (End meeting)	✓			Majority	
Refer to Committee	✓	✓	✓	Majority	✓
Postpone to a later time	✓	✓	✓	Majority	✓
Table	✓			Majority	
Postpone Indefinitely	✓	✓	✓	Majority	✓

COLUMBIA HEIGHTS POLICE DEPARTMENT



MEMORANDUM

To: Columbia Heights Traffic Commission

From: Matt Markham, Captain

Subject: Accidents at 50th Avenue and Jefferson Street

Date: May 26, 2022

Below is a list of accidents that have occurred at the intersection of 50th Avenue and Jefferson Street over the last five years.

03/25/2020, 2:05 pm:

- Personal Injury Accident. Vehicle #1 was traveling northbound Jefferson Street. Vehicle #2 was traveling eastbound 50th Avenue. Vehicle #2 stated they stopped at the stop sign at Jefferson Street but proceeded eastbound 50th Avenue and was struck by Vehicle #1 that did not have a stop sign. Driver of Vehicle #1 was transported to the hospital.

02/26/2019, 8:07am:

- Property Damage Accident. Vehicle #1 northbound Jefferson Street at 50th Avenue. Vehicle #2 eastbound 50th Avenue at Jefferson Street. Due to icy road conditions, Vehicle #2 was unable to stop at stop sign and t-boned Vehicle #1.

08/07/2018, 5:05pm:

- Personal Injury Accident. Vehicle #1 northbound Jefferson Street at 50th Avenue. Vehicle #2 eastbound 50th Avenue at Jefferson Street with a stop sign. Vehicle #1 struck Vehicle #2. Injuries to occupants.

02/02/2018, 7:21 pm:

- Personal Injury Accident. Vehicle #1 northbound Jefferson Street at 50th Avenue. Vehicle #2 westbound 50th Avenue at Jefferson Street. Vehicle #2 failed to stop for stop sign and struck Vehicle #1. Alcohol involved and a license violation involved for Vehicle #2. Minor injuries.

01/14/2018, 3:59 pm:

- Property Damage Accident. Vehicle #1 was traveling southbound Jefferson Street at 50th Avenue. Vehicle #2 was traveling westbound 50th Avenue and was unable to stop at the stop sign due to snowy conditions and struck Vehicle #1. No injuries.

Kathy Young

Subject: FW: Report a Concern
Attachments: image001.jpg; image002.png

From: Janaya Arellano <janaya.martin@gmail.com>
Sent: Friday, May 20, 2022 5:28 PM
To: Kathy Young <KYoung@columbiaheightsmn.gov>
Cc: Matt Markham <MMarkham@columbiaheightsmn.gov>
Subject: Re: Report a Concern

Hi Kathy,

I appreciate the reply and understand the intent of a stop sign. I also see them, on a very regular basis, being completely ignored, which is what prompted my complaint.

I am not certain that the intersection at 50th and Jefferson meets the five crash threshold, but would appreciate it very much if accident data were reviewed.

A speed trailer would also be very much appreciated.

Thanks to you both for your assistance.

Regards,
Janaya

On Fri, May 20, 2022, 4:27 PM Kathy Young <KYoung@columbiaheightsmn.gov> wrote:

Hello-

Thank you for your email. I have also copied Police Captain Markham.

Stop signs are not intended for speed control. These signs are meant to assign right-of-way at an intersection.

The Police Department can set up the speed trailer on Jefferson Street to remind motorists that the speed limit is 30 mph.

The City typically follows the Manual on Uniform Traffic Control Devices for installing stop signs. Guidelines from the MMUTCD are attached.

One of the guidelines for a multi-way stop is:

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.

The Police Department will review the accident data.

Please contact me with any questions.

Item 4.



Kathy Young | Assistant City Engineer
City of Columbia Heights | Public Works Department
637 38th Avenue NE | Columbia Heights, MN 55421
KYoung@ColumbiaHeightsMN.gov

Direct: (763) 706-3704
Main: (763) 706-3700

From: Publicworks <Publicworks@columbiaheightsmn.gov>
Sent: Wednesday, May 11, 2022 11:49 AM
To: Kathy Young <KYoung@columbiaheightsmn.gov>
Subject: FW: Report a Concern

From: info <Columbia.HeightsInfo@ci.columbia-heights.mn.us>
Sent: Wednesday, May 11, 2022 11:27 AM
To: Publicworks <Publicworks@columbiaheightsmn.gov>
Subject: FW: Report a Concern

From: noreply=revize.com@turbo-smtp.info <noreply=revize.com@turbo-smtp.info> On Behalf Of noreply@revize.com
Sent: Wednesday, May 11, 2022 8:25 AM
To: info <Columbia.HeightsInfo@ci.columbia-heights.mn.us>
Cc: Will Rottler <WRottler@columbiaheightsmn.gov>
Subject: Report a Concern

first_name = Janaya

last_name = Arellano

Email = janaya.martin@gmail.com

Phone = 6125528092

Please-Select-a-Concern = info@columbiaheightsmn.gov

textarea-1617653690382 = 4908 Jefferson St NE

issue = Intersection of 49th and Jefferson has grown increasingly problematic in that people are viewing the stop signs as optional. Even and especially in the morning as CHILDREN are walking to school.

Further, without a 4-way stop at 50th and Jefferson, people often go 40+ down Jefferson (between 49th and 51st). It is simply not safe.

preferred_contact = email

Client IP = 63.231.144.182

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Kathy Young

Subject: FW: Report a Concern

From: Kathy Young
 Sent: Thursday, April 14, 2022 5:24 PM
 To: 'carolewhitney@mac.com' <carolewhitney@mac.com>
 Subject: RE: Report a Concern

Thank you for submitting the information concerning safety at the school. 49th Avenue is a County State Aid Highway. I will photograph the crossing and send your request to Anoka County.



Kathy Young | Assistant City Engineer
 City of Columbia Heights | Public Works Department
 637 38th Avenue NE | Columbia Heights, MN 55421
KYoung@ColumbiaHeightsMN.gov

Direct: (763) 706-3704
 Main: (763) 706-3700

From: Publicworks <Publicworks@columbiaheightsmn.gov>
 Sent: Wednesday, April 13, 2022 8:14 AM
 To: Kathy Young <KYoung@columbiaheightsmn.gov>
 Subject: FW: Report a Concern

From: info <Columbia.HeightsInfo@ci.columbia-heights.mn.us>
 Sent: Wednesday, April 13, 2022 7:57 AM
 To: Publicworks <Publicworks@columbiaheightsmn.gov>
 Subject: FW: Report a Concern

From: noreply=revize.com@turbo-smtp.info <noreply=revize.com@turbo-smtp.info> On Behalf Of noreply@revize.com
 Sent: Tuesday, April 12, 2022 5:16 PM
 To: info <Columbia.HeightsInfo@ci.columbia-heights.mn.us>
 Cc: Will Rottler <WRottler@columbiaheightsmn.gov>
 Subject: Report a Concern

first_name = Carole

last_name = Whitney

Email = carolewhitney@mac.com

Phone = 6513292770

Please-Select-a-Concern = info@columbiaheightsmn.gov

textarea-1617653690382 = Columbia Academy

issue = Hearing of a youngster being hit by a motorcycle exiting a bus in another city, I'm moved to request, strongly, a new traffic control mechanism in front of Columbia Academy. When picking up or dropping off my student, I observe that frequently cars do not stop for students at or in the crosswalk.

I'd like to request a similar treatment used by St. Anthony on Silver Lake Road near their secondary school. It is a flashing light like the one in front of CA, but has a walk button for pedestrians' use, changing the yellow to a red light but only on demand. This would be preferable to either a stop sign or a semaphore that would stop traffic in a busy traffic area yet keep our young citizens safe.

preferred_contact = email

Client IP = 63.231.151.78

Kathy Young

Subject: FW: Ask a Question/Report a Problem

From: Kathy Young
 Sent: Tuesday, April 19, 2022 11:39 AM
 To: 'jsaj112@comcast.net' <jsaj112@comcast.net>
 Cc: Matt Markham <MMarkham@columbiaheightsmn.gov>
 Subject: RE: Ask a Question/Report a Problem

Hello-

Thank you for your interest concerning speed humps on St Moritz Dr. St Moritz is unusual as part of the block is in Fridley. Because of this, speed humps are not an available option.

Police Captain Markham is copied on this email to schedule the speed monitoring trailer on St Moritz Drive to remind motorists that the speed limit is 30 mph.



Kathy Young | Assistant City Engineer
 City of Columbia Heights | Public Works Department
 637 38th Avenue NE | Columbia Heights, MN 55421
KYoung@ColumbiaHeightsMN.gov

Direct: (763) 706-3704
 Main: (763) 706-3700

From: Publicworks <Publicworks@columbiaheightsmn.gov>
 Sent: Wednesday, April 13, 2022 8:13 AM
 To: Kathy Young <KYoung@columbiaheightsmn.gov>
 Subject: FW: Ask a Question/Report a Problem

From: noreply=revize.com@turbo-smtp.info <noreply=revize.com@turbo-smtp.info> On Behalf Of noreply@revize.com
 Sent: Wednesday, April 13, 2022 7:30 AM
 To: Publicworks <Publicworks@columbiaheightsmn.gov>
 Subject: Ask a Question/Report a Problem

Name = JOE SAJADI
 Address = 5151 SAINT MORITZ DRIVE COLUMBIA HEIGHTS, MN 55421
 Phone = 6125014797
 Email = jsaj112@comcast.net
 issue = Other

description/question = I live on St. Moritz Drive. If you are familiar with our Neighborhood, you know that St. Moritz is the connecting ROUTE between Matterhorn/Central avenue traffic and Silver Lake Road. This Spring, similar to past years, traffic speeds are out of control.

Street Address = 5151 Saint Moritz Drive
 Intersecting Street = Innsbruck Parkway
 Describe = Between Innsbruck and Glacier, need a speed bump.
 Client IP = 170.218.46.23

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