



## TRAFFIC COMMISSION

City Hall—Council Chambers, 590 40th Ave NE

Tuesday, November 16, 2021

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 841 3938 9560 or by Zoom at <https://us02web.zoom.us/j/84139389560>. For questions please call the Public Works Department at 763-706-3700.

#### **APPROVE MINUTES**

1. ACCEPT OCTOBER 19, 2021 MINUTES

#### **CALL TO ORDER/ROLL CALL**

#### **PUBLIC HEARINGS**

2. MODIFICATION TO THE TWO HOUR PARKING ZONE IN FRONT OF 3932 CENTRAL AVENUE

#### **OLD BUSINESS**

3. REQUEST TO REVIEW YIELD SIGNS AT THE INTERSECTION OF 7TH STREET AND 41ST AVENUE

#### **NEW BUSINESS**

4. REQUEST TO INSTALL TWO-WAY STOP SIGNS AT INTERSECTIONS OF 4TH STREET AND 46TH AVENUE AND 47TH AVENUE

#### **REPORTS**

City Engineer

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, October 19, 2021**  
**6:00 PM**

## **UNAPPROVED MINUTES**

### **CALL TO ORDER/ROLL CALL**

The meeting was called to order by Chairperson Schluender at 6:01 p.m.

### **ROLL CALL**

Members present: Ciesynski, Davis, Nekora, Schluender

Members absent: Finkelson

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

Council Liaison: Amáda Márquez Simula (Absent)

### **APPROVE MINUTES**

1. Motioned by Davis, seconded by Ciesynski, to approve the minutes of September 21, 2021 as presented. Motion passed unanimously.

### **PUBLIC HEARINGS**

2. REQUEST FOR STOP SIGNS AT THE INTERSECTION OF 6TH STREET AND 41ST AVENUE

Residents Present:	Alexandra Evens, 4040 6 <sup>th</sup> Street Brad Walters, 4044 6 <sup>th</sup> Street Krista Ehrenberg, 4044 6 <sup>th</sup> Street	Martha Grave, 4048 6 <sup>th</sup> Street Adam Dodge, 4048 6 <sup>th</sup> Street
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At the September Traffic Commission meeting commissioners called for a Public Hearing to install stop signs at the intersection of 6th Street and 41st Avenue stopping traffic on 6th Street.

Ms. Alexandra Evens lives at 4040 6<sup>th</sup> Street. She attended the Traffic Commission meeting two months ago in support of the stop signs. She feels they are absolutely needed and will make things a lot safer. She is here today to again express her support for the stop signs.

Brad Walters lives at 4044 6<sup>th</sup> Street. He was involved in the accident on August 14 and is lucky to have survived. He has seen multiple non-conforming accidents at this intersection where someone could have lost their life. There was also a recent accident on 7<sup>th</sup> Street and 41<sup>st</sup> Avenue. Mr. Walters stated he was eastbound on 41<sup>st</sup> Avenue at a standstill and the other driver was traveling northbound at approximately 65 mph when he was hit. States they see this every day, vehicles are never going less than 35 mph. There are children and dogs in the neighborhood. He wants a stop sign.

Krista Ehrenberg, Mr. Walters' fiancée, stated she is lucky to have him with her after the accident. She was informed at the scene the person who hit him did not have a license or insurance and was a repeat offender. She thanked the commission for bringing this forward and putting in the stop sign.

Martha Grave lives at 4048 6<sup>th</sup> St. She and her husband were home when Brad was hit and it was horrifying. There are a lot of children in the neighborhood. If a child would have been playing outside they would have been killed. She's doesn't think a stop sign will prevent accidents but feels drivers need some signage to give them direction. This intersection is one block from 40<sup>th</sup> Avenue with no warning that it is an uncontrolled intersection so feels a stop sign is warranted.

Ciesynski asked the residents which direction would be more effective for the stop signs, east-west or north-south. Mr. Walters feels north-south on 6<sup>th</sup> Street would be better; there's more north-south traffic than east-west, especially with the traffic that comes off 40<sup>th</sup> Avenue.

Davis advised that per discussion at the previous meeting, commissioners also felt stopping traffic north-south would make the most sense.

Motion by Davis to recommend the City Council install stop signs at the intersection of 6<sup>th</sup> Street and 41<sup>st</sup> Avenue stopping traffic on 6<sup>th</sup> Street. Seconded by Nekora. Motion passed unanimously.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

Davis asked Captain Markham about the accident on 7<sup>th</sup> Street and 41<sup>st</sup> Avenue. Captain Markham did not have the report in front of him but thinks it was a violation of the yield sign. Davis asked if this will give the commissioners another opportunity to take a look at that intersection and look at Finkelson's suggestion to alternate stop signs--this may be the opportunity to put an east-west stop sign on 7<sup>th</sup> Street. Captain Markham will gather more information.

Davis stated he lives in the apartment building at 3932 Central Avenue across from the Heights Theater. There are only 11 parking spots and one is handicapped so there is not enough parking for everyone. There is two hour parking outside of the building. Tenants used to park in the vacant lot at the library, then they went to the east side but the new City Hall is being built there, so that leaves the lot next to Fairview which is currently under maintenance. This leaves them in a difficult position. Citations were issued to at least three tenants so he is requesting the two hour parking in front of their building be modified or removed. He knows this is an apartment building and typically this is the responsibility of the owner so he's not sure how this will work. Young advised staff can notify the residents of the building. Davis would like to call a Public Hearing to get input from community members to see what would be most beneficial. He would like to see the hours changed. Young cautioned against making a motion today and to just modify the two hour parking if calling for a Public Hearing.

Motion by Davis to call for a Public Hearing at the next Traffic Commission meeting for modification to the two hour parking zone in front of 3932 Central Avenue. Seconded by Ciesynski. Motion passed unanimously.

### **REPORTS**

#### **City Engineer**

The bicycle lane striping is completed on Reservoir Boulevard. Staff is still waiting for symbols and signs for the bicycle lanes.

The flashing lights and stop bars were added at 50<sup>th</sup> Avenue and Jackson Street.

A disabled parking sign was installed at 5141 4<sup>th</sup> Street and one is or will be installed at 4208 Monroe Street.

**Police Chief**

None

**Commissioners**

Schluender stated he talked to a couple people over the last month which raised some questions regarding general street safety plans and asked if the City has any policies for this. Young advised the City has not adopted the Complete Streets policy citywide but as we redo streets we do look for opportunities to improve safety; one example being extending the trail on 37<sup>th</sup> Avenue to the east in 2023 and adding a connection between 37<sup>th</sup> Avenue and Stinson Boulevard along 37<sup>th</sup> Place. Staff does try to improve safety as they are designing projects. If residents want to speak with someone directly they can speak to Kevin Hansen, if they have a more formal request they can submit it to Traffic Commission.

Ciesynski asked about the pedestrian crosswalk at 49<sup>th</sup> Avenue and Washington Street. Stated there are a lot of drivers that are confused and are stopping there. Young advised the intent was to remind motorists that if a pedestrian is waiting to cross the street they need to stop. If there is no one waiting to cross, traffic does not need to stop. Markham advised that if someone is in the crosswalk vehicles need to stop. Young advised part of this is due to the school and there were a couple of calls regarding residents trying to get across and having trouble. This is marked as a school crossing. Davis suggested a yield to pedestrians sign instead of stop for pedestrians sign may work better. He's seen both versions.

**ADJOURNMENT**

Motion by Davis, seconded by Schluender to adjourn the meeting at 6:25 p.m. Motion passed unanimously.

Respectfully submitted,

Sue Schmidtbauer  
Administrative Assistant



## TRAFFIC COMMISSION

Item 2.

AGENDA SECTION	PUBLIC HEARING
MEETING DATE	NOVEMBER 16, 2021

ITEM:	REQUEST FOR MODIFICATION TO THE TWO HOUR PARKING ZONE IN FRONT OF 3932 CENTRAL AVENUE	
DEPARTMENT:	Public Works	BY/DATE: Kathy Young/November 9, 2021

**BACKGROUND:** At the October Traffic Commission meeting commissioners called for a Public Hearing to modify the two hour parking zone in front of 3932 Central Avenue. The Public Hearing Notice was published in the paper and postcards were mailed to property owners and building tenants on Central Avenue from 39<sup>th</sup> to 40<sup>th</sup> Avenues.

There are 22 units in this apartment building and only 11 parking spots, one being handicapped, so there is not enough parking for all the tenants. Two hour parking is posted on the west side of Central Avenue from 37<sup>th</sup> Avenue to 40<sup>th</sup> Avenue. Tenants are able to park in the parking ramp at 4025 Van Buren Street. When the ramp is closed for maintenance or other reasons, tenants are left in a difficult position. Mr. Adam Davis is requesting the two hour parking in front of the building be modified or removed.

**STAFF RECOMMENDATION:** The availability of parking on Central Avenue has been an ongoing concern for adjacent business owners. Staff recommends the parking designation be consistent for the entire block.

City code 7.205 prohibits parking on any street or roadway for a continuous period longer than six hours.

RECOMMENDED MOTION(S): None
MOTION:

**ATTACHMENT(S):** Aerial



# Central Ave, 39th to 40th Ave



**Parcel Information:** Approx. Acres:  
Commissioner:  
Plat:

**Owner Information:**





**TRAFFIC COMMISSION**

Item 3.

<b>AGENDA SECTION</b>	<b>OLD BUSINESS</b>
<b>MEETING DATE</b>	<b>NOVEMBER 16, 2021</b>

<b>ITEM:</b>	REQUEST TO REVIEW YIELD SIGNS AT THE INTERSECTION OF 7TH STREET AND 41ST AVENUE
<b>DEPARTMENT:</b> Public Works	<b>BY/DATE:</b> Kathy Young/November 9, 2021

**BACKGROUND:** At the October Traffic Commission meeting, Commissioner Davis requested accident information for the intersection of 7th Street and 41st Avenue.

Staff reviewed the visibility at the intersection and found it to be good.

On 7<sup>th</sup> Street, traffic stops at 40<sup>th</sup> Avenue and 44<sup>th</sup> Avenue. On 41<sup>st</sup> Avenue, traffic stops at 5<sup>th</sup> Street and Jefferson Street. A map of the traffic control in the area between University Avenue and Jefferson Street from 40th Avenue to 44th Avenue is included.

Accident information is provided in the attached report from the Police Department. A summary of the reported accidents is provided below:

<u>Date</u>	<u>Type</u>
10/11/2021	Angle
09/21/2018	Westbound driver swerved and collided with eastbound driver.
08/02/2017	Angle

The Traffic Commission denied a request for stop signs at this intersection in December 2010. The issue was conflicts between vehicles and pedestrian traffic generated by the mosque on 7<sup>th</sup> Street. The Traffic Commission's decision was appealed to the City Council in February 2011. The City Council ordered yield signs at this intersection and on Washington Street at 41<sup>st</sup> Avenue. The City Council minutes are included.

**STAFF RECOMMENDATION:** None.

<b>RECOMMENDED MOTION(S):</b>
MOTION: None.

**ATTACHMENT(S):** MMUTCD Guidelines for Two-Way Stop and Yield Signs  
Police Department Memo  
Aerial  
Yield and Stop Sign Map  
City Council Minutes 2/14/2011

*MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES  
SEPTEMBER 2020*

*The MUTCD guidelines for installing STOP or YIELD signs at intersections are listed below:*

*Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

*YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

*In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day.*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2- year period.*

*YIELD or STOP signs should not be used for speed control.*



# COLUMBIA HEIGHTS POLICE DEPARTMENT



## MEMORANDUM

To: Columbia Heights Traffic Commission

From: Matt Markham, Captain

Subject: Accidents at 41<sup>st</sup> Ave NE and 7<sup>th</sup> St NE

Date: November 1<sup>st</sup>, 2021

Below is a list of accidents that have occurred at the intersection of 41st Ave NE and 7<sup>th</sup> St NE over the last five years.

**10/11/2021, 07:47 am:**

- Personal Injury Accident. Vehicle traveling eastbound on 41<sup>st</sup> Avenue collided with a vehicle traveling northbound on 7<sup>th</sup> Street after the northbound vehicle stopped at a yield sign, there was no sign indicating the eastbound vehicle should stop. The collision resulted in injuries to the eastbound vehicle's driver.

**09/21/2018, 01:57 pm:**

- Personal Injury Accident. Vehicle was traveling westbound on 41<sup>st</sup> Avenue and collided with a vehicle leaving the parked position, the westbound vehicle then went into oncoming traffic and collided with a vehicle traveling eastbound on 41<sup>st</sup> Avenue, causing injuries to the eastbound vehicle's driver.

**08/02/2017, 03:40 pm:**

- Personal Injury Accident. Vehicle traveling eastbound on 41<sup>st</sup> Avenue collided with a vehicle traveling northbound on 7<sup>th</sup> Street. The northbound vehicle disregarded a yield sign and caused injuries to the eastbound vehicle's driver.

# 7th St and 41st Ave

Item 3.



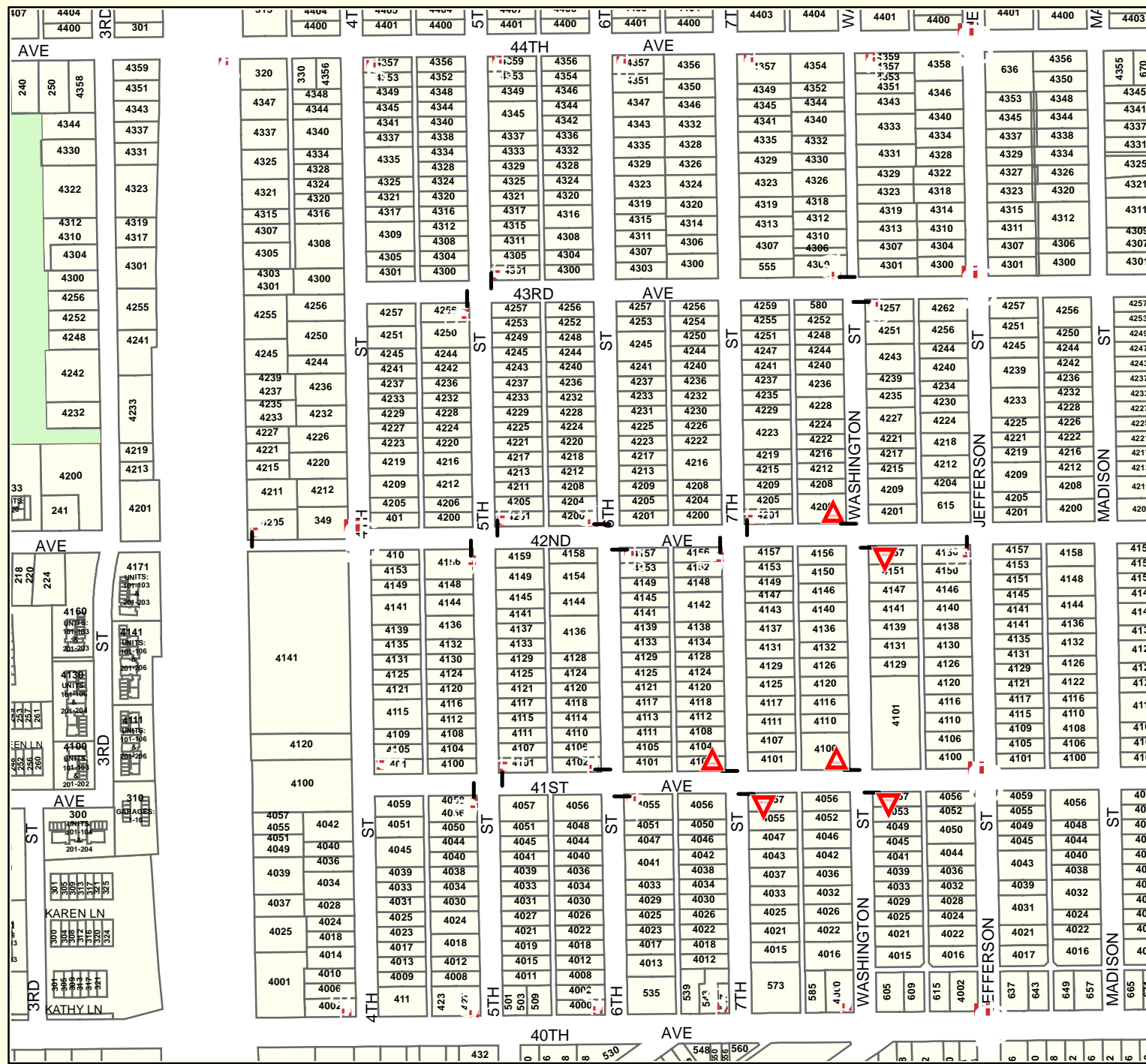




LEGEND

- STOP SIGN
- 4 WAY STOP
- YIELD SIGN

GIS / ENGINEERING DEPARTMENT  
Map Date: November 2021  
Map Author: K Young



Nawrocki indicated that we have problems getting full attendance for 6 p.m. meetings. Patty Muscovitz, City Clerk, indicated that the 6 p.m. meeting time was requested by Anoka County. Peterson asked Williams to adjust his schedule to attend the meeting. Nawrocki stated it was not fair of the County to limit the meeting to only two possible nights. Peterson stated that this time we can honor their request and ask for more flexibility in the future.

**Motion** by Diehm, second by Williams, to establish the Local Board of Appeal and Equalization meeting date for Monday, April 11, 2011, at 6:00 p.m. in the City Council Chambers. Upon vote: All ayes. **Motion carried.**

D. Request for Four-Way Stop Signs on 7th Street and 41st Avenue

Peterson stated that the Traffic Commission has recommended no signage at this site. Staff has suggested several alternatives. Kevin Hansen, Public Works Director, stated this item is an appeal of the Traffic Commission recommendation. Hansen indicated the criteria that staff looks at to determine signage, which includes traffic volume, vehicles and pedestrians, number of legs (4), approach speeds (30 mph), site distance, and the crash record. Determinations are guided by federal and state MUTCD restrictions, which regulate where signs can be placed for intersection control. Regulations are different for low volume residential streets. This street does not meet the criteria for the placement of stop signs. Staff looked at the possibility of installing yield signs and believes that the North and South entrance could use yield signs. Staff also reviewed removing parking within 20 feet from the intersection, and feels it would be beneficial. It remains staff's recommendation to look at yield signs for 7<sup>th</sup> Street and to restrict parking to improve visibility.

Diehm stated there are a number of similar intersections in this area. Is this looked at on a case by case basis or do we look at the surrounding area as well? Hansen stated both. The investigation is initiated when we get a request, such as 41<sup>st</sup> and Washington was in 2009 and we then also look at other intersections in the area. Diehm stated that she was involved in an accident at an uncontrolled intersection; residents realize these intersections are uncontrolled, but visitors may not. Hansen stated that at an uncontrolled intersection the rules are that the vehicle on the left yields to the vehicle on the right, or the first vehicle to the intersection has the right-of-way. Hansen stated the perception that stop signs stop accidents is not true. He referred to the false sense of security where stop signs are placed.

Peterson asked if the regulations include corners with churches. Whatever action is taken here we should also do at 41<sup>st</sup> and Washington. Hansen stated that land use is not considered. Speed, volume, and accidents are considered for sign determination. Peterson referred to the discrepancy in the number of accidents reported at this intersection. Hansen indicated that because of the dates, the last two accidents may not have been included. Fehst stated there was one in October 2010, but none reported through January 2011.

Nawrocki questioned the rationale for the stop sign at Jefferson and 41<sup>st</sup> Avenue. He stated it is typical to want stop signs in your area but not the areas you drive in. Nawrocki asked if the accidents were during church service dates and times. Hansen listed the times.

Abdulbaset Elhshik, Islamic Center of MN, 4056 7<sup>th</sup> Street, stated that their service times vary and the accidents were probably at that time. This request is also by surrounding residents and the church at Washington and 41<sup>st</sup> Avenue.

A resident living at 41<sup>st</sup> and 7<sup>th</sup> Street stated that on December 28, 2010 there was an accident on 42<sup>nd</sup>. Drivers do not mind the speed limits. He asked if stop signs were placed in one direction if



it would help. Hansen again gave the federal requirements.

Schmitt indicated that most churches in our community have a controlled intersection by their facility. These are the only two that do not. They sometimes share a parking lot, which results in many pedestrians crossing the street. She referred to the Traffic Commission site review. Hansen indicated the engineering process to review an intersection.

Eric Ness, 4057 7<sup>th</sup> Street, stated he lives on the Southeast corner and sees people driving 35 mph on 41<sup>st</sup> Avenue that do not check the other directions as they cross. For safety, this has to change. Peterson asked him in which direction would it be best to slow traffic. Ness stated that north and south is the least used. Diehm stated that on 7<sup>th</sup> Street from 40<sup>th</sup> through 44<sup>th</sup> Avenue there are no stop or yield signs.

Nawrocki stated the suggestions are reasonable and that we should consider both.

**Motion** by Nawrocki, to authorize installation of “Yield” signs on 7<sup>th</sup> Street and 41<sup>st</sup> Avenue, yielding traffic on 7th Street, based on the configuration of the intersection and the amount of pedestrian traffic generated by the nearby mosque and church, and to also designate “No Parking” for 20’ from the intersection on the approach lanes for 7<sup>th</sup> Street and 41<sup>st</sup> Avenue.

Nawrocki stated that 7<sup>th</sup> Street has historically been a through street in our city. Peterson asked if Nawrocki would consider adding to his motion yield signs at Washington Street for St. Matthews Church. Nawrocki asked if there should be a public hearing. Hansen stated this was brought forward by them in October of 2009. Peterson stated that we will try this and see if it works or we can review the results. Schmitt stated that yield signs are effective, but vehicles must yield to pedestrians in crosswalks. Hansen stated that removal of crosswalks at low volume intersections has improved safety. Schmitt recommended tabling this for resident input. Peterson again indicated that what is good for this intersection would also be good for the Washington intersection.

Diehm seconded the motion.

Peterson explained what this motion means and indicated that pedestrians do have the right-of-way. Hoeft stated that the law is specific on who has the right-of-way and we are unable to explain all of the various situations at this meeting.

Upon vote: All ayes. **Motion carried.**

**Motion** by Williams, second by Diehm, to authorize the installation of “Yield” signs on Washington Street (North and South) at 41<sup>st</sup> Avenue, and also designate “No Parking” for 20’ from the intersection on the approach lanes for Washington and 41<sup>st</sup> Avenue.

Schmitt asked when this would take effect. Hansen stated that signage is usually placed in mid to late April.

Upon vote: All ayes. **Motion carried.**

F. Approve Public Works Blanket Orders for 2011 Purchases

Nawrocki referred to stop box repair costs. Hansen stated the budgeted amount is based on past experience. He indicated the estimated costs to repair a curb stop and the process of the petition

<b>AGENDA SECTION</b>	<b>NEW BUSINESS</b>
<b>MEETING DATE</b>	<b>NOVEMBER 16, 2021</b>

<b>ITEM:</b>	REQUEST FOR STOP SIGNS AT THE INTERSECTION OF 4TH STREET AND 46TH AVENUE REQUEST FOR STOP SIGNS AT THE INTERSECTION OF 4TH STREET AND 47TH AVENUE
<b>DEPARTMENT:</b> Public Works	<b>BY/DATE:</b> Kathy Young/November 9, 2021

**BACKGROUND:** Mr. Shahzad Ali has requested stop signs at the intersections of 4th Street at 46<sup>th</sup> Avenue and 47<sup>th</sup> Avenue. The concern is accidents at the intersection.

4<sup>th</sup> Street at 46<sup>th</sup> Avenue

Staff reviewed the visibility at the intersection and found it is somewhat limited because of the hill in the southeast quadrant of the intersection.

On 4<sup>th</sup> Street, traffic stops at 45<sup>th</sup> Avenue and 48<sup>th</sup> Avenue. Eastbound traffic on 46<sup>th</sup> Avenue has slowed to make the turn from University Avenue Service Drive and stops at 5<sup>th</sup> Street. Westbound traffic on 46<sup>th</sup> Avenue stops at 5<sup>th</sup> Street and University Avenue Service Drive. A map of the traffic control in the area between University Avenue and Jefferson Street from 45<sup>th</sup> Avenue to 49<sup>th</sup> Avenue is included in this packet.

Accident information is provided in the attached report from the Police Department. A summary of the reported accidents is provided below:

<u>Date</u>	<u>Type</u>
02/23/2019	Angle collision
10/17/2018	Angle collision
07/26/2018*	One vehicle accident. Driver arrested for being under the influence.
01/14/2017	Angle collision

\* Accident does not meet the criteria for consideration of a stop sign.

4<sup>th</sup> Street at 47<sup>th</sup> Avenue

Staff reviewed the visibility at the intersection and found it to be good. A moderate rise in ground elevation is present in the southeast quadrant of the intersection, similar to many intersections in Columbia Heights.

On 4<sup>th</sup> Street, traffic stops at 45<sup>th</sup> Avenue and 48<sup>th</sup> Avenue. Eastbound traffic on 47<sup>th</sup> Avenue has slowed to make the turn from University Avenue Service Drive and stops at 6<sup>th</sup> Street. Westbound traffic stops at 6<sup>th</sup> Street and University Avenue Service Drive. A map of the traffic control in the area between University Avenue and Jefferson Street from 45<sup>th</sup> Avenue to 49<sup>th</sup> Avenue is included in the packet.

Accident information is provided in the attached report from the Police Department. A summary of the reported accidents is provided below:

<u>Date</u>	<u>Type</u>
08/24/2021*	Driver collided with parked vehicle
10/23/2020	Angle
10/26/2019	Angle
04/11/2017*	Driver hit fire hydrant. Details of accident are unknown.

\* Accident does not meet the criteria for consideration of a stop sign.

**STAFF RECOMMENDATION:**

The number and type of reported accidents do not meet the MMUTCD guideline for installing Stop or Yield signs.

<b>RECOMMENDED MOTION(S):</b>
MOTION: Move to deny the request for stop signs at the intersection of 4 <sup>th</sup> Street and 46 <sup>th</sup> Avenue. MOTION: Move to deny the request for stop signs at the intersection of 4 <sup>th</sup> Street and 47 <sup>th</sup> Avenue.

- ATTACHMENT(S):**
- MMUTCD Guidelines for Two-Way Stop and Yield Signs

Police Department Memo (2)

Aerials with 1’ contours displayed (2)

Yield and Stop sign map

Email from Mr. Ali

*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:*

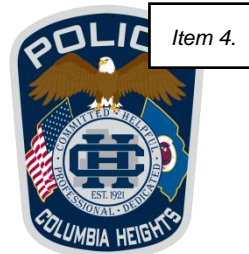
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. Five or more reported crashes in a 12-month period that are susceptible 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 46<sup>th</sup> Ave NE and 4<sup>th</sup> St NE

Date: November 1<sup>st</sup>, 2021

Below is a list of accidents that have occurred at the intersection of 46<sup>th</sup> Ave NE and 4<sup>th</sup> St NE over the last five years.

**02/23/2019, 04:10 pm:**

- Property Damage Accident. Vehicle traveling northbound on 4<sup>th</sup> Street collided with a vehicle traveling westbound on 46<sup>th</sup> Avenue causing minor damage to vehicles. Road conditions were icy and snow covered.

**10/17/2018, 07:20 am:**

- Property Damage Accident. Vehicle traveling westbound on 46<sup>th</sup> Avenue collided with a vehicle traveling northbound on 4<sup>th</sup> Street causing severe damage to both vehicles.

**07/26/2018, 03:24 am:**

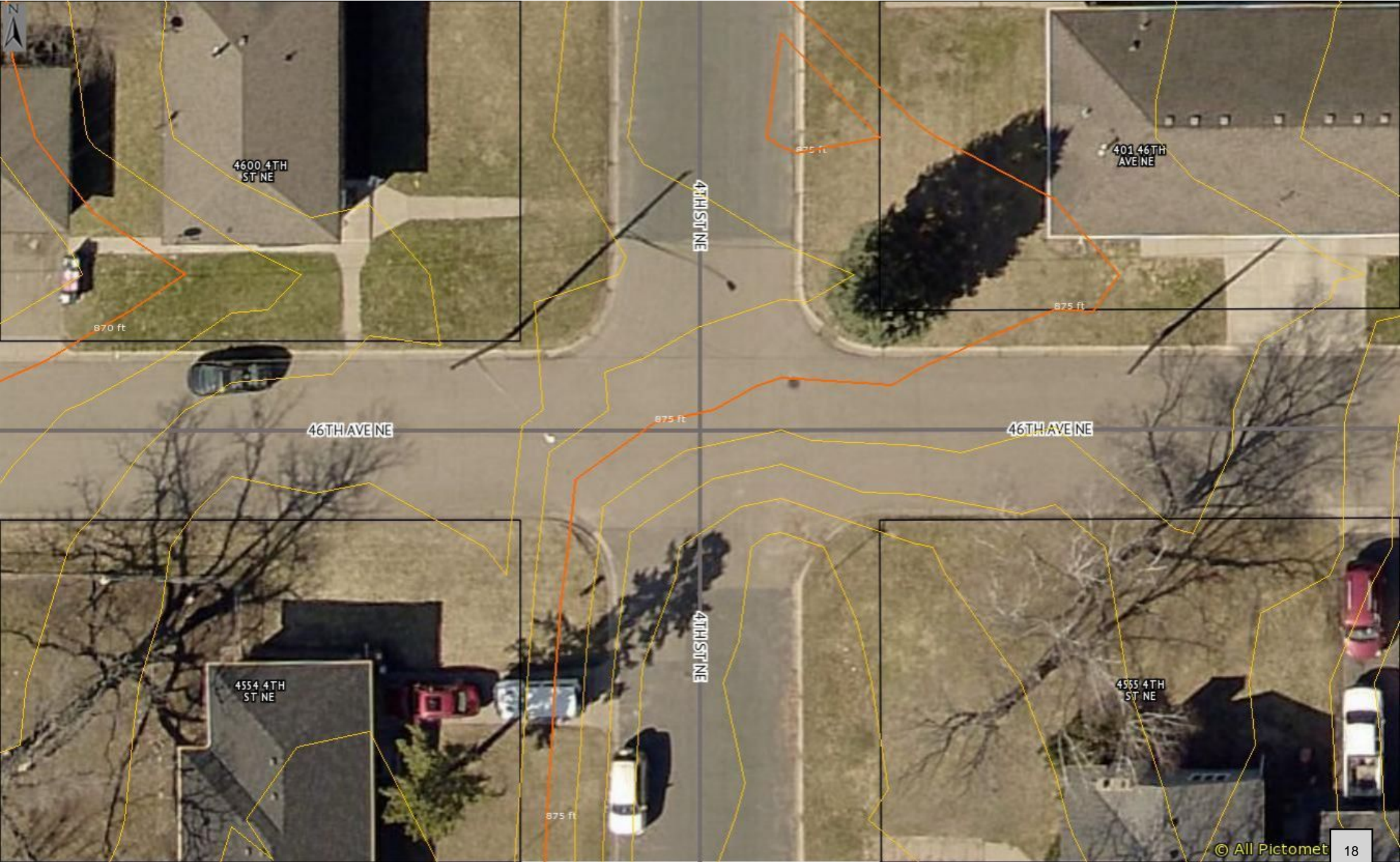
- Property Damage Accident. Vehicle traveling westbound on 46<sup>th</sup> Avenue went off the road and collided with a tree. Driver arrested for driving under the influence.

**01/14/2017, 05:08 pm:**

- Property Damage Accident. Vehicle traveling eastbound on 46<sup>th</sup> Avenue collided with a vehicle traveling southbound on 4<sup>th</sup> Street, causing the southbound vehicle to collide with a fire hydrant. No injuries reported but severe damage to vehicles.

# 4th St at 46th Ave

Item 4.



# COLUMBIA HEIGHTS POLICE DEPARTMENT



## MEMORANDUM

To: Columbia Heights Traffic Commission

From: Matt Markham, Captain

Subject: Accidents at 47<sup>th</sup> Ave NE and 4<sup>th</sup> St NE

Date: November 1<sup>st</sup>, 2021

Below is a list of accidents that have occurred at the intersection of 47<sup>th</sup> Ave NE and 4<sup>th</sup> St NE over the last five years.

**08/24/2021, 07:30 am:**

- Property Damage Accident. Vehicle traveling north on 4th Street and collided with a parked vehicle that was facing south. Driver stated the accident occurred due to the significant amount of rain at the time of the accident.

**10/23/2020, 12:20 pm:**

- Property Damage Accident. Vehicle traveling northbound on 4th Street to cross 47th Avenue collided with a vehicle traveling westbound on 47th Avenue to cross 4th Street. Both vehicles had severe damage and were privately towed.

**10/26/2019, 03:54 pm:**

- Personal Injury Accident. Vehicle traveling southbound on 4<sup>th</sup> Street collided with a vehicle traveling westbound on 47<sup>th</sup> Avenue causing the westbound vehicle to flip onto its side, causing injuries to the driver.

**04/11/2017, 10:00 pm:**

- Property Damage Hit and Run Accident. Vehicle traveling an unknown direction collided with the fire hydrant on the northwest corner of 47<sup>th</sup> Avenue and 4<sup>th</sup> Street. Driver failed to inform the city of the accident.



# 4th St at 47th Ave

Item 4.



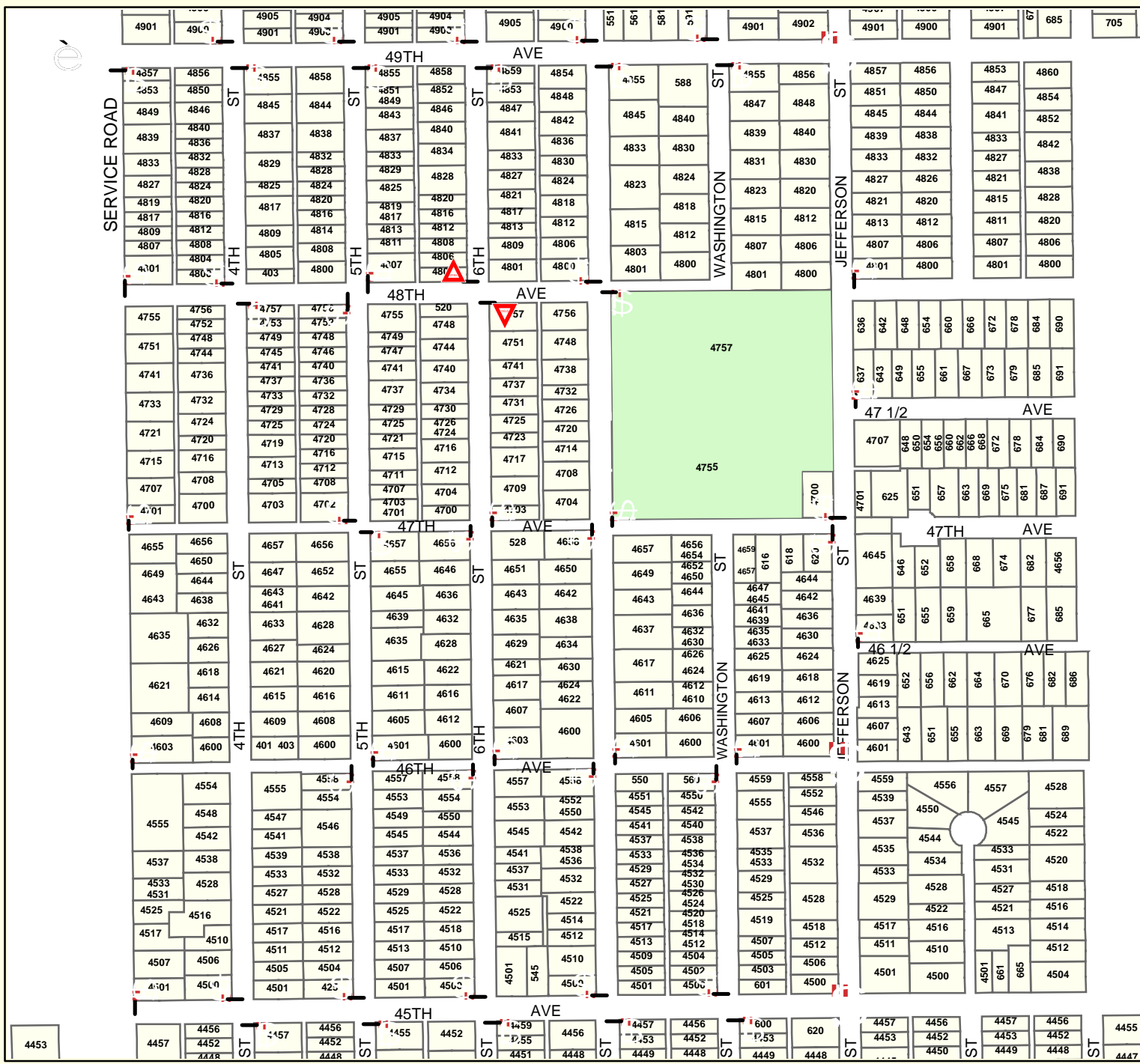




# LEGEND

- STOP SIGN
- 4 WAY STOP
- YIELD SIGN
- TRAFFIC SIGNAL

GIS / ENGINEERING DEPARTMENT  
 Map Date: November 2021  
 Map Author: K Young



Kathy Young

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Subject: FW: Stop Sign 4th and 47th, 4th and 48th.

From: Mr. Ali [<mailto:alix0108@umn.edu>]  
 Sent: Thursday, October 28, 2021 9:18 PM  
 To: Kathy Young  
 Cc: Kevin Hansen; Sue Schmidtbauer; Amada Marquez Simula  
 Subject: Re: Stop Sign 4th and 47th, 4th and 48th.

Hi Kathy,

Thank you for the information and yes I would like to attend that meeting, Nov 16th at 6pm.

The statement about disrespect of a stop sign, when a sign is posted such as a stop/do not block/ yield and others, then those signs must be followed under law. If someone is knowingly breaking those rules then they never had respect for laws and when they break them they can cause harm to others, themselves and the Police must cite those individuals. My intent is not speed control but in actuality I am doing this for safety and consistency in regards to 5th st, 6th and all the other streets that have stop signs in the city of columbia heights.

Thanks

On Thu, Oct 28, 2021 at 2:51 PM Kathy Young <[KYoung@columbiaheightsmn.gov](mailto:KYoung@columbiaheightsmn.gov)> wrote:

Hello-

Thank you for the email concerning the intersections of 4th Street and both 46<sup>th</sup> Avenue and 47<sup>th</sup> Avenue. Requests for Stop or Yield signs are submitted to the Traffic Commission. The Commission reviews conditions at an intersection in accordance with the guidelines in the Manual on Uniform Traffic Control Devices. Studies have shown that installing stop or yield signs where they are not warranted results in disrespect for all stop/yield signs. These guidelines for installation of Stop or Yield signs are attached.

The next meeting is Tuesday, November 16, 2021 at 6:00 p.m. Meetings are held in the Council Chambers at City Hall, 590 40th Avenue NE. You may attend in person or via zoom. Please let me know if you would like the request for Stop or Yield signs on the November agenda and whether you are available to attend the meeting.



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

From: Mr. Ali [<mailto:alix0108@umn.edu>]  
 Sent: Thursday, October 28, 2021 11:41 AM  
 To: Kevin Hansen; Sue Schmidtbauer; Kathy Young; Amada Marquez Simula  
 Subject: Stop Sign 4th and 47th, 4th and 48th.

Dear Madam Mayor, Kevin, Kathy & Sue,

I am a homeowner living on 4th street and in-between 47th and 46th ave. The reason for my email is that I bought my home here I have seen two accidents on 4th and 47th, one in 2019 and 2020 both in the summertime. The last accident that occurred flipped a truck on its side and knocked out a fire hydrant. That street has NO stop signs on either side. Then there are NO stop signs on 4th and 46th, and I have seen drivers speed through that intersection as if it were a highway. If you were to drive south from 48th ave on 4th street you would not see a stop sign until you hit 45th Ave, and cars on this street are going well above 25 mph knowing they have no stop signs on 47th ave and 46th ave. There are many people with children, such as myself, and pets that walk on 4th street. Knowing and seeing people drive through those intersections and seeing accidents occur on those streets without stop signs is getting a little unsettling!

What will it take for the City to place much needed stop signs on 47th and 46th aves on 4th Streets? I have placed a map below to show where there are and there are no Stop signs on 4th st. Also there are stop signs on 5th St and 47th Ave and 5th St and 46th Ave! Since the last two accidents occurred on 4th St and 47th Ave where there are no Stop Signs, I do honestly think those could have been avoided if a stop sign was present.

Lastly, I do understand that in the past some neighbors have tried to get a stop sign on the same locations as I am trying to inquire about, but they were denied. My thought process is that since the last two accidents that have occurred on 4th St and 47th Ave where there are no stop signs and a fire hydrant was damaged and needed to be repaired, the cost of getting a fire hydrant repaired MUST have been significantly higher than getting 4 stop signs and placing them on 4th St and 47th Ave and 4th St and 46th Ave.

Please let me know what it will take to get the City to act on this as this is a safety issue to me and my neighbors.

Thank you

Shahzad Ali

