



# TRAFFIC COMMISSION - PUBLIC HEARING

City Hall—Council Chambers, 590 40th Ave NE

Tuesday, July 19, 2022

6:00 PM

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## 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 838 3991 5947 and passcode 604270**, or by Zoom at <https://us02web.zoom.us/j/83839915947>. For questions please call the Public Works Department at 763-706-3700.

### APPROVE MINUTES

1. Accept June 21, 2022 Minutes

### CALL TO ORDER/ROLL CALL

### PUBLIC HEARINGS

2. Designate “No Parking” on the North Side of 41st Avenue from Monroe Street to Jefferson Street and South Side of 41st Avenue from Jefferson Street to 30’ East

### OLD BUSINESS

3. None

### NEW BUSINESS

4. None

### REPORTS

#### City Engineer

5. MN State Statute Chapter 169. Traffic Regulations
6. Requests Concerning Traffic Issues
7. Public Meetings
8. Change in Staff Liaison

#### 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, June 21, 2022  
6:00 PM

Item 1.

## UNAPPROVED MINUTES

### CALL TO ORDER/ROLL CALL

The meeting was called to order by Chairperson Davis at 6:02 p.m.

Members present: Commissioners Ciesynski, Davis, Finkelson, Nekora

Absent: Commissioner Schluender

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

Council Liaison: Amáda Márquez Simula (absent)

### APPROVE MINUTES

1. Motioned by Finkelson, seconded by Ciesynski, to approve the minutes of May 17, 2022 as presented.  
Motion passed unanimously.

### NEW BUSINESS

2. Request for NO PARKING on North Side of 41<sup>st</sup> Avenue from Monroe Street to Jefferson Street

Residents Present:

Kt Jacobs, 4104 Monroe St

Dan Spriggs, 3331 Stinson Blvd

Kt Jacobs has requested No Parking on the north side of 41st Ave from Monroe St to Jefferson St. The concern is that the width of the street cannot accommodate two-way traffic with parking on both sides.

41st Ave is a primary route for emergency vehicles from approximately Jackson St to Jefferson St. The following No Parking restrictions are in place on 41st Avenue:

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

41st Ave is 30' wide from Monroe St to Jefferson St, which is typical for residential streets in Columbia Heights. It is 36' to 37' wide east of Monroe St.

Kt Jacobs, 4104 Monroe St, stated she has nothing more to add to her request except that she did meet with Lenny Austin, Chief of Police, and Dan O'Brien, Assistant Fire Chief, to get their input. They were both quick

to point out that they are used to making the zigzag across the city. They would not request the no parking but would not be unhappy if it was implemented. There is an impairment of view coming up the hill on 41<sup>st</sup> Ave and if cars are parked on the north side they obstruct the view of the alley. At the end of Jefferson St people do tend to park close to the corner. Both chiefs did agree there should be no parking signs from the corner. When coming around that corner at night you are committed to making the turn wide and into the other lane before being able to see if cars are coming. No one is losing any parking with this request; the homes all have driveways as well as street parking on the north-south streets. Davis agrees this makes sense, there's already no parking to the east and the road does narrow, plus it's used as a main thoroughfare for safety personnel.

Finkelson stated that the pictures show few parked cars or congested parking. He feels that in this case the parked cars provide traffic calming and removing parking may have the effect of widening the road which increases reckless driving. He understood that per state statute it's prohibitive to park near the corner. Young advised the red car in the photo is parked legally. Per state statute you can park up to 20' from an intersection except where there is a marked crosswalk or traffic signal. Finkelson thought it's any crosswalk not just a marked crosswalk. Young will need to seek clarification, it's her understanding that it's 20' from a marked crosswalk not any intersection. Kt stated there are areas in the city that have posted no parking from here to corner signs and that is what she would request. In response to the photos of parked cars, the amount of traffic is not consistent throughout the day, it just depends. These photos were taken in the middle of the day, traffic and parking are heavier in the evening. She agrees narrower roads can help restrict speeding, but this street is not wide enough to accommodate two vehicles forcing drivers to drive in the middle of the street to get through. If there are two cars parked across from each other drivers it may force you to slow down but you still don't know what's coming up the hill, it's unsafe. Eastbound traffic on 41<sup>st</sup> Ave has a better view of what's coming up the hill but it's not uncommon for drivers to stop when cars are parked on both sides of the street before continuing.

Finkelson stated eastbound traffic would still need to cross the centerline due to parked cars. Kt advised eastbound drivers have a better view of what's ahead of them—that's the difference. Westbound traffic needs to come up the hill. She feels parking should be on the south side not the north side because of the hill. She's had a couple of calls on this from neighbors. There are also a lot more walkers and dog walkers in the neighborhood, which is another reason to increase safety. Davis questioned moving the centerline. Young advised it's something that can be looked at, unfortunately this type of striping needs to be ground off in order to cover it which is quite expensive but shifting the centerline would be the best alternative. This would be an administrative decision that could be done at a future date.

Nekora lives on 40<sup>th</sup> Ave and Washington St so frequently uses this road a lot coming off Central Ave. The only issue she's run into is north-south vehicles not stopping or barely stopping. She's also noticed several cars at 41<sup>st</sup> Ave and Quincy St that have been parked in the no parking zone a couple days in a row. Kt advised she also sees many drivers going the wrong way on a one way. The sign on Monroe St is only a red yield sign. There's a litany of issues in this area but she feels this one would be the best to fix.

Motion by Davis to hold a public hearing to request No Parking on the north side of 41<sup>st</sup> Avenue from Monroe Street to Jefferson Street and no parking 30 feet from the southeast corner of Jefferson Street. Roll call vote: Ciesynski Aye, Davis Aye, Finkelson Nay, Nekora Aye. Motion passes.

A public hearing will take place in July.

## OLD BUSINESS

### 3. Traffic Speed Update for Reservoir Boulevard from 37<sup>th</sup> Avenue to 40<sup>th</sup> Avenue

In 2021 the Traffic Commission requested a speed comparison be obtained for Reservoir Blvd from 37<sup>th</sup> Ave to 39<sup>th</sup> Ave before and after restriping to add bike lanes and narrow the travel lanes.

Traffic patterns were obtained by the Police Department from May 18-22, 2021 with radar and from May 25-28, 2022 after Reservoir Blvd was restriped with bike lanes and narrower traffic lanes.

Comparison between the two data sets shows the 85<sup>th</sup> percentile speeds, which is the speed that 85% of motorists drive, were within 1 mile of each other. In 2021 it was 35 mph and in 2022 it was 36 mph. The average speed in 2021 is unavailable due to an equipment malfunction. The average speed in 2022 is 30 mph. Finkelson stated it seems the bicycle path has had zero effect on traffic speed. Finkelson feels if we do bicycle paths in the future we may want to use the plastic sticks to add a buffer. Bicyclists he spoke with stated that just painting bicycle lanes does not provide any safer feeling.

Young also handed out another set of data at the meeting that showed the speeds on Reservoir Blvd near 40<sup>th</sup> Ave are a little slower. The 85% percentile speed was 34 mph and the average speed was 24.5 mph.

## REPORTS

### City Engineer

Young advised that she included the simplified version of the Roberts Rules of Orders provided by the City Clerk in the agenda packet.

She received three emails concerning traffic issues and these were all handled administratively as follows:

- *Request for 4-way stop signs at 50<sup>th</sup> Avenue and Jefferson Street*

The concern is traffic not stopping at the stop signs at 49<sup>th</sup> Ave and Jefferson St (4-way stop) as well as the signs stopping traffic on 50<sup>th</sup> Ave at Jefferson St (2-way stop) and the speed of traffic.

Currently traffic stops on 50<sup>th</sup> Ave at Jefferson St. There is a flashing light on the stop sign. The threshold to put in a 4-way stop sign per the MMUTCD guidelines is "Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation."

The Police Department reviewed the accident records for this intersection and there have been five reported accidents since 2018. One reported accident in 2020, one in 2019 and three in 2018, with one being due to snow and the other alcohol. Davis asked if there are any other options for a multi-stop traffic light such as high traffic counts or pedestrian counts. Young stated the answer is yes, these can also contribute. The Police Department did obtain some traffic counts but they were not high enough. She also advised the purpose of a stop sign is to establish right-of-way at an intersection and that's already being done with the 2-way stop.

The resident was informed that the intersection at Jefferson St and 50<sup>th</sup> Ave did not meet guidelines for multi-way stop.

- *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 passed this request on to Anoka County. They will study the crossing in the fall to determine if it meets the criteria to install a pedestrian light. The light would only activate when the button is pushed, it would not flash continuously.
- *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 Dr is shared by both the cities of Columbia Heights and Fridley.

**Police Chief**

None

**Commissioners**

None

**ADJOURNMENT**

Motioned by Finkelson, seconded by Ciesynski to adjourn the meeting at 6:39 p.m. Motion passed unanimously.



## TRAFFIC COMMISSION

Item 2.

AGENDA SECTION	PUBLIC HEARING
MEETING DATE	JULY 19, 2022

ITEM:	Designate “No Parking” on the North Side of 41 <sup>st</sup> Avenue from Monroe Street to Jefferson Street and South Side of 41 <sup>st</sup> Avenue from Jefferson Street to 30’ East	
DEPARTMENT:	Public Works	BY/DATE: Kathy Young/July 12, 2022

**BACKGROUND:** At the June Traffic Commission meeting commissioners called for a Public Hearing to designate “No Parking” on the north side of 41<sup>st</sup> Avenue from Monroe Street to Jefferson Street and on the south side of 41<sup>st</sup> Avenue from Jefferson Street to 30’ east. The concern is that 41<sup>st</sup> Avenue is a primary route for emergency vehicles and the width of the street cannot accommodate two-way traffic with parking on both sides. The Public Hearing Notice was published in the paper and posted on the City website. Postcards were mailed to property owners within 300’ of the proposed No Parking areas.

**STAFF RECOMMENDATION:** None.

Suggested motions are provided below:

<b>RECOMMENDED MOTION(S):</b>
MOTION: Move to recommend the City Council designate “No Parking” on the north side of 41 <sup>st</sup> Avenue from Monroe Street to Jefferson Street and on the south side of 41 <sup>st</sup> Avenue from Jefferson Street to 30’ east. OR MOTION: Move to deny the request to designate “No Parking” on the north side of 41 <sup>st</sup> Avenue from Monroe Street to Jefferson Street and on the south side of 41 <sup>st</sup> Avenue from Jefferson Street to 30’ east.

**ATTACHMENT(S):** Aerial  
Public Hearing Notice



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:



**CITY OF COLUMBIA HEIGHTS**  
**NOTICE OF PUBLIC HEARING**

The Traffic Commission has determined a Public Hearing will be held to consider:

NO PARKING ON THE NORTH SIDE OF 41<sup>ST</sup> AVENUE FROM MONROE STREET TO JEFFERSON STREET AND NO PARKING 30 FEET FROM THE SOUTHEAST CORNER OF JEFFERSON STREET

The meeting is scheduled for Tuesday, July 19, 2022 at 6:00 p.m. in the City Council Chambers located at 590 40<sup>th</sup> Avenue NE. Notice is hereby given that all persons having an interest therein will be given an opportunity to be heard.

**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 **838 3991 5947** and passcode **604270**, or by Zoom at <https://us02web.zoom.us/j/83839915947>.*

For questions please call the Public Works Department at 763-706-3700.

*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.*

CITY OF COLUMBIA HEIGHTS  
KELLI BOURGEOIS, CITY MANAGER

Published in The Life on July 8, 2022



AGENDA SECTION	REPORTS
MEETING DATE	JULY 19, 2022

ITEM:	City Engineer's Report
DEPARTMENT: Public Works	BY/DATE: Kathy Young/July 12, 2022

**5. MN STATE STATUTE CHAPTER 169. TRAFFIC REGULATIONS**

Attached are the definitions for Crosswalk and Intersection in Chapter 169. Each definition is displayed on an aerial.

*Staff interpretation of definitions:*

- At every intersection, a pedestrian has the right-of-way when crossing the street.
- For other sections within State Statute Chapter 169 (such as 169.34 Prohibitions; Stopping; Parking) "crosswalk" is defined as a location where sidewalk or pavement marking is present.

169.21 PEDESTRIAN. and 169.34 PROHIBITIONS; STOPPING, PARKING. have been mentioned in previous meetings and are also attached for your reference.

**6. REQUESTS CONCERNING TRAFFIC ISSUES**

At a previous Traffic Commission meeting, Commissioners requested copies of requests concerning traffic issues. One email was directed to staff.

- Request for 4-way stop signs at 41<sup>st</sup> Avenue and Arthur Street  
The concern is traffic not stopping at the stop signs on 41st Avenue at Arthur Street (2-way stop) and the speed of traffic on Arthur Street.

Currently traffic stops on 41<sup>st</sup> Avenue at Arthur Street. Cross Traffic Does Not Stop signs are mounted below the stop signs on 41<sup>st</sup> Avenue. In addition, flashing red lights are being installed on the stop signs.

The Police Department reviewed the accident records for the intersection. There have been three reported accidents in the previous five years, two in 2019 and one in 2020. Slippery road conditions were a contributing factor in two accidents. The applicable MMUTCD guideline for multi-way stop is:

*B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.*

Mr. Huebner also noted that most near misses tend to involve southbound and westbound traffic. This is reflected in the accident data. The following was also considered.

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

*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;*

In staffs' opinion, a driver stopped at the stop sign for westbound traffic has adequate visibility of southbound traffic to decide whether to proceed into the intersection. Visibility is hampered more by vehicles parked on the east side of Arthur Street than by the topography at the intersection.

The resident was informed that the intersection at 41<sup>st</sup> Avenue and Arthur Street did not meet guidelines for multi-way stop.

The Police Department has placed the speed trailer in the area.

## 7. PUBLIC MEETINGS

- A. An open house is being planned for the 37<sup>th</sup> Avenue reconstruction project during the week of July 25<sup>th</sup>. Property owners and residents between Central Avenue and Stinson Boulevard from 37<sup>th</sup> Avenue to 39<sup>th</sup> Avenue are being notified of the meeting by mail. Information will also be available on the website. Staff will provide Commission members with a copy of the mailing at the meeting.
- B. Share Your Vision for University and Central Avenues  
MnDOT will hold eight public meetings (four in-person and four on Zoom) from July 12-28 to hear from residents. MnDOT wants to get reactions from people and businesses on new concepts that are being developed to improve safety for people who walk, bike, and drive along these roads. Your voice will make a difference in the future of these roads and how they support our community. [Visit the study webpage to find a meeting near you.](#)

## 8. CHANGE IN STAFF LIASON

Kathy Young is retiring at the end of July. Mr. Sulmaan Khan has accepted the Assistant City Engineer position and will be the new staff liaison. Mr. Khan was working for MnDOT prior to accepting the position with the City of Columbia Heights.

**ATTACHMENT(S):** MN State Statute 169.011 Definitions. Excerpts for Crosswalk and Intersection  
MN State Statute 169.21 Pedestrians.  
MN State Statute 169.34 Prohibitions; Stopping, Parking.  
Email (1)  
MUTCD Guidelines for Multi-way Stop  
Traffic accidents at 41<sup>st</sup> Avenue and Arthur Street

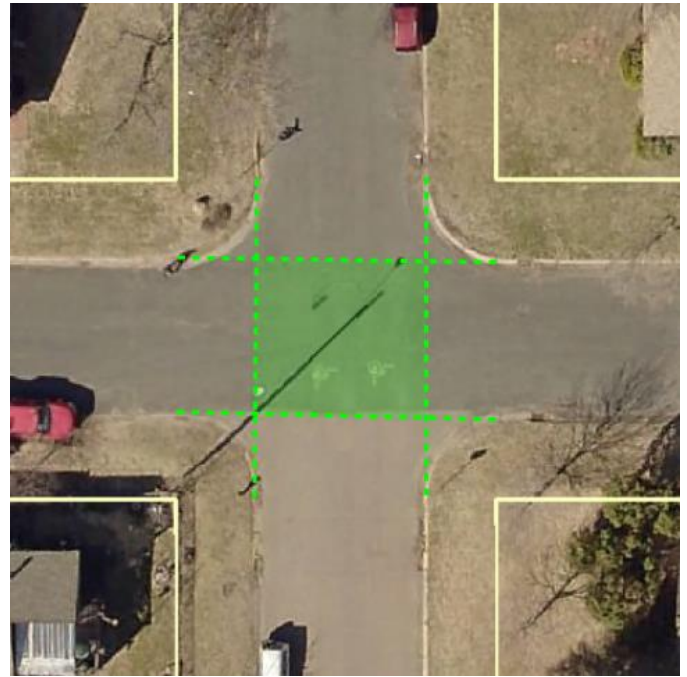


## CHAPTER 169. TRAFFIC REGULATIONS

169.011 DEFINITIONS. Subdivision 1. Terms. For the purposes of this chapter, the terms defined in this section shall have the meanings ascribed to them.

Subd. 20. Crosswalk. "Crosswalk" means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Subd. 36. Intersection. (a) "Intersection" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. (b) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.



169.011 DEFINITIONS - Examples of "Crosswalk" and "Intersection" defined in MN State Statute

Left (white shading): Subd. 20. (1) "Crosswalk"

Right (green shading): Subd. 36. (a) "Intersection"

*Sidewalk; No pavement marking*

Left (green shading): Subd. 36. (a) "Intersection"

169.21 PEDESTRIAN

Subd. 2. **Rights in absence of signal.** (a) ...the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk.

*Staff interpretation: At every intersection, a pedestrian has the right-of-way when crossing the street.*

*For other sections within State Statute Chapter 169 (such as 169.34 Prohibitions; Stopping; Parking) "crosswalk" is defined as a location where sidewalk or pavement marking is present.*

**169.21 PEDESTRIAN.**

Subdivision 1. **Obey traffic-control signals.** Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section [169.22](#).

Subd. 2. **Rights in absence of signal.** (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

Subd. 3. **Crossing between intersections.** (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) Notwithstanding the other provisions of this section every driver of a vehicle shall (1) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (2) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Subd. 4. **Use right half of crosswalk.** Pedestrians shall move when practicable upon the right half of crosswalks.

Subd. 5. **Walk on left side of roadway.** Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

Subd. 6. **Driver education curriculum.** The class D curriculum, in addition to driver education classroom curriculum prescribed in rules of statutes for class D motor vehicles, must include instruction on the duties of a driver when encountering a bicycle, other nonmotorized vehicles, or a pedestrian.



**169.34 PROHIBITIONS; STOPPING, PARKING.**

Subdivision 1. **Prohibitions.** (a) No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control device, in any of the following places:

- (1) on a sidewalk;
  - (2) in front of a public or private driveway;
  - (3) within an intersection;
  - (4) within ten feet of a fire hydrant;
  - (5) on a crosswalk;
  - (6) within 20 feet of a crosswalk at an intersection;
  - (7) within 30 feet upon the approach to any flashing beacon, stop sign, or traffic-control signal located at the side of a roadway;
  - (8) between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
  - (9) within 50 feet of the nearest rail of a railroad crossing;
  - (10) within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance when properly signposted;
  - (11) alongside or opposite any street excavation or obstruction when such stopping, standing, or parking would obstruct traffic;
  - (12) on the roadway side of any vehicle stopped or parked at the edge or curb of a street;
  - (13) upon any bridge or other elevated structure upon a highway or within a highway tunnel, except as otherwise provided by ordinance;
  - (14) within a bicycle lane, except when posted signs permit parking; or
  - (15) at any place where official signs prohibit stopping.
- (b) No person shall move a vehicle not owned by such person into any prohibited area or away from a curb such distance as is unlawful.
- (c) No person shall, for camping purposes, leave or park a travel trailer on or within the limits of any highway or on any highway right-of-way, except where signs are erected designating the place as a campsite.
- (d) No person shall stop or park a vehicle on a street or highway when directed or ordered to proceed by any peace officer invested by law with authority to direct, control, or regulate traffic.

Subd. 2. **Violation; penalty for owner or lessee.** (a) If a motor vehicle is stopped, standing, or parked in violation of subdivision 1, the owner of the vehicle, or for a leased motor vehicle the lessee of the vehicle, is guilty of a petty misdemeanor.

(b) The owner or lessee may not be fined under paragraph (a) if (1) another person is convicted for, or pleads guilty to, that violation, or (2) the motor vehicle was stolen at the time of the violation.

(c) Paragraph (a) does not apply to a lessor of a motor vehicle if the lessor keeps a record of the name and address of the lessee.

(d) Paragraph (a) does not prohibit or limit the prosecution of a motor vehicle operator for violating subdivision 1.

(e) A violation under paragraph (a) does not constitute grounds for revocation or suspension of the owner's or lessee's driver's license.

Kathy Young

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Subject: Please replace sign

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From: Dick Huebner <[dhuebner@comcast.net](mailto:dhuebner@comcast.net)>  
 Sent: Thursday, July 7, 2022 10:05 AM  
 To: Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)>  
 Subject: RE: Please replace sign

Thank you. I am very pleased that flashing lights will be installed on the stop signs. I believe that will definitely help. I still think a 4 way stop is warranted but I will take what improvements I can get. Lowering the speed limit to 25 mph on Arthur would also help. Again the two big issues for this intersection are people rolling through the stop signs on 41st, and people speeding on Arthur (especially southbound). I appreciate your prompt response to my concerns and swift, substantial actions. My experience with the city staff and traffic commission when the big accident happened on my property 15 years ago was not as positive. I'm pleased that you all are taking concerns such as mine more seriously.

Sincerely, Dick Huebner

Sent from my Metro By T-Mobile 4G LTE Android Device

----- Original message -----

From: Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)>  
 Date: 7/6/22 5:03 PM (GMT-06:00)  
 To: Dick Huebner <[dhuebner@comcast.net](mailto:dhuebner@comcast.net)>  
 Subject: RE: Please replace sign

Hello-

The Police Department found 3 reported accidents at this intersection over the last 5 years, 2 in 2019 and 1 in 2020.

To draw attention to the Stop signs, the Street Department will install flashing red lights on the signs.

Your email and the accident information will be shared with the Traffic Commission at the July 19<sup>th</sup> meeting. Please let me know by end of day Monday, July 11<sup>th</sup> if you plan to attend. The Commission meets at 6:00 pm in the City Council Chambers.

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From: Dick Huebner <[dhuebner@comcast.net](mailto:dhuebner@comcast.net)>  
 Sent: Thursday, June 30, 2022 4:53 PM  
 To: Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)>  
 Subject: RE: Please replace sign

Thank you VERY much for your prompt action. The sign has been replaced and the police just put a speed monitor in front of my house. I've been at this address since 1982 and the biggest issue I've observed is cars speeding as they approach the intersection from the north on Arthur and those going westbound on 41st not seeing traffic coming from the north. They roll through the stop sign. Or they falsely think it IS a 4-way stop (like 40th and Arthur) so are expecting southbound traffic to slow to a stop so they proceed through the intersection based on that false expectation. Visibility may be an issue in this scenario as well. Visibility of northbound traffic is obscured a bit by the hill while visibility of northbound traffic is better. I hear cars beeping at each other from that intersection every day, often multiple times a day. Usually it seems to be southbound vehicles beeping at westbound vehicles "rolling" through the stop sign. And often those southbound vehicles are really barreling it down the hill. Please share these observations with the traffic commission and the police. Again, thank you very much for your quick response and the action taken.



Richard (Dick) Huebner

763-782-8523

Item 3.

Sent from my Metro By T-Mobile 4G LTE Android Device

----- Original message -----

From: Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)>

Date: 6/30/22 9:44 AM (GMT-06:00)

To: Dick Huebner <[dhuebner@comcast.net](mailto:dhuebner@comcast.net)>

Subject: RE: Please replace sign

Hello-

Thank you for the email. The sign you referenced has been ordered. A new one will be installed when available.

The City typically follows the Manual on Uniform Traffic Control Devices for installing stop signs. Guidelines from the MMUTCD for Multi-way Stop signs is attached. One of the guidelines 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.

Kathy Young | Assistant City Engineer

City of Columbia Heights | Public Works Department

637 38<sup>th</sup> Avenue NE | Columbia Heights, MN 55421

[KYoung@ColumbiaHeightsMN.gov](mailto:KYoung@ColumbiaHeightsMN.gov)

Direct: (763) 706-3704

Main: (763) 706-3700

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From: Dick Huebner <[dhuebner@comcast.net](mailto:dhuebner@comcast.net)>

Sent: Wednesday, June 29, 2022 3:12 PM

To: Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)>

Subject: Please replace sign

I live at the SW corner of 41st and Arthur. I appreciate that you replaced the Cross Traffic Does Not Stop sign on the SW corner. The similar sign on the opposite (NE) corner needs replacing as well. It has faded badly. I am the citizen that petitioned the traffic commission several years ago to get these signs amended to the existing stop signs. My petition (many neighbors signed) called for a 4 way stop at 41st and Arthur, having had multiple accidents at that intersection, one so severe that two vehicles came within inches of crashing into my house. That request was denied by the commission and the Cross Traffic Does Not Stop signs was the compromised action. I believe that the intersection has only gotten worse since then. Motorists are increasingly using 41st as an alternative to 40th. I attribute the substantial increase in population near the St. Anthony Cub to be the main reason for this. I believe a traffic study should be done at that intersection and a 4 way stop should be reconsidered. I plan to again state my case to the traffic commission in the near future. In the meantime, could you please replace the faded sign. Thank you.

Richard (Dick) Huebner

1918 41st Ave NE

763-782-8523

Sent from my Metro By T-Mobile 4G LTE Android Device

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*MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES  
SEPTEMBER 2020*

*The MUTCD guidelines for installing MULTI-WAY STOP signs at intersections are listed below:*

*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:*

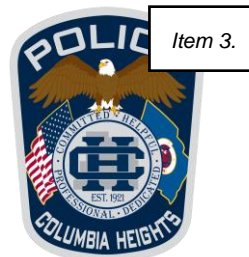
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. Five or more reported crashes in a 12-month period that are susceptible 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 85<sup>th</sup>-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.*



# COLUMBIA HEIGHTS POLICE DEPARTMENT



## MEMORANDUM

To: Columbia Heights Traffic Commission

From: Matt Markham, Captain

Subject: Accidents at 41<sup>st</sup> Ave NE and Arthur St NE

Date: June 30, 2022

Below is a list of accidents that have occurred at the intersection of 41st Ave NE and Arthur St NE over the last five years.

**02/22/2019, 9:55pm:**

- Property Damage Accident. Vehicle #1 southbound Arthur St. Vehicle #2 westbound 41<sup>st</sup> Ave. Vehicle #2 did not see Vehicle #1 and proceeded through intersection from the stop sign. Vehicles collided and knocked over stop sign. Roads were snowy.

**06/12/2019, 6:59 pm:**

- Personal Injury Accident. Vehicle #1 westbound 41<sup>st</sup> Ave and rolled stop sign. Vehicle #2 southbound Arthur St. Vehicle #2 struck Vehicle #1 in the intersection. Minor injuries.

**12/24/2020, 9:12pm:**

- Property Damage Accident. Vehicle #1 southbound Arthur Street. Vehicle #2 westbound 41<sup>st</sup> Ave at Arthur Street. Vehicle #2 was driving too fast for the icy road conditions and did not stop at the stop sign and struck Vehicle #1.