



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10903 - City of Columbia Heights - Central Avenue Pedestrian Enhancement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/13/2018 1:14 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Community Development

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**Address:** 590 40th Avenue NE

**\*:** Columbia Heights Minnesota 55421  
City State/Province Postal Code/Zip

**Phone:\*** 763-706-3674  
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**Fax:**

**What Grant Programs are you most interested in?** TOD Development

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## Organization Information

**Name:** COLUMBIA HEIGHTS, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 590 40TH AVE NE  
  
\* COLUMBIA HEIGTHS Minnesota 55421  
City State/Province Postal Code/Zip  
**County:** Anoka  
**Phone:\*** 612-782-2800  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020933A1

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## Project Information

**Project Name** Central Avenue Revitalization  
**Primary County where the Project is Located** Anoka  
**Cities or Townships where the Project is Located:** City of Columbia Heights  
**Jurisdictional Agency (If Different than the Applicant):** City of Columbia Heights

The proposed project will incorporate several improvements with the goal of improving the safety, functionality and traveling experience for pedestrians along Central Avenue NE (Trunk Highway 65, A Minor Augmentor, 25,500 AADT) from 43rd Avenue NE to 47th Avenue NE. The improvements include replacing deficient sidewalks with wider walks, new pedestrian ramps at intersections, improved lighting for pedestrians and vehicles, buried overhead power utilities between 43rd and 45th Avenue, and driveway reconstruction at adjacent businesses to accommodate the new sidewalk. New sidewalk will be shifted further from the roadway where possible within the available ROW and commercial driveways will be narrowed where feasible within the corridor. The proposed improvements include the addition of a High-Intensity Activated CrossWalk Beacon (HAWK) at 43rd Avenue and curb extensions on 44th Avenue to reduce crosswalk length by 12 feet.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

Central Avenue NE is an important pedestrian corridor, connecting adjacent low-income and transit-dependent residents with commercial land uses and transit facilities. Central Avenue is currently one of the most heavily traveled transit corridors in the Twin Cities area and has been identified by Metro Transit as a potential arterial BRT route. The City of Columbia Heights is finalizing redevelopment plans for the 10-acre parcel abutting the west side of Central Avenue between 43rd and 44th Avenues which is expected to add approximately 300 jobs and significantly increase pedestrian traffic within a ¼ mile radius of this block wherein 3,150 people currently reside.

The proximity and mixing of people and vehicles along Central Avenue between 43rd Avenue and 47th Avenue poses a safety issue due to the narrow sidewalks (as narrow as four feet in some places), lack of buffer to traffic lanes, and

inadequate lighting and crosswalks. Columbia Heights has completed sidewalk, lighting and crossing improvements along Central Avenue between 37th Avenue and 43rd Avenue and 47th Avenue and 51st Avenue. This segment represents the final remaining gap in the sidewalk safety improvement initiative along Central Avenue in Columbia Heights. These safety issues are addressed directly by this project through the addition of wider, buffered sidewalks, enhanced crosswalk at 43rd Avenue, pedestrian ramp upgrades, improved lighting, and curb extensions at 44th Avenue.

Enhanced sidewalks and streetscapes will eliminate blighted, unsafe conditions and encourage more pedestrians to move, which will in turn provide local businesses with an increased amount of foot traffic to grow business and add job opportunities.

*(Limit 2,800 characters; approximately 400 words)*

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CENTRAL AVENUE NE, BETWEEN 43RD AVENUE NE AND 47TH AVENUE NE, CONSTRUCT SIDEWALK, PEDESTRIAN RAMPS, ROADWAY AND PEDESTRIAN LIGHTING, CURB EXTENSION, PEDESTRIAN ACTIVATED SIGNAL

**Project Length (Miles)**

0.5

*to the nearest one-tenth of a mile*

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$1,000,000.00

**Match Amount** \$830,000.00

*Minimum of 20% of project total*

**Project Total** \$1,830,000.00

**Match Percentage** 45.36%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*



**Source of Match Funds**

City of Columbia Heights

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

**Select one:** 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:** 2020, 2021

*Select all years that are feasible if funding in an earlier year becomes available.*

**Project Information**

**County, City, or Lead Agency** City of Columbia Heights

**Zip Code where Majority of Work is Being Performed** 55421

**(Approximate) Begin Construction Date** 04/15/2022

**(Approximate) End Construction Date** 10/31/2022

**Name of Trail/Ped Facility:** N/A

*(i.e., CEDAR LAKE TRAIL)*

**TERMINI:(Termini listed must be within 0.3 miles of any work)**

**From:** 43rd Avenue NE  
**(Intersection or Address)**

**To:** 47th Avenue NE  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

**Or At:**

**Primary Types of Work** SIDEWALK, LIGHTING, CROSSWALKS, PED RAMPS, DRIVEWAY, CURB AND GUTTER

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

**Structure is Over/Under**  
**(Bridge or culvert name):**

**Requirements - All Projects****All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

? Goal: Transportation System Stewardship; Objective A. Efficiently preserve and maintain?; Strategy A2 ? identify cost-effective opportunities to incorporate improvements for safety, ? bicycle, and pedestrian facilities; pg 2.6

? Goal: Safety and Security; Objective A. Reduce crashes and improve safety and security for all modes?; Strategies B1 ? incorporate safety and security? throughout processes, B6 ? provide and improve facilities for safe walking and bicycling?; pg. 2.7

? Goal: Access to Destinations; Objectives A. Increase the availability for multimodal travel options?, D. Increase ? the share of trips taken using transit, bicycling, and walking, E. Improve multimodal travel options for people of all ages and abilities?; Strategies C1 ? systems that are multimodal and provide connections between modes, C2 ? provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities?, C16 ? provide for [improved] bicycle and pedestrian ? continuity between jurisdictions, C17 ? provide or encourage reliable, cost-effective, and accessible transportation choices?, pg. 2.8-2.10

List the goals, objectives, strategies, and associated pages:

? Goal: Competitive Economy; Objectives A. Improve multimodal access to regional job concentrations?, B. Invest in a multimodal transportation system?; Strategies D4 invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas, ?, pg. 2.11

? Goal: Healthy Environment; Objectives C. Increase the availability and attractiveness of transit, bicycling, and walking?, D. Provide a transportation system that promotes community cohesion and connectivity?; Strategies E3 ?

implement a transportation system that considers the needs of all potential users?; pg. 2.12-13

? Goal: Leveraging Transportation Investments to Guide Land Use; Objective C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling; Strategy F2 ? plan for increased density and a diversification of uses in job concentrations?; pg. 2.14

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

City of Columbia Heights 2040 Comprehensive Plan, Chapter 3, Land Use. Specific Goals the Project is intended to fulfill include:

? Establish and maintain a strong sense of community.

? Strengthen the identity and image of the community as a desirable place to live, work and play.

? Provide mechanisms for successful redevelopment of vacant lands and targeted areas within the community.

? Promote the safety of residents and ensure a safe environment for pedestrians, bicyclists, and other vulnerable roadway users.

? Promote an active lifestyle through land use and redevelopment opportunities.

? Increase access to affordable healthy food options.

*(Limit 2500 characters; approximately 750 words)*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

**List the applicable documents and pages:**

**Check the box to indicate that the project meets this requirement. Yes**

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

6. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Multituse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement. Yes**

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.** Yes

07/09/2018

Date process started

Date of anticipated plan completion/adoption

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.**

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

### Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$85,000.00
Removals (approx. 5% of total cost)	\$92,000.00
Roadway (grading, borrow, etc.)	\$28,000.00
Roadway (aggregates and paving)	\$172,000.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$21,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$60,000.00
Traffic Control	\$20,000.00
Striping	\$32,000.00
Signing	\$14,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$102,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$50,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$140,000.00
Other Roadway Elements	\$12,000.00
<b>Totals</b>	<b>\$828,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$115,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$69,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$100,000.00
Pedestrian-scale Lighting	\$350,000.00
Streetscaping	\$23,000.00
Wayfinding	\$5,000.00
Bicycle and Pedestrian Contingencies	\$140,000.00
Other Bicycle and Pedestrian Elements	\$200,000.00
<b>Totals</b>	<b>\$1,002,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

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## Totals

Total Cost	\$1,830,000.00
Construction Cost Total	\$1,830,000.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	4099
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1531421103968_RegionalEconomy_map.pdf

*Please upload attachment in PDF form.*

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## Measure A: Population Summary



Existing Population Within One-Half Mile

20360

Upload Map

1531421142671\_PopulationSummary\_map.pdf

Please upload attachment in PDF form.

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):** Yes

(up to 100% of maximum score)

**Project located in Area of Concentrated Poverty:**

(up to 80% of maximum score )

**Projects census tracts are above the regional average for population in poverty or population of color:**

(up to 60% of maximum score )

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

(up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The Columbia Heights and Hilltop neighborhoods surrounding the project are home to a diverse array of residents, with just under 60 percent identifying as White according to 2016 American Community Survey data. The census tract encompassing the southern extent of the project has been identified as an ACP50. Compared to residents of the broader metro, residents in three of four census tracts along this corridor are more than twice as likely to commute via public transit and/or to not own a car.

Columbia Heights engaged the surrounding community and businesses to inform of the sidewalk improvements between 47th and 51st Avenues. The City will continue with a similar engagement approach to refine the details of the improvements between 43rd and 47th Avenue. Outreach methodologies will focus on engaging the business community along Central Avenue to help disseminate project information as well as solicit feedback. Pop-up booth or table style public engagement on the corridor near transit stops and/or commercial areas will also be utilized to engage people using the corridor. And finally, teaming with public meetings associated with the proposed Hy-Vee development by incorporating Central Avenue project information will capitalize on the significant public interest associated with that improvement.

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

This project creates safe pedestrian and transit connections for a population with a greater reliance on these modes than the metro at large. Improving the pedestrian realm makes it safer and more comfortable for residents to make short trips to nearby businesses, as well as more distant trips to destinations across the metro. By facilitating walking and transit connections, this project offers public health and safety benefits, while reducing barriers for residents to take their preferred mode of transportation.

Along the project corridor, as well as to the north and south, are numerous commercial destinations. While these are technically accessible to pedestrians in the current street configuration, narrow sidewalks with little to no buffer from the trunk highway deter many people from making those short trips; especially residents with children in tow or those depending on personal mobility devices that cannot comfortably transverse the corridor in its current condition. People will get in their car, or choose to wait for transit instead of making a more efficient, independent, or physically active trip due to discomfort around infrastructure safety.

**Response:**

This discomfort is especially important along the project corridor, where higher than average rates of no car ownership and transit dependency can limit the social and economic mobility of residents. In Hilltop, adjacent to Central Avenue, 9.6 percent of residents rely on transit to commute to work and 5.4 percent do not own a car (compared to 4.6 percent and 2.7 percent respectively across the metro.) The ACP50 served by this project has even higher rates of transit ridership at 12.9 percent, while 9 percent of residents do not own a car. Improving mobility options for these populations is

a crucial goal of this project.

The proposed Hy-Vee redevelopment will add approximately 300 new jobs and is located within a ¼ mile walking radius of 3,150 residents, many in the ACP50 population which is expected to significantly increase pedestrian traffic in the southern portion of the project area.

Finally, this project provides a gap closure in the existing pedestrian facilities along Central Avenue north and south of the project segment. Sidewalk and pedestrian crossings investments north of 47th Avenue NE and south of 43rd Avenue NE will be tied together with this project, improving the overall pedestrian network in the area.

*(Limit 2,800 characters; approximately 400 words)*

*3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

**Response:**

Anticipated negative externalities are temporary inconveniences related to construction along with noise, reduced business access, and dust. This project will not require significant closures for auto traffic, however there will be portions of the sidewalk that become inaccessible to pedestrians. While sidewalk and pedestrian crossing infrastructure are being reconstructed, the City and partners will ensure that fully accessible, alternative routes are provided for residents connecting to transit and local businesses. The City will maintain open communication with the public by frequently posting construction project updates on the City website and social media outlets to inform residents and visitors of important information such as schedules, detours, alternative access for businesses, and traffic control measures. Noise and dust will be reduced, where possible, by measures such as watering/sweeping the streets to control dust and monitoring noise levels.

*(Limit 2,800 characters; approximately 400 words)*

**Upload Map**

1531421259437\_SocioEconomicConditions\_map.pdf

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**Measure B: Affordable Housing**

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Columbia Heights	0.5	1.0	97.0	97.0

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**Total Project Length**

Total Project Length (as entered in the "Project Information" form) 0.5

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**Affordable Housing Scoring**

Total Project Length (Miles) or Population	0.5
Total Housing Score	97.0

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## Affordable Housing Scoring

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### Measure A: Gaps, Barriers and Continuity/Connections

The project will eliminate the remaining north-south gap in pedestrian enhancements along Central Avenue in Columbia Heights. Sidewalk and lighting improvements completed to date have enhanced pedestrian safety, helped reduce blighted conditions, and provided optimism among the business community for private investment and growth.

Central Avenue currently serves as a barrier to pedestrian travel, both from safety concerns with the close proximity of traffic and sidewalks, as well as limited safe, marked crossings of the busy, 4-lane roadway. Currently there are marked crosswalks across Central Avenue at 44th, 45th and 47th Avenues ? all signalized. There are no marked crossings or signals at 43rd or 46th Avenues. A 2004 pedestrian count at 44th Avenue tallied 50 pedestrian crossings in one hour. The proposed Hy-Vee redevelopment between 43rd and 44th Avenues is anticipated to significantly increase the pedestrian demand to cross Central Avenue at these intersections. Pedestrians approaching the Hy-Vee parcel from the south currently need to walk a block north to 44th Avenue to cross safely. The project includes the addition of a High-Intensity Activated CrossWalk Beacon (HAWK) at 43rd Avenue to provide a safe, convenient crossing for pedestrians. Warrant guidance for HAWK beacons calls for 20 pedestrians/hour on roadways with 1200 vehicles per hour (vph) for one hour. Central Avenue traffic exceeds 1200 vph for 9 hours between 10:00 AM and 7:00 PM on a daily basis. Based on pedestrian counts at 44th Avenue, background growth, the high transit dependent population and new anticipated pedestrian demand to connect to the Hy-Vee block as well as southbound and northbound transit via bus stops at 43rd Avenue we anticipate the warrant for a HAWK beacon to be easily met.

The widest cross-street intersection in the project

**Response:**

corridor is 44th Avenue. The project proposes to reduce this crossing width by 25% (12 feet) by converting the four-lane roadway to three lanes. Associated signal operation modifications are also anticipated to improve vehicular operations at this intersection and benefit the trunk highway by eliminating current split phase operation for 44th Avenue. Columbia Heights is planning to reconstruct 44th Avenue east and west of Central Avenue under a separate project which will reconfigure it into a two-lane roadway and add a sidewalk along the north side where a gap currently exists.

Finally, the corridor's RBTN Tier 2 status supports widening sidewalks along the corridor to accommodate multimodal travel. Although the project area is not located in a RBTN Tier 1 area, it does complete a multimodal connection to a Tier 1 area just north of the project area.

*(Limit 2,800 characters; approximately 400 words)*

**Upload the RBTN Evaluation Map**

*Please upload attachment in PDF form.*

1531421491640\_ProjecttoRBTNOrientation\_map.pdf

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## **Measure B: Project Improvements**



The segment of Central Avenue NE between 43rd Ave NE and 47th Ave NE is currently a missing link between recent pedestrian investments to the north and south. It is a heavily used corridor, connecting adjacent low-income and transit-dependent communities with commercial and transit opportunities. With the addition of a Hy-Vee between 43rd Ave NE and 44th Ave NE, pedestrian activity in the area is expected to increase. Existing pedestrian infrastructure is already strained however, with few buffers from traffic, inadequate lighting and crosswalks, and sidewalks as narrow as four feet in some places. This project fills a critical gap that will provide safe passage between strong existing infrastructure.

**Response:**

As a trunk highway, Central Avenue accommodates an AADT of 25,500 AADT currently and is projected to grow over the next twenty years to 28,000 AADT. With the anticipated traffic increases (of all modes) around the new HyVee redevelopment block as well as general commercial and residential growth in the corridor, improvements to safe pedestrian routes and crossings are crucial. This corridor experienced 128 reported crashes from 2011 to 2015, in which two were either fatal or serious injury, 40 percent of them being right-angle or left-turn crash types related to left-turn movements and 19 percent occurred at night. Of the nighttime crashes, 3 (15%) involved pedestrians. Providing enhanced pedestrian level lighting, 53% of all crashes that occurred at night will be eliminated. This value is based on Crash Modification Factor number 8320. Using Crash Modifications Factor 8320 a reduction of approximately 13 crashes is anticipated in the study area over a similar five-year period. More robust crossing infrastructure as proposed with the pedestrian activated HAWK beacon will reduce collision risk for all modes, most notably for pedestrians.

*(Limit 2,800 characters; approximately 400 words)*

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## **Measure A: Multimodal Elements and Connections**

The Central Avenue revitalization project will offer multimodal benefits for transit users, pedestrians, bicyclists, and vehicles. This corridor has been identified as a potential arterial BRT route (the Central Corridor) by Metro Transit and is currently one of the most active transit routes in the metro area served by the 10, 59 and 801 Metro Transit bus lines. Pedestrian level improvements such as increased lighting and wider buffers from the road provide a safer haven for waiting transit riders. These improvements will make it easier for residents to navigate Central Avenue to the Columbia Heights Transit Hub (two blocks to the south), while encouraging transit users to connect to the forthcoming Hy-Vee and other local businesses. The proposed pedestrian activated HAWK beacon at 43rd Avenue will provide transit users at the northbound and southbound 43rd Avenue bus stops a safer crossing to and from the bus.

**Response:**

The proposed changes also benefit bicyclists along the corridor. Especially important are enhanced crossings that will make it safer for bicyclists approaching commercial areas from the neighborhoods surrounding Central Avenue. The intersection at 44th Avenue (classified as an existing on-street bike route in Columbia Heights 2040 Plan) is a key junction, where bicyclists crossing Central Avenue will benefit from traffic calming induced by pedestrian crossing improvements. Lighting improvements, which include high-level and pedestrian-level lighting, along the corridor will also directly benefit bicyclists traveling in early morning, late evening and nighttime hours. Wider sidewalks will provide ample space for shared use between pedestrians and cyclists that are uncomfortable riding on Central Avenue.

Motorists will also benefit as pedestrian spaces improve. Better lighting and crossing infrastructure make people more visible to drivers. Combined with

infrastructure such as the pedestrian activated HAWK beacon and four-lane to three-lane conversion of 44th Avenue, these visibility improvements calm traffic and reduce the risk of conflict at nodes where various modes mix; especially around high commercial activity centers such as Hy-Vee.

*(Limit 2,800 characters; approximately 400 words)*

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.** Yes

50%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

### 2)Review of Section 106 Historic Resources (20 Percent of Points)

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge** Yes

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

**3)Right-of-Way (30 Percent of Points)**

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

**4)Railroad Involvement (20 Percent of Points)**

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

**Signature Page**

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

12/15/2019

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form):

\$1,830,000.00

<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$1,830,000.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
20180710_Anoka_County_Letter_of_Support.pdf	Anoka County Letter of Support	440 KB
20180711_Heights_Next_Letter_of_Support.pdf	Heights Next Letter of Support	361 KB
20180713_HyVee_Letter_of_Support.pdf	Hy-Vee Letter of Support	68 KB
Central Avenue Sidewalk Layout_v2.pdf	Central Avenue Sidewalk Layout	1.9 MB
CrashTypeSummary.pdf	Crash Type Summary	61 KB
ProjectSheets_ColumbiaHeights_4.pdf	1-Page Project Summary	566 KB
Support ltr Columbia Heights TH 65 Pedestrian Improvements2018.pdf	Columbia Heights Letter of Support	469 KB

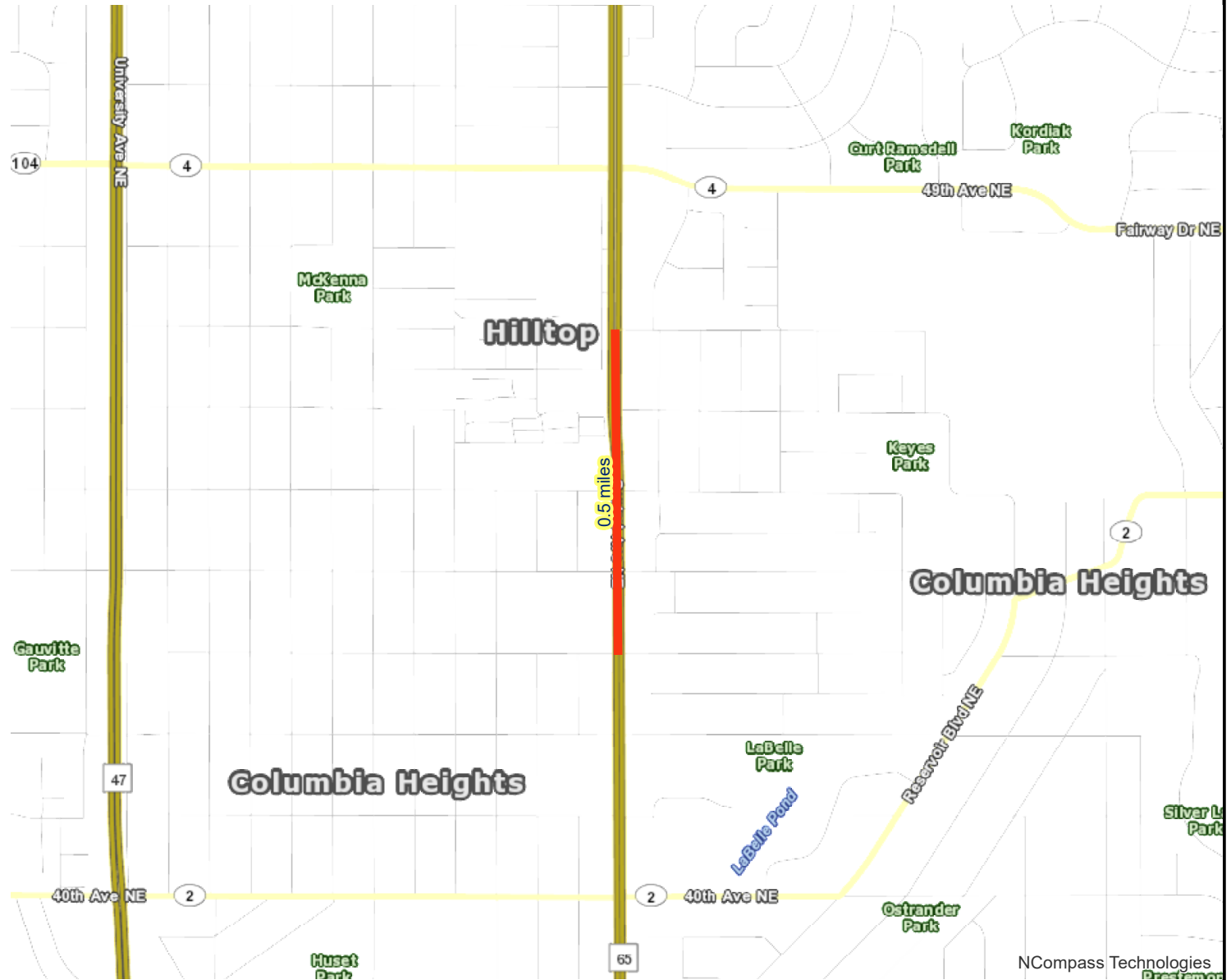
# Regional Economy

Pedestrian Facilities Project: Columbia Heights - Central Ave | Map ID: 1530042861932

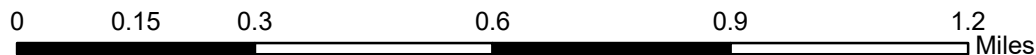
## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 20360  
Total Employment: 4099  
Mfg and Dist Employment: 437



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 6/26/2018  
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



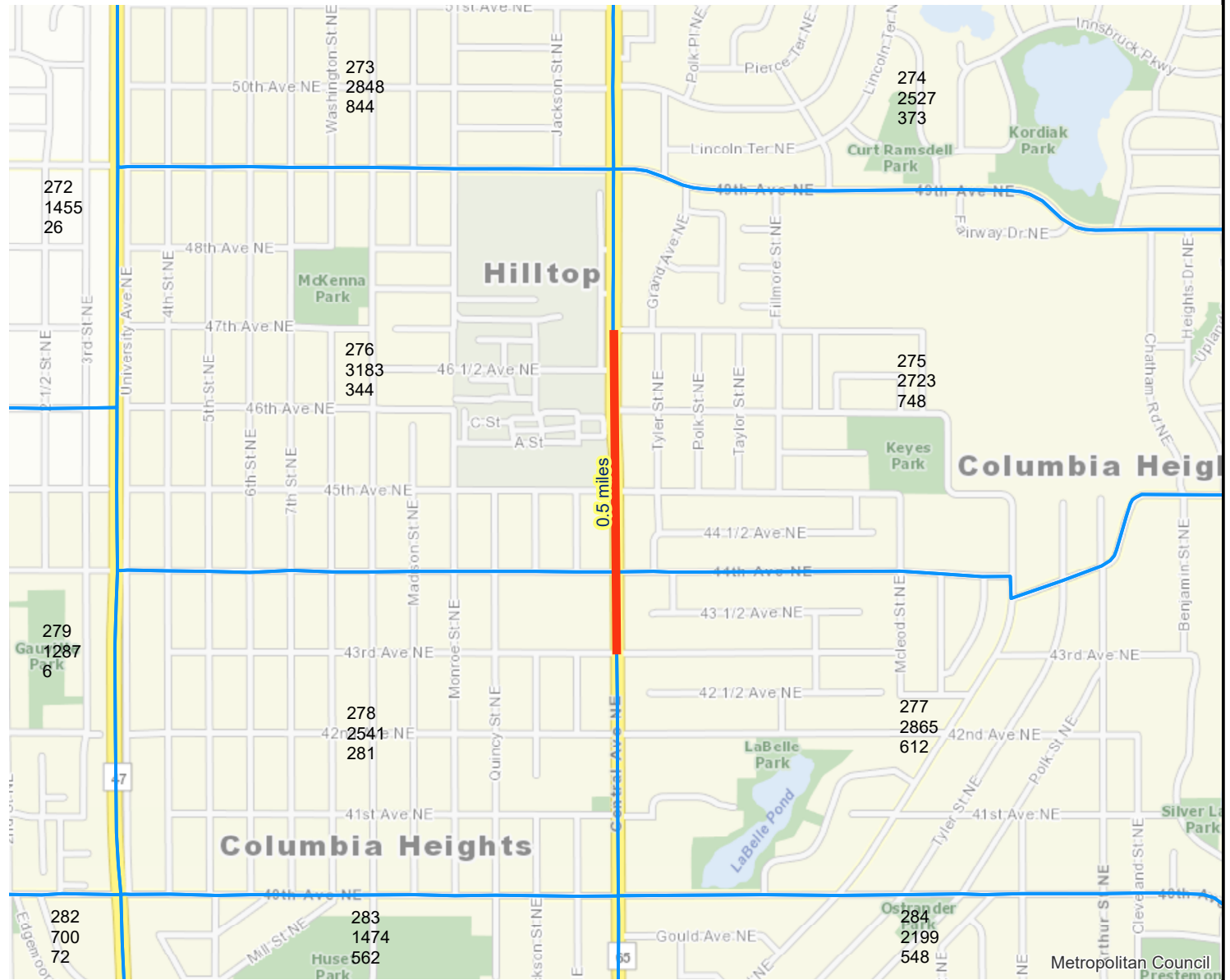
NCompass Technologies

# Population/Employment Summary

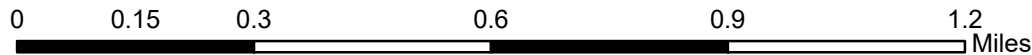
Pedestrian Facilities Project: Columbia Heights - Central Ave | Map ID: 1530042861932

## Results

Within HALF Mile of project:  
Total Population: 20360



- Project
- 2010 TAZ



Created: 6/26/2018  
LandscapeRSA4



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



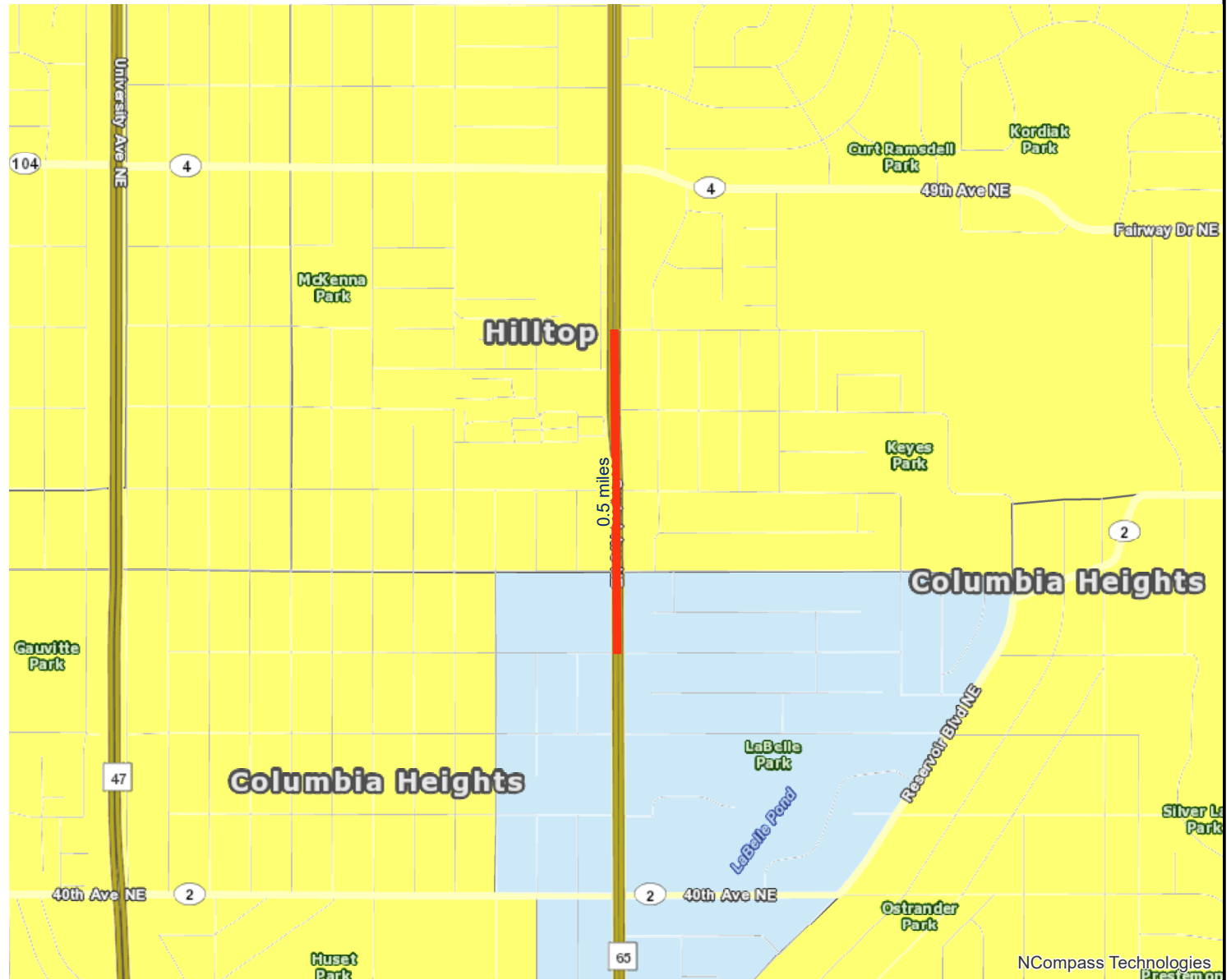






# Socio-Economic Conditions

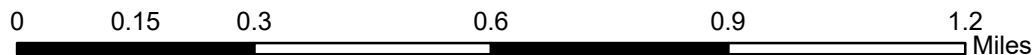
Pedestrian Facilities Project: Columbia Heights - Central Ave | Map ID: 1530042861932

## Results

Project located **IN**  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)



-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 6/26/2018  
LandscapeRSA2

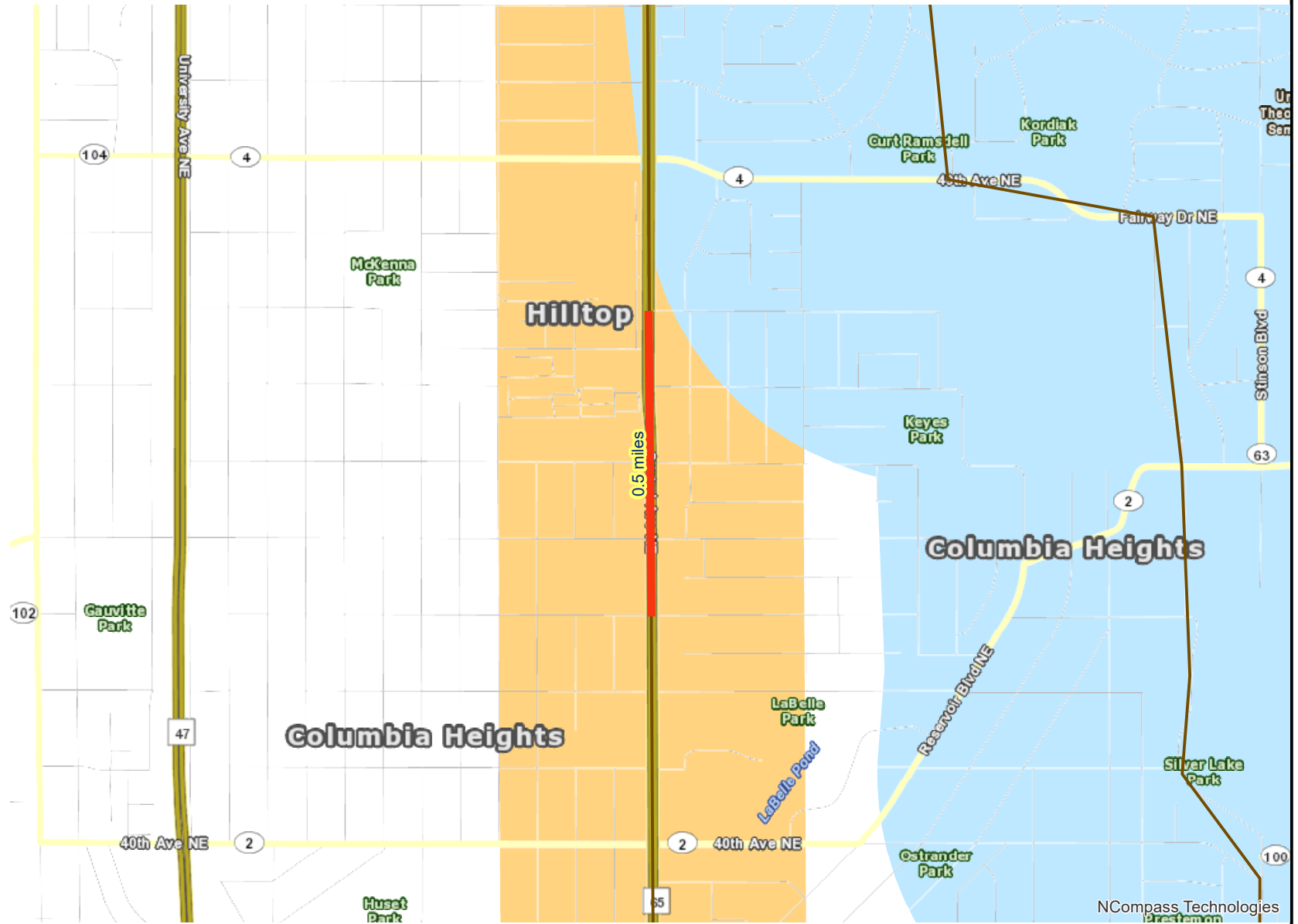


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

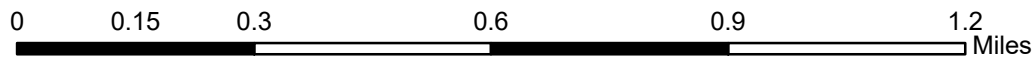


# Project to RBTN Orientation

Pedestrian Facilities Project: Columbia Heights - Central Ave | Map ID: 1530042861932



- Project
- RBTN Tier 2
- RBTN Corridor Centerlines
- RBTN Tier 1
- Principal Arterials
- Minor Arterials



Created: 6/26/2018  
LandscapeRSA6



For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies  
Ariston



**Anoka County**  
COUNTY ADMINISTRATION  
Community & Governmental Relations

**KAREN SKEPPER**  
Director of Community and Government Relations  
Phone: 763.324.4603  
E-mail: [Karen.Skepper@co.anoka.mn.us](mailto:Karen.Skepper@co.anoka.mn.us)

July 10, 2018

Elaine Koutsoukos  
TAB Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Dear Ms. Koutsoukos,

On behalf of Anoka County, I am writing in firm support of the City of Columbia Heights to secure funding for Pedestrian Facilities improvement through the Regional Solicitation program.

Anoka County is over 300,000 people strong and shares in the region's economic strength of award winning schools and small community feel. In urban areas of the county, such as Columbia Heights, pedestrian improvements are not only imperative to providing safety to residents in the area, but to the efficiency and growth of businesses throughout the commercial corridor along Central Avenue NE. It is always a true value to invest in the safety of others in a community and this program funding allows Columbia Heights to do just that for current and future residents of the city.

Therefore, Anoka County supports this project along Central Avenue NE between 47th and 43rd Avenue NE, and requests that the Minnesota Department of Transportation award funding to the City of Columbia Heights. Not only does reinvesting in Columbia Heights enhance the overall progress of Anoka County, but will serve as a catalyst for economic growth throughout the city.

Sincerely,

Karen Skepper  
Director of Community and Government Relations

/tp



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Affirmative Action / Equal Opportunity Employer



July 11, 2018

Elaine Koutsoukos  
TAB Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Dear Ms. Koutsoukos,

On behalf of HeightsNEXT, I am writing in enthusiastic support of the City of Columbia Heights to secure funding for Pedestrian Facilities improvement through the Regional Solicitation program.

HeightsNEXT is a local non-profit that transpired from grassroots resident efforts to further build up Columbia Heights through resilience and sustainability. It is always a true value to invest in the safety of others in a community and this program funding allows Columbia Heights to do just that for current and future residents of the City. When investment is made in pedestrian improvement, communities thrive.

Therefore, HeightsNEXT supports this project along Central Avenue NE between 47th and 43rd Avenue NE. We respectfully request that the Minnesota Department of Transportation award funding to the City of Columbia Heights. This project directly connects to Columbia Heights' commitment to resident safety and the economic prosperity in the city.

Sincerely,

A handwritten signature in black ink, appearing to read "Nelle Bing". The signature is fluid and cursive, with a large loop at the end.

Nelle Bing  
Board Director - HeightsNEXT



July 13, 2018

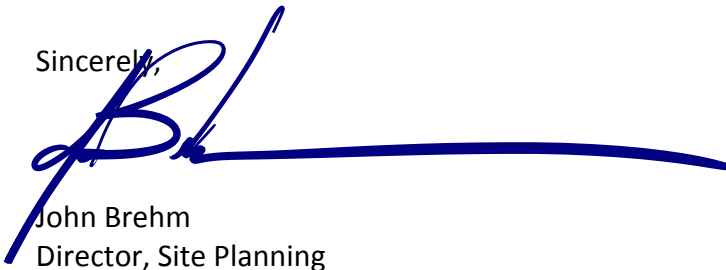
Elaine Koutsoukos  
TAB Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Dear Ms. Koutsoukos,

Hy-Vee is pleased to support Columbia Heights' commitment to resident safety and positive growth for local business in the Central Avenue commercial corridor. We respectfully request that the Minnesota Department of Transportation award funds to the Pedestrian Facilities improvement to Central Avenue NE between 47th and 43rd Avenue NE.

In urban areas, such as Columbia Heights, pedestrian improvements are not only important to providing safety to residents in the area, but also the ability of customers to access businesses along Central Avenue. Funding this program will allow Columbia Heights to do just that for current and future residents of the City.

Sincerely,



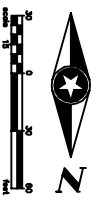
John Brehm  
Director, Site Planning

Hy-Vee, Inc.  
5820 Westown Parkway, West Des Moines, Iowa 50266  
Phone: (515) 267-2800

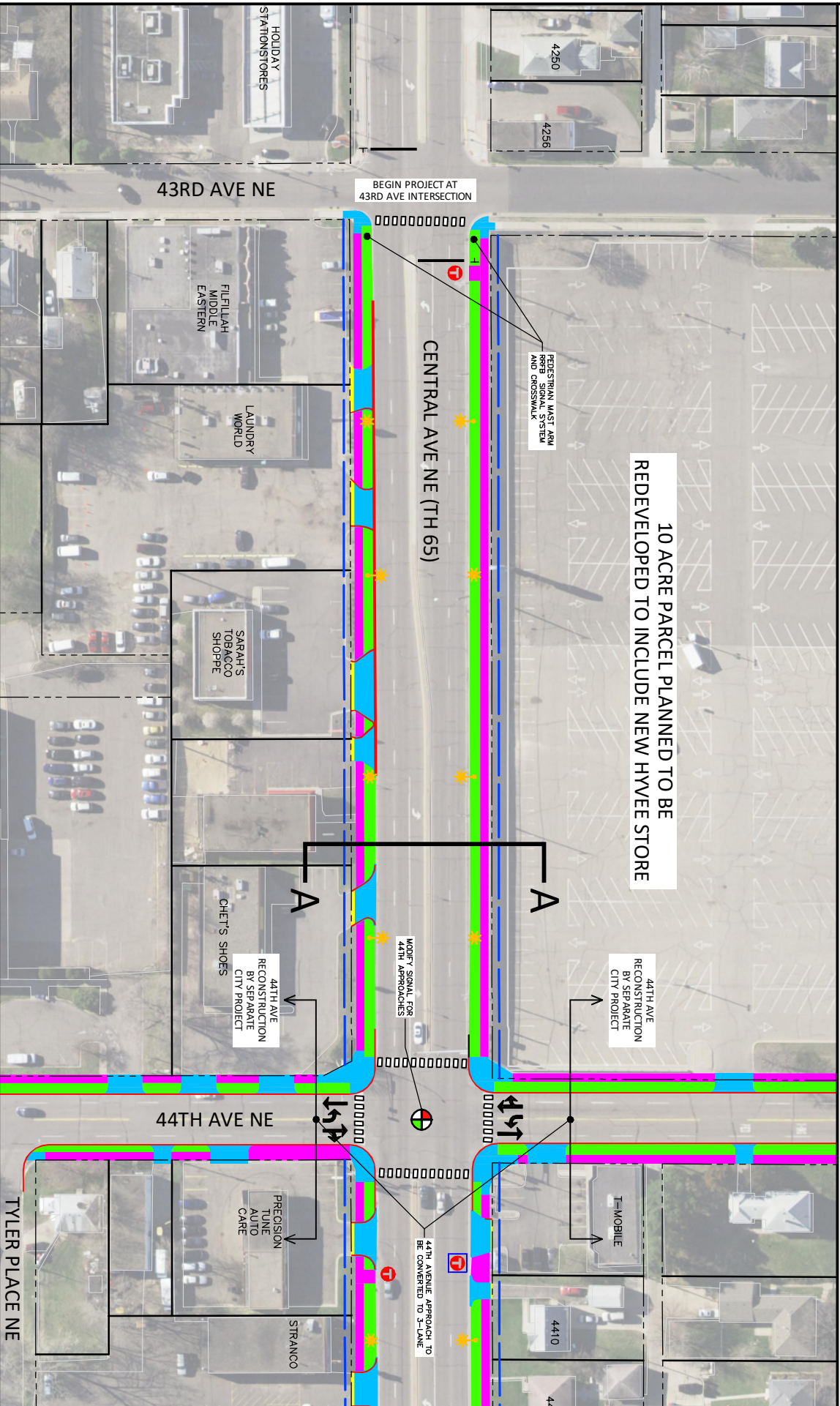




# TH 65 (CENTRAL AVE)



10 ACRE PARCEL PLANNED TO BE REDEVELOPED TO INCLUDE NEW HWYEE STORE



**LAYOUT LEGEND**

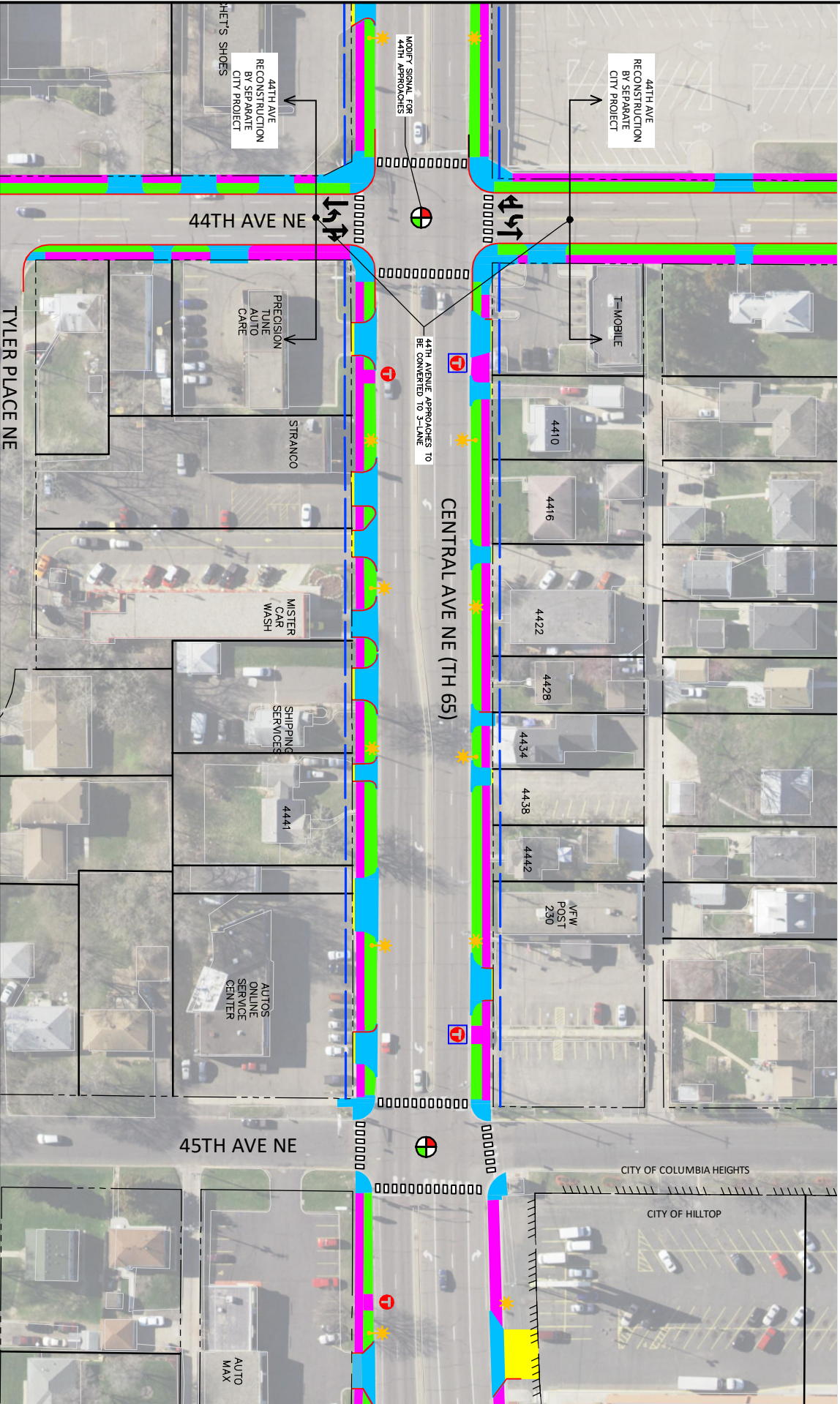
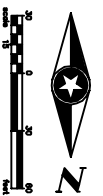
- PROPOSED RECONSTRUCTED CONCRETE WALK
  - PROPOSED BOULEVARD
  - PROPOSED CURB
  - BITUMINOUS PAVEMENT
  - DRIVEWAY APRON/ PED RAMP
- 
- PROPOSED SIGN
  - PROPOSED PEDESTRIAN LIGHT POLE
  - PROPOSED STREET LIGHT POLE
  - EXISTING SIGNAL
  - CITY LIMIT LINE
- 
- BUS STOP
  - BUS STOP WITH SHELTER
  - EXISTING R/W LINE
  - PROPERTY LINE
  - TEMPORARY EASEMENT LINE

- NOTES:**
1. FINAL LIGHT POLE SPACING WILL BE DETERMINED BY A PHOTOMETRIC ANALYSIS PERFORMED DURING FINAL DESIGN. (POLE LOCATIONS ASSUMED EXISTING OVERHEAD POWER WOULD BE DIRECTED UNDERGROUND).
  2. EXISTING PEDESTRIAN RAMPS WILL BE REVIEWED WITH MADDOT RECORDS TO DETERMINE IF RECONSTRUCTION IS NECESSARY.





# TH 65 (CENTRAL AVE)



- NOTES:
1. FINAL LIGHT POLE SPACING WILL BE DETERMINED BY A PHOTOMETRIC ANALYSIS PERFORMED DURING FINAL DESIGN. (POLE LOCATIONS ASSUMED EXISTING OVERHEAD POWER WOULD BE DIRECTED UNDERGROUND).
  2. EXISTING PEDESTRIAN RAMPS WILL BE REVIEWED WITH MDDOT RECORDS TO DETERMINE IF RECONSTRUCTION IS NECESSARY.

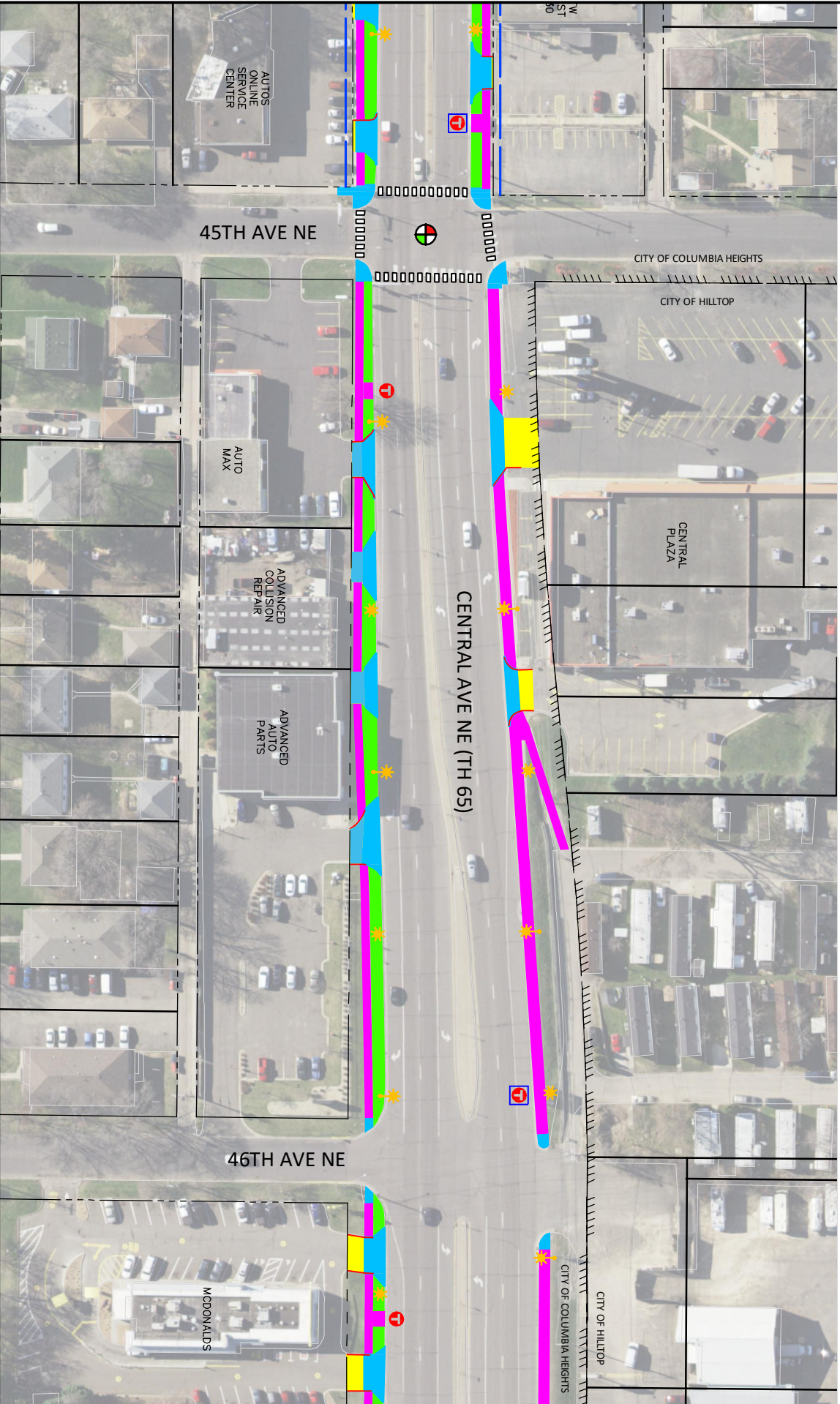
**LAYOUT LEGEND**

	PROPOSED RECONSTRUCTED CONCRETE WALK		PROPOSED SIGN
	PROPOSED BOULEVARD		PROPOSED PEDESTRIAN LIGHT POLE
	PROPOSED CURB		PROPOSED STREET LIGHT POLE
	BITUMINOUS PAVEMENT		EXISTING SIGNAL
	DRIVEWAY APRON/ PED RAMP		CITY LIMIT LINE
			BUS STOP
			BUS STOP WITH SHELTER
			EXISTING R/W LINE
			PROPERTY LINE
			TEMPORARY EASEMENT LINE





# TH 65 (CENTRAL AVE)



- NOTES:
1. FINAL LIGHT POLE SPACING WILL BE DETERMINED BY A PHOTOMETRIC ANALYSIS PERFORMED DURING FINAL DESIGN. (POLE LOCATIONS ASSUMED EXISTING OVERHEAD POWER WOULD BE DIRECTED UNDERGROUND).
  2. EXISTING PEDESTRIAN RAMPS WILL BE REVIEWED WITH MDDOT RECORDS TO DETERMINE IF RECONSTRUCTION IS NECESSARY.

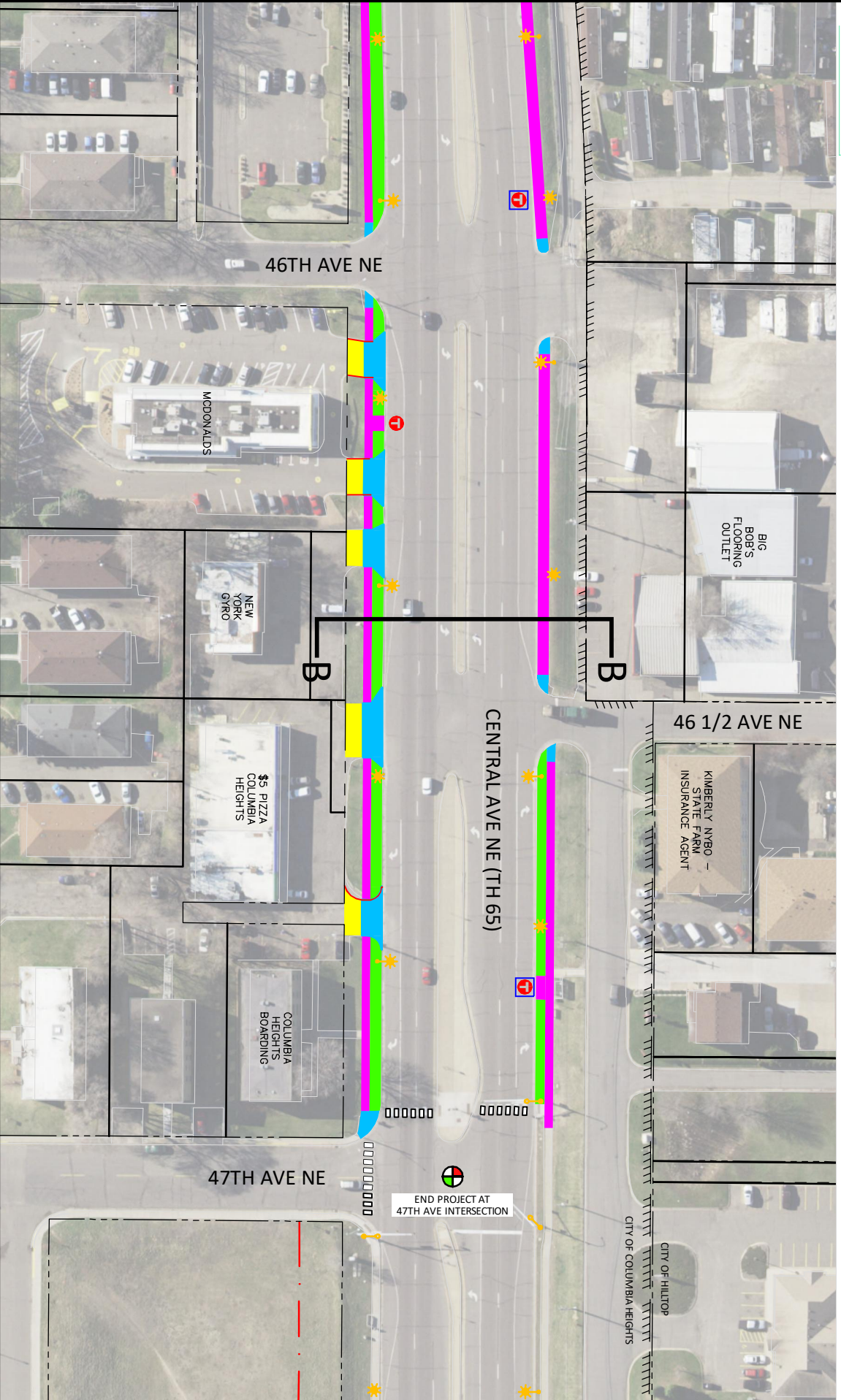
**LAYOUT LEGEND**

	PROPOSED RECONSTRUCTED CONCRETE WALK		PROPOSED SIGN		BUS STOP
	PROPOSED SOULEVARD		PROPOSED PEDESTRIAN LIGHT POLE		BUS STOP WITH SHELTER
	PROPOSED CURB		PROPOSED STREET LIGHT POLE		EXISTING R/W LINE
	BITUMINOUS PAVEMENT		EXISTING SIGNAL		PROPERTY LINE
	DRIVEWAY APRON/ PED RAMP		CITY LIMIT LINE		TEMPORARY EASEMENT LINE





# TH 65 (CENTRAL AVE)



**NOTES:**

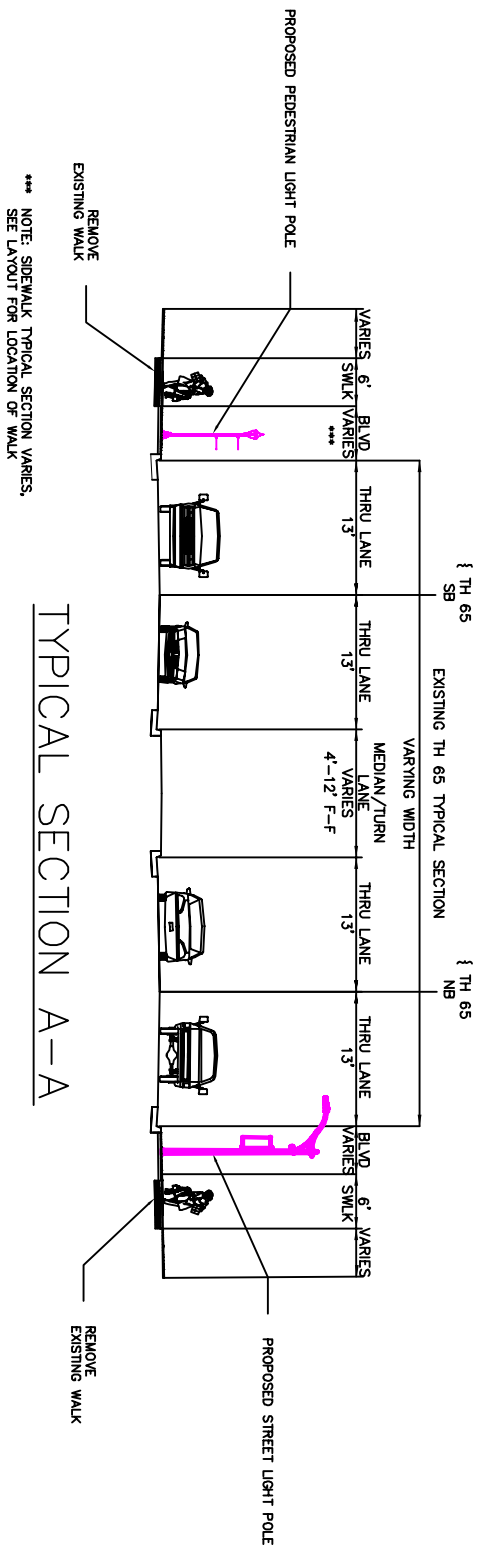
1. FINAL LIGHT POLE SPACING WILL BE DETERMINED BY A PHOTOMETRIC ANALYSIS PERFORMED DURING FINAL DESIGN. (POLE LOCATIONS ASSUMED EXISTING OVERHEAD POWER WOULD BE DIRECTED UNDERGROUND).
2. EXISTING PEDESTRIAN RAMPS WILL BE REVIEWED WITH MDDOT RECORDS TO DETERMINE IF RECONSTRUCTION IS NECESSARY.

**LAYOUT LEGEND**

- PROPOSED RECONSTRUCTED CONCRETE WALK
- PROPOSED SOULEAVARD
- PROPOSED CURB
- BITUMINOUS PAVEMENT
- DRIVEWAY APRON/ PED RAMP
- PROPOSED SIGN
- PROPOSED PEDESTRIAN LIGHT POLE
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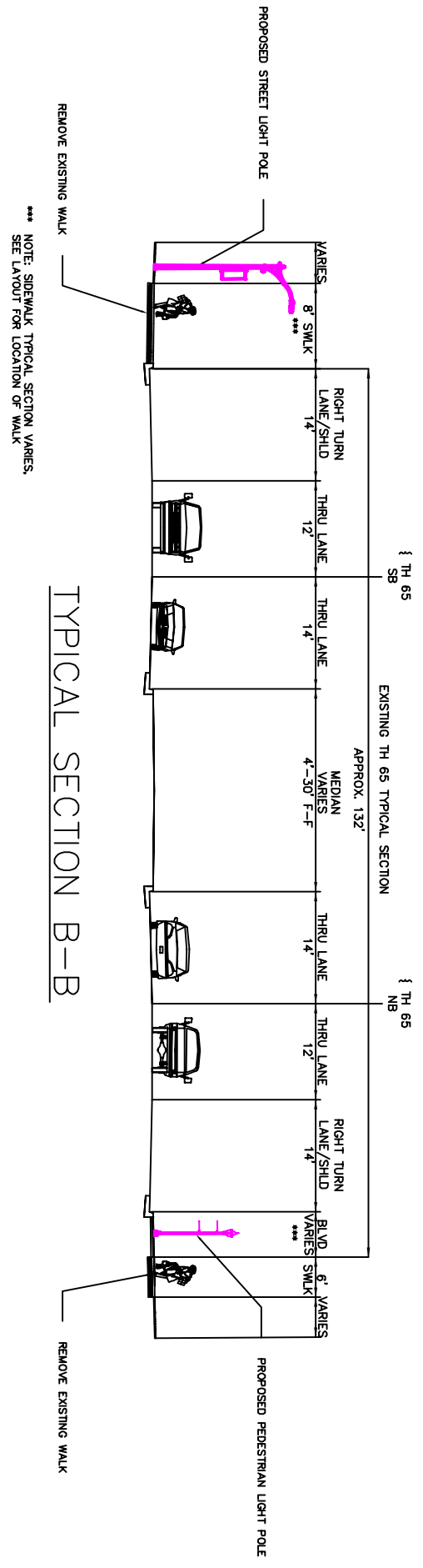


# TH 65 (CENTRAL AVE) TYPICAL SECTIONS



\*\*\* NOTE: SIDEWALK TYPICAL SECTION VARIES. SEE LAYOUT FOR LOCATION OF WALK

TYPICAL SECTION A-A



\*\*\* NOTE: SIDEWALK TYPICAL SECTION VARIES. SEE LAYOUT FOR LOCATION OF WALK

TYPICAL SECTION B-B



# Crash Type Summary

Central Avenue 43rd - 47th - Columbia Heights Funding Application

Report Version 1.0 March 2010

Analysis Years 2011, 2012, 2013, 2014, 2015

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	1	0	0	1
A - Incapacitating	1	0	0	1
B - Non-Incapacitating	19	5	14	0
C - Possible	33	7	22	4
N - Property Damage	74	4	66	4
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
<b>Total</b>	<b>128</b>	<b>16</b>	<b>102</b>	<b>10</b>

Surface Condition Summary:	
01 - Dry	102
02 - Wet	15
03 - Snow	5
04 - Slush	2
05 - Ice/Packed Snow	3
Other	1
Unknown/Not Specified	0
Miscoded	0
<b>Total</b>	<b>128</b>

Diagram Summary:	
02 - Sideswipe - Same Dir	7
03 - Left Turn	14
04 - Ran Off Road - Left Side	2
05 - Right Angle	29
06 - Right Turn	7
07 - Ran Off Road - Right Side	2
08 - Head On	8
09 - Sideswipe - Opposing Dir	2
Other	49
Unknown/Not Stated	4
Miscoded	4
<b>Total</b>	<b>128</b>

Intersection Relation Summary:	
01 - Not at Intersection	20
02 - T Intersection	12
03 - Y Intersection	0
04 - 4 Legged Intersection	43
05 - 5 or more Leg Intersection	2
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	8
08 - Alley or Driveway	3
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	0
Other	2
Unknown/Not Stated	38
Miscoded	0
<b>Total</b>	<b>128</b>

Accident Type Summary	
01 - Motor Vehicle in Transport	110
02 - Parked Vehicle	2
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	1
07 - Pedestrian	7
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	2
21-42 - Fixed Object	6
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0
<b>Total</b>	<b>128</b>

Light Condition Summary:	
01 - Daylight	95
02 - Before Sunrise	1
03 - After Sunset	4
04 - Dark (Street Lights On)	24
05 - Dark (Street Lights Off)	1
06 - Dark (No Street Lights)	0
07 - Dark (Unknown Lighting)	0
Other	3
Unknown/Not Stated	0
Miscoded	0
<b>Total</b>	<b>128</b>

**Selection Filter:**

WORK AREA: COUNTY\_CODE('27','02') - FILTER: CRASH\_YEAR('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

**Analyst:**

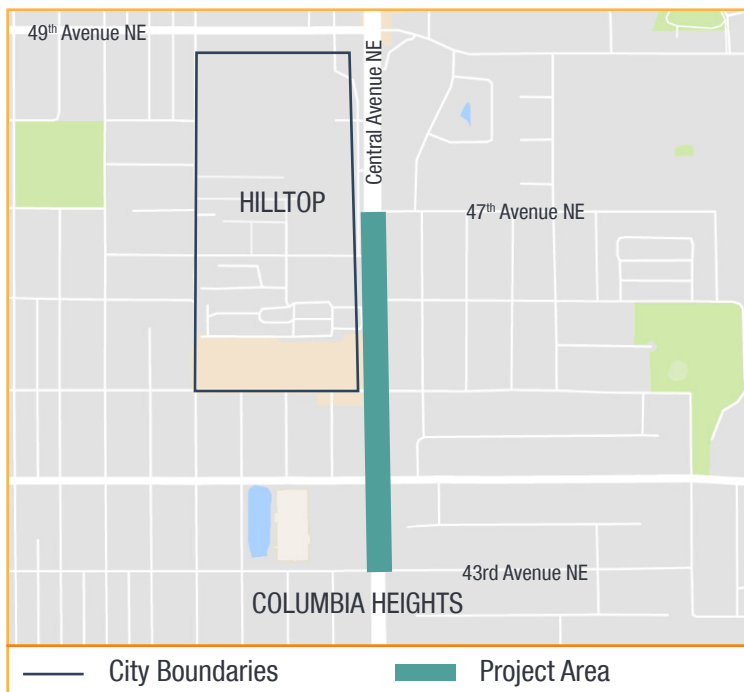
Brandon Bourdon

**Notes:**

# CENTRAL AVENUE REVITALIZATION PROJECT



## PROJECT MAP:



## APPLICANT:

City of Columbia Heights

## ROUTE:

Central Avenue from 43rd Avenue NE to 47th Avenue NE

## CITY WHERE PROJECT IS LOCATED:

Columbia Heights

## COUNTY WHERE PROJECT IS LOCATED:

Anoka

## REQUESTED AWARD AMOUNT:

\$1,000,000

## TOTAL PROJECT COST:

\$1,830,000

## PROJECT DESCRIPTION:

The proposed project will incorporate several improvements with the goal of improving the safety, functionality and traveling experience for pedestrians along Central Avenue NE from 43rd Avenue NE to 47th Avenue NE. The improvements include replacing deficient sidewalks with wider walks, new pedestrian ramps at intersections, improved lighting for pedestrians and vehicles, driveway reconstruction at adjacent businesses to accommodate the new sidewalk. New sidewalk will be shifted further from the roadway where possible within the available ROW and commercial driveways will be narrowed where feasible within the corridor. The proposed improvements include the addition of a pedestrian-activated signal (HAWK) at 43rd Avenue and curb extensions on 44th Avenue to reduce crosswalk lengths. Central Avenue NE is an important pedestrian corridor, connecting adjacent low-income and transit-dependent residents with commercial land uses and transit facilities. Central Avenue is currently one of the most heavily traveled transit corridors in the Twin Cities area.

## BEFORE PHOTO:



## PROJECT AREA EXISTING CONDITIONS

Central Avenue, looking north, just north of 43rd Avenue NE

## PREPARED BY:



## PROJECT BENEFITS:

- Completes the gap in adequate pedestrian facilities along Central Avenue in Columbia Heights
- Improves pedestrian safety; particularly at crossings and near large activity centers, such the future Hy-Vee
- Provides an investment in the community, which is undergoing parallel infrastructure upgrades and redevelopment efforts





**MnDOT Metro District**  
**1500 West County Road B-2**  
**Roseville, MN 55113**

June 29, 2018

Keith M. Dahl  
Community Development Manager  
City of Columbia Heights  
590 40<sup>th</sup> Avenue NE  
Columbia Heights, MN 55421

**Re: Letter of Support for the City of Columbia Heights  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the  
MN 65 Pedestrian Improvements Project**

Dear Mr. Dahl,

This letter documents MnDOT Metro District's support for Columbia Heights' funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the City's proposed MN 65 Pedestrian Improvement project between 43<sup>rd</sup> and 47<sup>th</sup> Avenues.

As proposed, this project would impact MnDOT right-of-way on MN 65. As the agency with jurisdiction over MN 65, MnDOT will support the City of Columbia Heights and will allow the improvements proposed in the application for the MN 65 Pedestrian Improvements Project. Details of a future maintenance agreement with the City of Columbia Heights will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of Columbia Heights as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride  
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer

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