



Application

13876 - 2020 Safe Routes to School Infrastructure

14393 - 49th Avenue Area SRTS Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 3:31 PM

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## Primary Contact

Name:\*

Kevin R Hansen  
Salutation First Name Middle Name Last Name

Title:

Director of Public Works

Department:

Public Works

Email:

khansen@columbiaheightsmn.gov

Address:

637 38th Avenue NE

\*

Columbia Heights Minnesota 55421  
City State/Province Postal Code/Zip

Phone:\*

763-706-3705  
Phone Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

Name:

COLUMBIA HEIGHTS, CITY OF

Jurisdictional Agency (if different):

Organization Type:	City		
Organization Website:			
Address:	637 38TH AVE N E		
	COLUMBIA HEIGHTS	Minnesota	55421-3806
	City	State/Province	Postal Code/Zip
County:	Anoka		
Phone:*	763-706-3700		Ext.
Fax:			
PeopleSoft Vendor Number	0000020933A4		

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## Project Information

Project Name	49th Avenue Area SRTS Improvements
Primary County where the Project is Located	Anoka
Cities or Townships where the Project is Located:	City of Columbia Heights and City of Hilltop
Jurisdictional Agency (If Different than the Applicant):	Columbia Heights, Hilltop and Anoka County



Along 49th Avenue, the project consists of the following improvements:

Pavement rehabilitation and new crosswalk on the north leg of the Johnson Street intersection,

New pedestrian ramps (6), new crosswalk markings (2) and defined walking paths (260 ft of sidewalks) at Fillmore Street (north of 49th Avenue),

New pedestrian ramps (2) and new crosswalk markings at Fillmore Street (south of 49th Avenue),

New pedestrian ramps (2) and new crosswalk markings at Grand Avenue,

New pedestrian ramps (3), new crosswalk markings and 155 ft of sidewalk at Jackson Street, and

New crosswalk markings at Madison Street.

Along the easterly boulevard of Monroe Street, from 49th Avenue to 47 ½ Avenue, 860 ft of new sidewalk and new pedestrian ramps (2) will be constructed.

Across ISD No. 13 property, from 47 ½ Avenue to the school parking lot, 430 ft of new sidewalk will be constructed.

Along 47th Avenue, 730 ft of new sidewalk and new pedestrian ramps (4) will be constructed.

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

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION** - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

49th Avenue Area SRTS Improvements

0.46



## 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 \$484,400.00

Match Amount \$121,100.00

*Minimum of 20% of project total*

Project Total \$605,500.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds Local

*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: 2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

Additional Program Years: 2021, 2022, 2023

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

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## 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 06/03/2024

(Approximate) End Construction Date 10/31/2024

Name of Trail/Ped Facility: 49th Avenue Area SRTS Improvements

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

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

From:  
(Intersection or Address)

To:  
(Intersection or Address)

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

Or At: Nine locations around 4 schools within Columbia Heights

Miles of trail (nearest 0.1 miles): 0.46

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 0

Is this a new trail?

Yes

Primary Types of Work

GRADING, AGG BASE, BIT BASE, BIT SURF, SIDEWALK,  
RETAINING WALL, BIKE PATH, AND PED RAMPS

*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):

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## 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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.*

The project aligns with the 2040 Transportation Policy Plan by prioritizing the following goals and strategies:

Goal: Safety and Security (p. 60)

Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport (p. 60)

Strategies: B1) Regional transportation partners will incorporate safety and security considerations for all modes and users? (p. 2.20); B3) Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress (p. 2.21); B4) Regional transportation partners will support the state's vision of moving toward zero traffic fatalities? (p. 2.22); and B6) Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling?

Briefly list the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (p. 62)

Objectives: B) Increase travel time reliability and predictability for travel on highway and transit systems; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities? (p. 46)

Strategies: C2) Local units of government should provide a system of interconnected arterial roads, street, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles (p. 2.25); C15) Regional transportation partners should focus investments on completing Priority Regional Transportation Corridors and on improving the larger Regional Bicycle Transportation Network (p. 2.36), and C16) Regional transportation partners should fund

projects that provide for bicycle and pedestrian travel?(p. 2.36).

Goal: Healthy Environment (p. 66)

Objectives: A) Reduce transportation-related air emissions; C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-represented populations (p. 66)

Strategies: E2) The Metropolitan Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments (p. 2.43); E6) Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making (p. 2.46)

*(Limit 2,800 characters; approximately 400 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.*

Valley View Elementary Safe Routes to School Plan: Page 32.

Columbia Heights 49th Avenue Bicycle and Pedestrian Study. Memorandum of Recommendations. 8 page document.

List the applicable documents and pages:

City of Columbia Heights ADA Transition Plan. Appendix F. Document Page 13.

(Limit 2,800 characters; approximately 400 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.

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

5. Applicants that are not State Aid 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.

**Multiuse 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:** \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 06/01/2018

Link to plan: [https://cms5.revize.com/revize/columbiaheightsmn/Public%20Works/Streets/ADA\\_Transition\\_Plan.pdf](https://cms5.revize.com/revize/columbiaheightsmn/Public%20Works/Streets/ADA_Transition_Plan.pdf)

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

### Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

**Safe Routes to School projects only:**

*4.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.** Yes

*5.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** Yes  
**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)	\$30,000.00
Removals (approx. 5% of total cost)	\$22,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$21,000.00
Traffic Control	\$17,500.00
Striping	\$22,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$59,000.00
Bridge	\$0.00
Retaining Walls	\$102,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00



Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$273,500.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$215,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$97,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$20,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$332,000.00</b>

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## Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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	\$605,500.00
Construction Cost Total	\$605,500.00
Transit Operating Cost Total	\$0.00

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**Measure A: Relationship Between Safe Routes to School Program Elements**

The Columbia Heights School District, Independent School District No. 13 (ISD 13) has developed partnerships with district and school staff, and Statewide Health Improvement Plan (SHIP) Initiative staff. Existing policies related to SRTS include a Bus Safety Policy, a bike parking policy, and a Wellness Policy which promotes physical activity but makes no direct reference to SRTS. The ISD 13 has set several SRTS goals which will apply to all participating schools, including the creation of school-specific plans that include recommendations related to traffic control devices, parking, drop-off zones, crosswalks and bike lanes to ensure future improvement projects are effective in maximizing safety; creating consistent transit plans across the identified schools within the district; and creating consistent SRTS best practices through district-wide training and standardized building implementation.

**Response:**

-Engineering - The City is committed to implementing pedestrian, bicycle, and overall accessibility improvements including construction of new sidewalks, pavement rehabilitation, reconstruction of ADA deficient pedestrian ramps, and enhanced crosswalk markings. Improvements will maximize safety for all users, especially children walking/biking to Columbia Heights schools. Improvements will be engineered to provide full accessibility for all users.

-Education - First and second graders will learn basic traffic safety, sign identification, and decision-making tools such as "look left, right, and left again." This includes in-class lessons, mock street scenarios, and on-street practice. Third graders will learn bicycle safety training to understand they have the same responsibility as motorists to obey traffic laws. Walk and Bike to School Maps will help families choose the best route to walk/bike to school. Maps can also lead to encouragement for children to walk/bike. Columbia Academy has a

daily end of day announcement that reminds the students of crosswalk safety, parking lot safety, etc. They also discuss walking safety at beginning of year orientation. PE & Health classes also talk about walking and biking safety.

-Enforcement -Law enforcement activities will include ensuring compliance with traffic and parking laws in school zones. Crossing guards will be employed to assist children crossing busy streets.

-Encouragement - Parent/PTA Workshops will be held to educate parents and provide resources. Topics would include starting a walking school bus, carpool matching, launching a safety campaign or organizing a Walk and Bike to School Day.

-Evaluation - Parent surveys and student travel tallies will be collected and ISD 13 will continue to gauge students walking/biking and will submit results to the National Center for SRTS database.

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

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project is specifically named in an adopted Safe Routes to School plan\*

Yes

*\* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.*

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure A: Average share of student population that bikes or walks

Average Percent of Student Population

22.0%

Please upload attachment in PDF form.

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## Measure B: Student Population

Student population within one mile of the school

934.0

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

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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 SRTS Plan was led by ISD 13 who are in constant communication with parents of students attending their schools. Residents in the City of Columbia Heights were also engaged during the development of the 2030 Comprehensive Plan update, but no other recent public engagement has taken place. Due to COVID-19, the City was unable to pursue planned engagement, including targeted stakeholder outreach, parent surveys, and in-school travel tallies. However, barring any complications with COVID-19, ISD 13 will perform parent surveys and student travel tallies in the Fall of 2020 to ensure there is a baseline measurement for comparison of user traffic before and after project implementation.

Furthermore, the need for improvements is evidenced through a 2018 pedestrian/bicycle study (attached) aimed at re-examining SRTS facility needs surrounding the schools. The study examined pedestrian traffic counts at areas where infrastructure is proposed and found significant usage defining the need for improvements.

Also, a portion of the proposed improvements are located on ISD 13 property and are not anticipated to be controversial as evidenced by the attached letter of support. Other facilities are in street right-of-way.

Columbia Heights Area Schools serve a diverse student population and are located in an area above the regional average for race/poverty. An estimated 10,154 people live within a ½-mile area immediately surrounding the school. Estimates indicate nearly 1,074, or 27.4% of households have incomes below \$35,000 which is considered the poverty line. 1,027 (10%) households have at least one person living with a disability, 18% of residents are 65+ years, and 24.7% of residents are 19 or under. There are also two affordable housing facilities within a ½-mile radius of the school. Project benefits to these populations include better

Response:

access to both school and community destinations due to improved crossings over 49th Ave NE, closing gaps in existing and planned bicycle and pedestrian network, accommodating persons with disabilities through ADA compliant facilities, and improved bicycle and pedestrian safety overall. Proposed improvements will benefit the above population and avoid negative impacts.

Single-family residential lies to the north and west of the school. To the south is trailer park housing in the City of Hilltop housing 750 residents. Median household income in Columbia Heights is \$54,393, far below the statewide average of \$68,411, based on 20013-2018 American Community Survey 5-Year Estimates.

The project is surrounded by census tracts that are above the regional average concentration of race/poverty and there is an area of concentrated poverty within a mile south of the schools along Central Ave NE

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

**2.Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

As mentioned, 1,024 or 10% of households within a half mile of the school have at least one person with a disability. 13 pedestrian ramps will be reconstructed to be ADA compliant which will not only better serve those with disabilities in the area, but all users, including but not limited to, those exercising, those commuting, families pushing strollers and those with temporary injuries. Crosswalk marking enhancements will increase driver awareness that a crossing is present. Increased driver awareness will create a safer environment for children attempting to cross the road in that location. New sidewalk segments along 49th Ave, Monroe Street, 47th Ave and across ISD No. 13 property will close gaps in the system surrounding the school properties improving connectivity for all users. New sidewalk facilities on the school property will serve the Hilltop Trailer Community directly. Closing sidewalk gaps also deters children from walking/biking in the roadway. The sidewalk along 47th Ave NE will extend existing sidewalk that exists from Central Ave NE to Fillmore St NE further east to connect to facilities accessing the Highland Elementary School. This project also has benefits for access to transit facilities. Residences south of 47th Ave NE, including single-family and multi-family housing, will have a more complete connection to a Metro Transit Station located near the intersection of 47th Ave NE and Central Ave NE (Hwy 65). Area residents will benefit from ADA improvements on 49th Ave NE which is identified as a proposed trail loop in the 2040 Comprehensive Plan that will provide a connection to Main St Trail, the Hwy 694 pedestrian bridge, and the East Fridley Northern Commuter Rail Station. This project is also located in a diversified area of the community in terms of zoning. There are several commercial, office, service, park, and public or institutional uses within walking distance of the schools that will also benefit from improved

Response:



pedestrian and bicycle facilities. The Crest View Lutheran Home for Seniors is located within a mile southeast of the schools as well. The SRTS project addresses safety issues within the existing pedestrian system, and the execution of this project provides another step toward the City's vision of connecting all neighborhoods to schools, parks, jobs, and retail centers.

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

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*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.*

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

*Other*

Few to no negative impacts are anticipated from implementing these improvements other than potential temporary access closure related to construction which will be minimized to the extent possible. The City will work closely with adjacent property owners and effected stakeholders during construction staging to ensure any negative impacts are mitigated to the extent possible. A City website page and Facebook page will be employed to communicate information to those interested or who are affected by construction, providing notice for different stages of the process and what to expect.

**Response:**

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

**Select one:**

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

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

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

**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 )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map** 1589567583872\_49thAve\_SRTS\_Socioeconomic.pdf

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## Measure B: Part 1: Housing Performance Score

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	0.22	0.48	79.0	37.783
Hilltop	0.24	0.52	30.0	15.652

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## Total Project Length

**Total Project Length** 0.46

Project length entered on the Project Information - General form.

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## Housing Performance Score

**Total Project Length (Miles) or Population** 0.46

**Total Housing Score** 53.435

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## Affordable Housing Scoring

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### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

There are 403 units of affordable housing available at or below 60% AMI surrounding the Columbia Heights Safe Routes to School Program.

-Project for Pride in Living Youth Link Supportive Housing: new construction; 47 units at 30-50% AMI; affordability guaranteed until 2047 through Housing Tax Credits

-Columbia Heights Workforce: preservation; 148 units at 60% AMI; 1-3 BR units; affordability guaranteed until 2047 through LIHTC 4%

-Columbia Village: preservation; 40 units at 50% AMI; 1 BR; affordability guaranteed by HUD Section 202 funding

-Columbia Court Townhomes: new construction; 22 units at 30-60% AMI; 2-4 BR; affordability guaranteed until 2031 by HUD Public Housing Program

-Parkview Villa: preservation; 146 units at 50% AMI; 1-2 BR; affordability guaranteed until 2047 through LIHTC 4%, MHFA LMIR, MHFA ARIF, and City funding

Children accessing Highland Elementary from affordable housing between Grand Ave NE and Fillmore St NE will now have a complete sidewalk along 47th Ave NE to access onsite trail facilities to the school. ADA compliance improvements will increase the safety of area facilities for those using them for commuting purposes on a daily basis. As mentioned, 49th Ave NE is a proposed, designated trail loop which also is located on an RBTN Tier 1 corridor east of Central Ave NE.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1589568349940\_Columbia Heights Affordable Housing.PNG

---

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

Along 49th Avenue, east of Central Avenue is a RBTN 1 corridor:

At Johnson Street, the pavement rehabilitation will provide a safer walking path for pedestrians, while the new crosswalk will alert motorists of the crossing location.

At Fillmore Street (north of 49th Avenue), the six new pedestrian ramps and 260 ft of sidewalks will provide for safer walking for pedestrians. The two new crosswalk markings will alert motorists of the crossing locations.

At Fillmore Street (south of 49th Avenue), the two new pedestrian ramps and new crosswalk markings will provide for a safer crossing for pedestrians, while alerting motorists to the crossing location.

At Grand Avenue, the two new pedestrian ramps and new crosswalk markings will provide for a safer crossing for pedestrians, while alerting motorists to the crossing location.

**Response:**

The above improvements will complete safe walking paths each side of 49th Avenue from Central Avenue (RBTN 2 Corridor) to Johnson Street. The improvements are primarily in front of Columbia Heights High School and Highland Elementary School. Improvements along Fillmore Street (north of 49th Avenue) will provide clearly defined walking paths to separate pedestrian traffic from the vehicular traffic associated with parking lot entrances on each side of Fillmore Street.

Along 49th Avenue, west of Central Avenue:

At Jackson Street, three new pedestrian ramps, new crosswalk markings, and 155 ft of sidewalk will continue to fill a gap in the walking path along the north side of 49th Avenue, directly across from

Columbia Academy.

The new crosswalk markings at Madison Street will create a safer crossing along the south side of 49th Avenue. Students from all 4 schools can more safely access the neighborhoods west of the schools.

The 860 ft of new sidewalk and two new pedestrian ramps along the easterly boulevard of Monroe Street, from 49th Avenue to 47 ½ Avenue, will provide safer walking along the eastern edge of Valley View Middle School. Currently students are required to walk in the street along this route.

There is a worn path in the grass from the neighborhoods to the south of Columbia Academy to the Academy itself. Students walk through the area to access the school. The 430 feet of new sidewalk will make the walk safer and more appealing, potentially increasing the usage.

Sidewalk exists along the north side of 47th Avenue from Grand Avenue to Fillmore Street. 730 ft of new sidewalk and four new pedestrian ramps along the southern border of Columbia Heights High School will complete a connection to the facility. Currently, Students are required to walk on grass (or snow) or walk in the street in this area. The new facilities will provide for safer walking for the students accessing the High School from the neighborhoods to the south.

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

**Upload Map**

*Please upload attachment in PDF form.*

1589572732176\_49thAve\_SRTS\_RBTN.pdf

---

**Measure B:Deficiencies corrected or safety or security addressed**

**Response:**

Based on the previous 10-years of data, 245 crashes reported in this area. Of those crashes, there were 7 pedestrian and 8 bicycle crashes reported. Of these 15 crashes, one was a severe injury, 10 were minor injuries, and one was a possible injury. No fatal pedestrian or bicycle crashes were reported.

49th Avenue is an Anoka County Highway, and is listed as an arterial in the Columbia Heights Comprehensive Plan. The average daily traffic exceeds 5,000 vehicles per day as it crosses to the north of Highland Elementary School, Columbia Heights High School, Columbia Academy, and Valley View Elementary School.

The proposed improvements are intended to make crossings of the roadways safer, and in some cases provide a separation of pedestrian and vehicular traffic along the roadways.

An analysis was completed to determine the predominant walking paths of students to/from the four schools. All of the nine proposed improvement areas are along the areas where pedestrian counts were high and walking routes were either lacking or were non-existent.

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

---

## **Measure A: Public Engagement Process**



#### Response

ISD 13 will follow the recommendations of the SRTS Plan to establish support and encourage participation through parent/PTA workshops on SRTS, include a SRTS Fact Corner in the regular school communications, develop a walk/bike to school map for parents and students, and establish in school pedestrian safety training for students. ISD 13 will distribute parent surveys and complete student travel tallies before and after project implementation to understand project usage. Prior to project implementation, ISD 13 and the City of Columbia Heights will notify the public of the upcoming project and provide information via agency websites and social media outlets as well as local newspapers. Communications will be distributed to equity populations, translated as necessary, to ensure all are made aware of the infrastructure improvements that will undoubtedly improve infrastructure safety and encourage more usage. This includes targeted outreach to low-income populations, people of color, persons with disabilities, youth and the elderly. Law enforcement actions will include School Zone Speeding Enforcement and Crosswalk Stings. Other enforcement will be led by the school administration, such as parking lot citations. Due to COVID-19 restrictions, no parent-surveys were conducted as part of this effort. ISD 13 will perform parent surveys and student travel tallies in Fall of 2020 barring any restrictions due to the virus. These will be conducted prior to and post project implementation and results submitted to the National Center for Safe Routes to School

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

#### Survey Attachment

*Please upload attachment in PDF form.*

---

## 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.*

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (25 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. Yes

100%

Attach Layout

1589570475460\_Concept Drawing.pdf

*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.

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 (15 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 (25 Percent of Points)

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

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**

25%

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

0%

**Anticipated date or date of acquisition**

#### **4)Railroad Involvement (15 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**

#### **5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:** 05/01/2018

**Meeting with partner agencies:** 05/13/2020

**Targeted online/mail outreach:**

**Number of respondents:**

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

**Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.**

75%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort. Yes

25%

No outreach has led to the selection of this project.

0%

Response (Limit 2,800 characters; approximately 400 words):

Improvements surrounding Columbia Heights School facilities first were identified through the 2030 Comprehensive Plan public engagement efforts. ISD 13 led the development of a SRTS Plan in 2013 in partnership with MnDOT and Alta Planning Consultants. ISD 13 is in constant contact with parents of the 2816 students attending the schools and presented action items for schools to follow to advance SRTS in daily school activities. The City of Columbia Heights recognized gaps surrounding the school properties and deficiencies in sidewalk infrastructure identified through the ADA transition planning process, which included public input. The City collected pedestrian counts to gauge the number of daily users of the infrastructure, going beyond just children walking/biking to school, and determined infrastructure improvements were necessary to ensure the safety and accommodation of all users. Identified improvements were chosen based on this current study that reflects today's pedestrian/bicycle movements. Because many of the improvements are on ISD 13 sites, they had a lot of input in the process, providing infrastructure that meets the needs they know exist for their student population.

The public had more opportunity to comment on facilities surrounding the schools through the 2040 Comp Plan update held in 2018.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$605,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$605,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

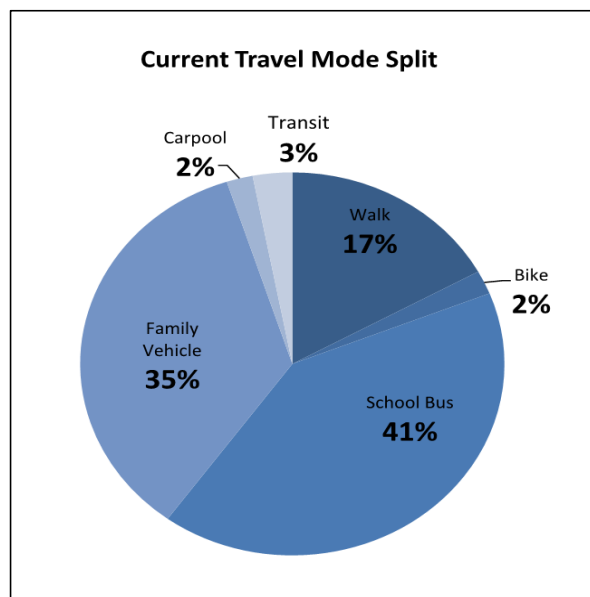
## Other Attachments

File Name	Description	File Size
Anoka County Letter of Support.pdf	Anoka County Letter of Support	167 KB
Comp Plan Relevant Pages.pdf	2040 Comp Plan Relevant Pages	3.5 MB
Concept Drawing.pdf	Concept Drawing	3.0 MB
Equity Populations.pdf	Equity Populations Map and Information	1.7 MB
Existing Conditions Photos 1.pdf	Columbia Heights SRTS Photos 1	1.5 MB
Existing Conditions Photos 2.pdf	Columbia Heights SRTS Photos 2	457 KB
ISD 13 Letter of Support.pdf	ISD No 13 Letter of Support	44 KB
One Page Project Summary.pdf	Columbia Heights SRTS One Page Project Summary	296 KB
SRTS Pedestrian Bicycle Study.pdf	SRTS Pedestrian and Bicycle Study Columbia Heights Schools	12.3 MB
Valley View Elementary School SRTS Plan FINAL_082013.pdf	SRTS Plan	3.2 MB

**2020 - 49th Avenue Safe Routes to School Area Improvements: Student Travel Information**

	Valley View Elementary	Columbia Academy	Columbia Heights High	Highland Elementary
Total student population	500	747	1,005	564
Number of students that live within .5 mile	72	88	38	42
Number of students that live within 1 mile	257	242	209	226
Number of students in school that receive bussing	313	419	622	364
Number of students within .5 mile that receive bussing	25	8	4	12
Number of students within 1 mile that receive bussing	140	29	10	98

Information from 2013 Valley View Elementary SRTS Plan  
(Includes Columbia Academy)



- 22% walked, biked, or used transit to travel to school

**Contact:**

Bryan Hennekens

Director of Technology, Security, and Buildings Operations

Columbia Heights Public Schools

[hennekeb@colheights.k12.mn.us](mailto:hennekeb@colheights.k12.mn.us)

763-528-4479

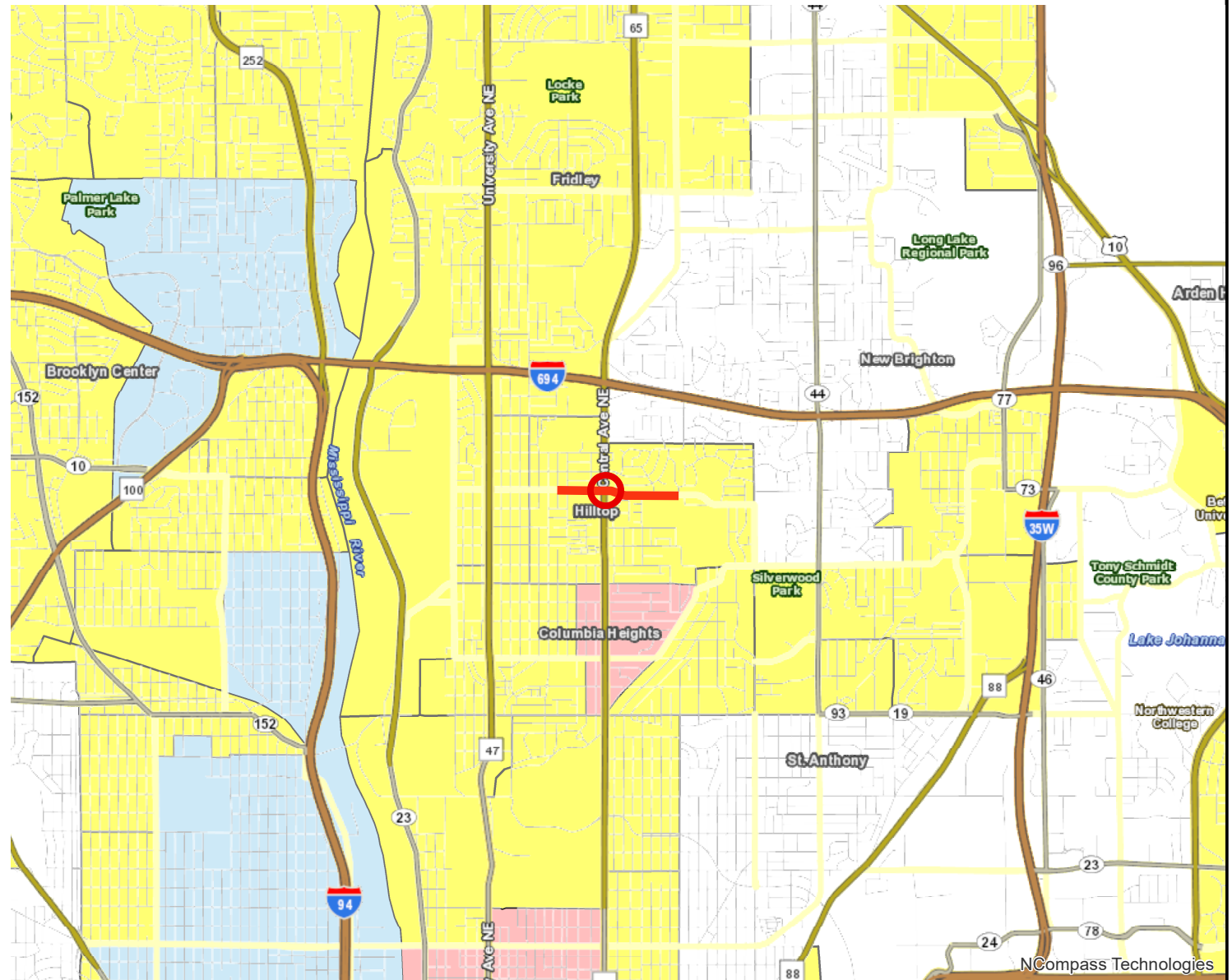
## Socio-Economic Conditions

Safe Routes to Schools Project: 49th Avenue Area Safe Routes Improvements | Map ID: 1589486600504

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)

Tracts within half-mile:  
51203 51206 51302  
51304 51305 51502



Points



Lines



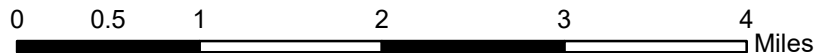
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 5/14/2020  
LandscapeRSA2



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

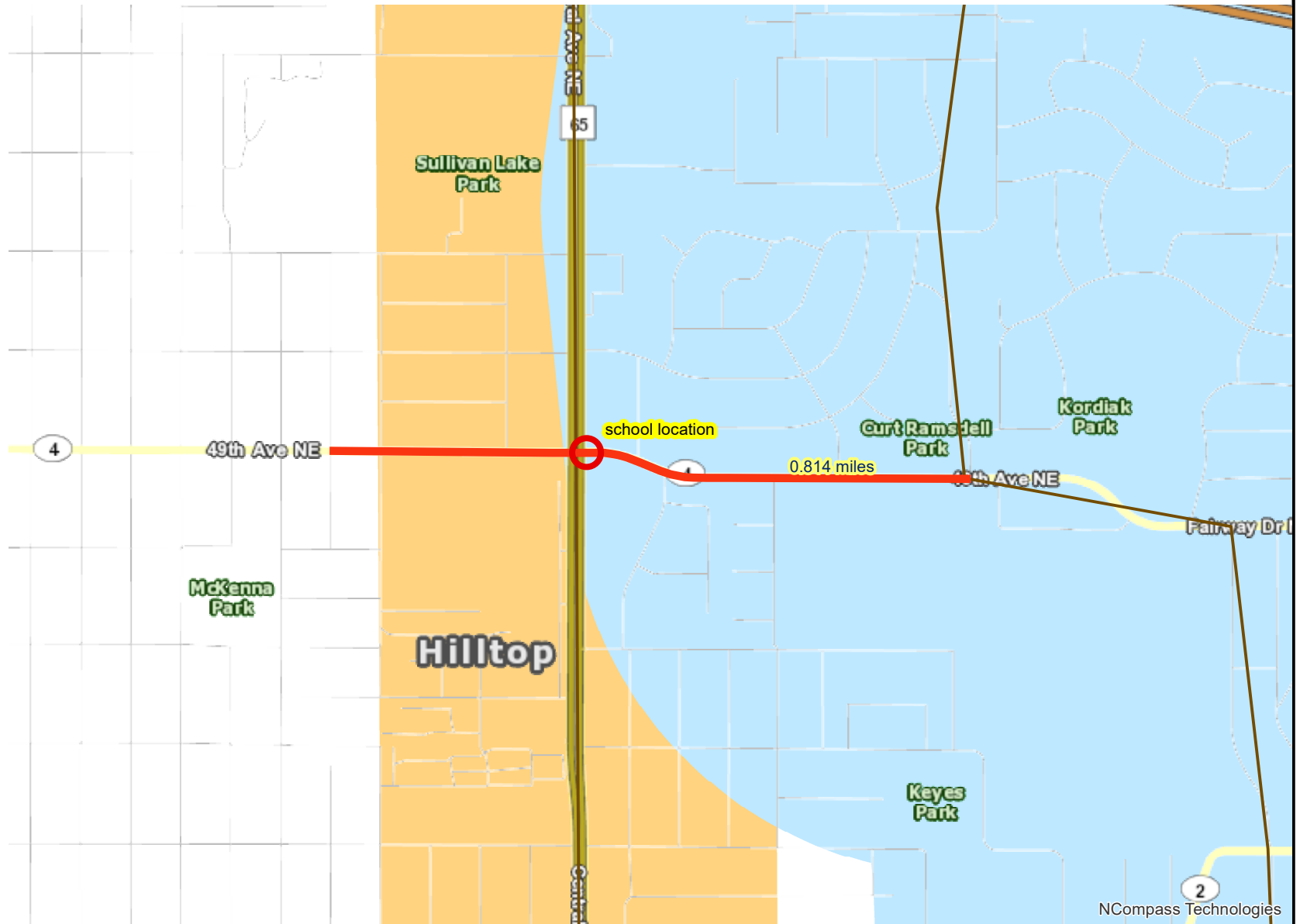









# Project to RBTN Orientation

Safe Routes to Schools Project: 49th Avenue Area Safe Routes Improvements | Map ID: 1589486600504

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/14/2020  
LandscapeRSA6

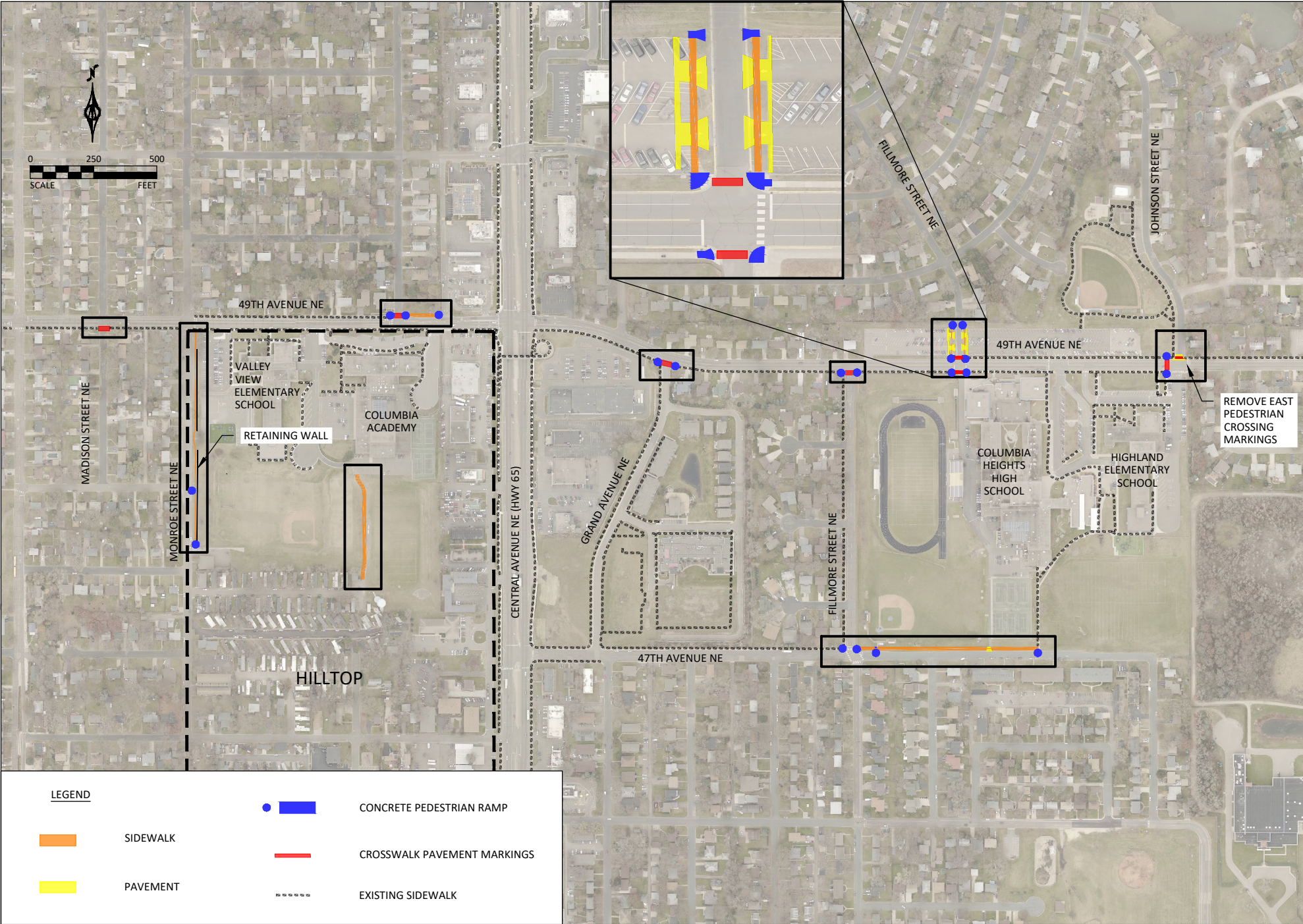


For complete disclaimer of accuracy, please visit  
<https://gisweb.site.metc.state.mn.us/gissite/notice.aspx>

NCompass Technologies











**Anoka County**  
**TRANSPORTATION DIVISION**  
Highway

Joseph J. MacPherson, P.E.  
County Engineer

May 13, 2020

Mr. Kevin Hansen, P.E.  
Public Works Director/City Engineer  
City of Columbia Heights  
590 40<sup>th</sup> Avenue N.E.  
Columbia Heights, MN 55421

Dear Mr. Hansen:

Anoka County is pleased to express our support and concurrence for the Safe Routes to School grant application being submitted through the Regional Solicitation by the City of Columbia Heights. The improvements in the 49<sup>th</sup> Avenue area of Columbia Heights and Hilltop will enhance walking and biking facilities and address safety concerns. This project will also build upon the successful pedestrian safety improvement project Anoka County and the City of Columbia Heights completed on 49<sup>th</sup> Avenue adjacent to Columbia Academy and Valley View Elementary.

The City of Columbia Heights will be leading the effort and will be working with Anoka County, the City of Hilltop and Independent School District #13 to deliver the project. Anoka County understands that the City of Columbia Heights will perform maintenance for pedestrian improvements made along 49<sup>th</sup> Avenue located within the County right-of-way.

If you have questions, please feel free to contact me at 763-324-3199, or by email at [joe.macpherson@co.anoka.mn.us](mailto:joe.macpherson@co.anoka.mn.us).

Sincerely,

Joe MacPherson, P.E.  
Transportation Division Manager/County Engineer

**Our Passion Is Your Safe Way Home**

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005  
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ [www.anokacounty.us/highway](http://www.anokacounty.us/highway)

**Affirmative Action / Equal Opportunity Employer**



CHAPTER 2

# COMMUNITY CONTEXT

FIGURE 2-10. EXISTING LAND USE

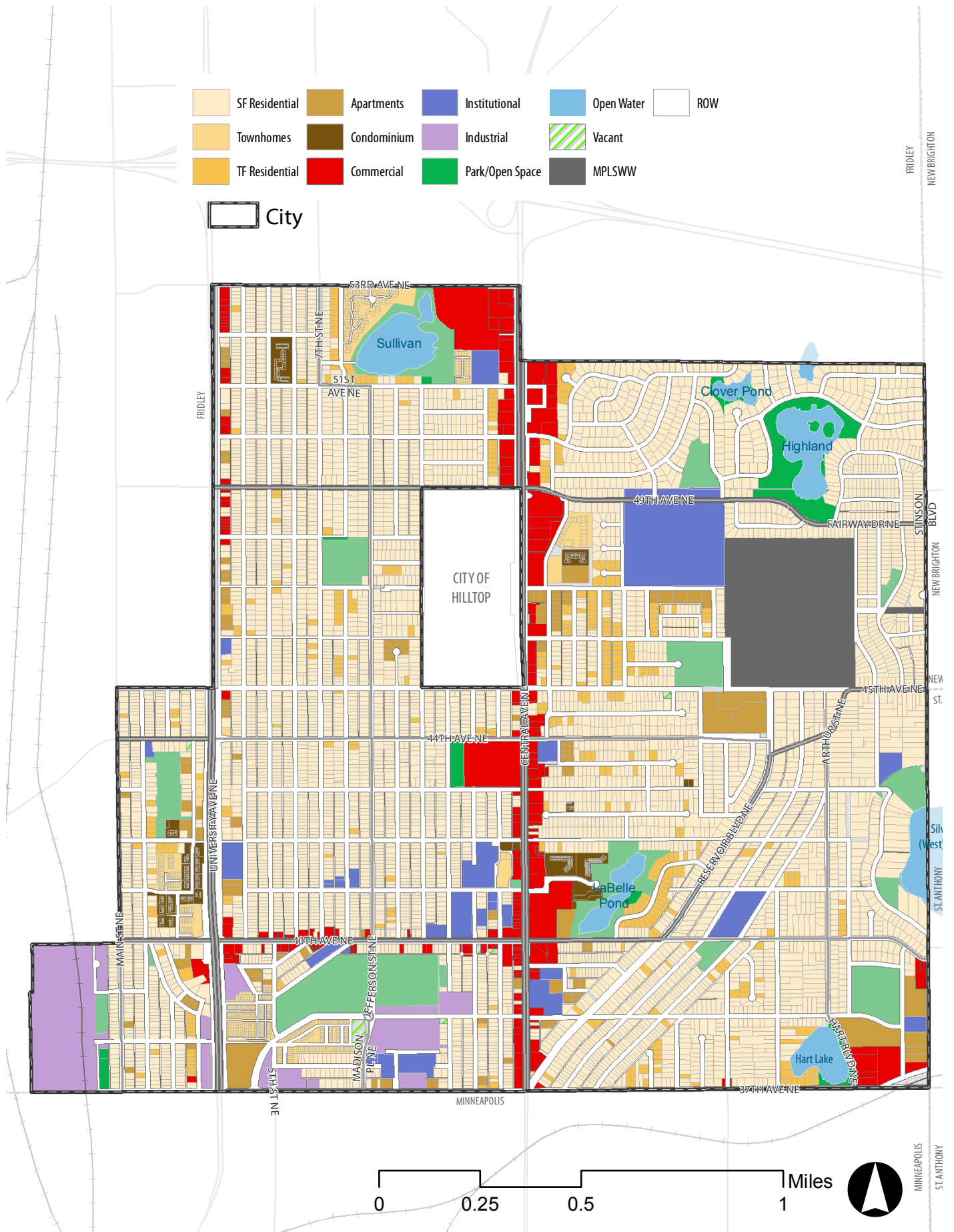
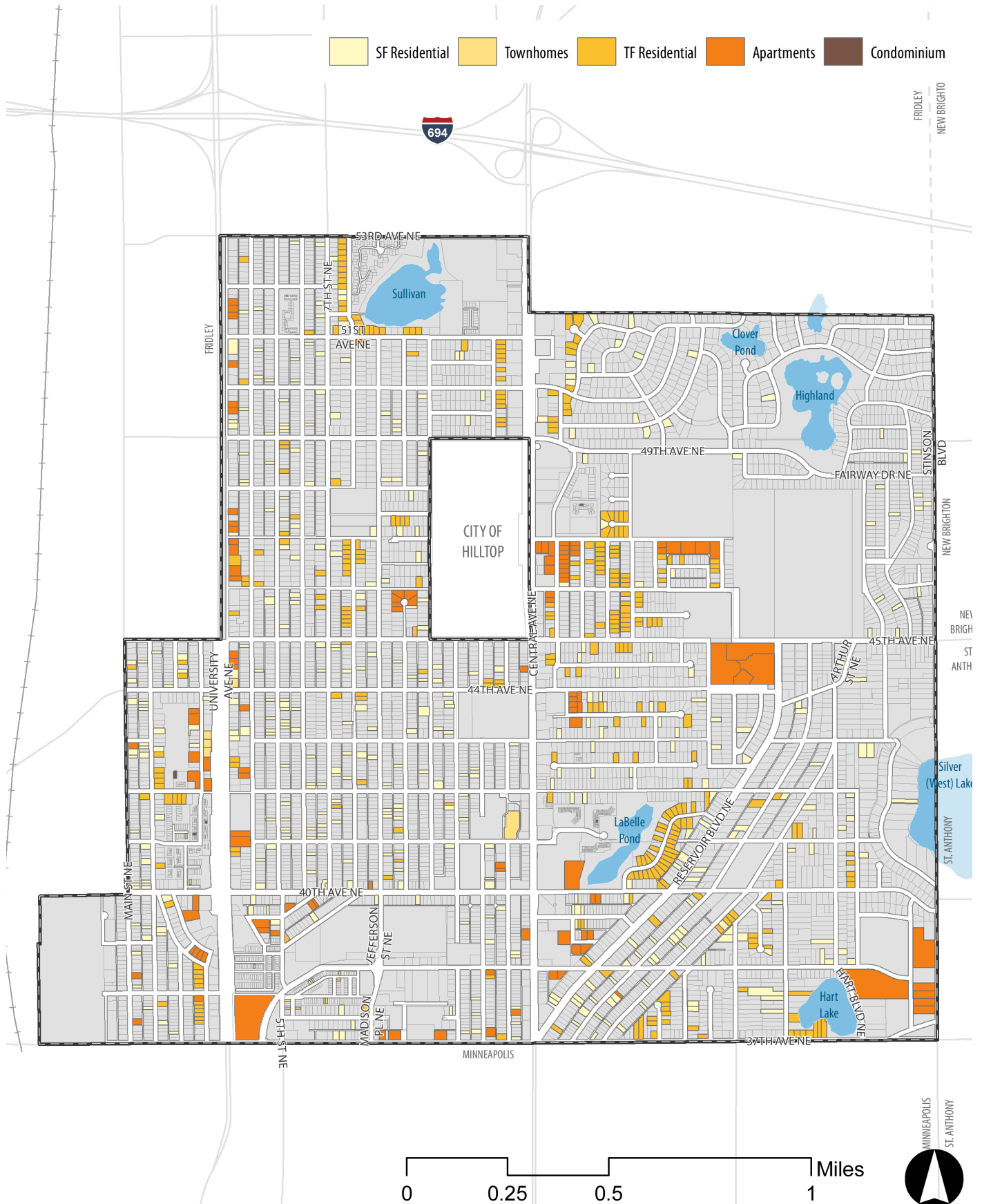


FIGURE 2-11. RENTAL PROPERTIES





## Findings from a 2017 Public Open House

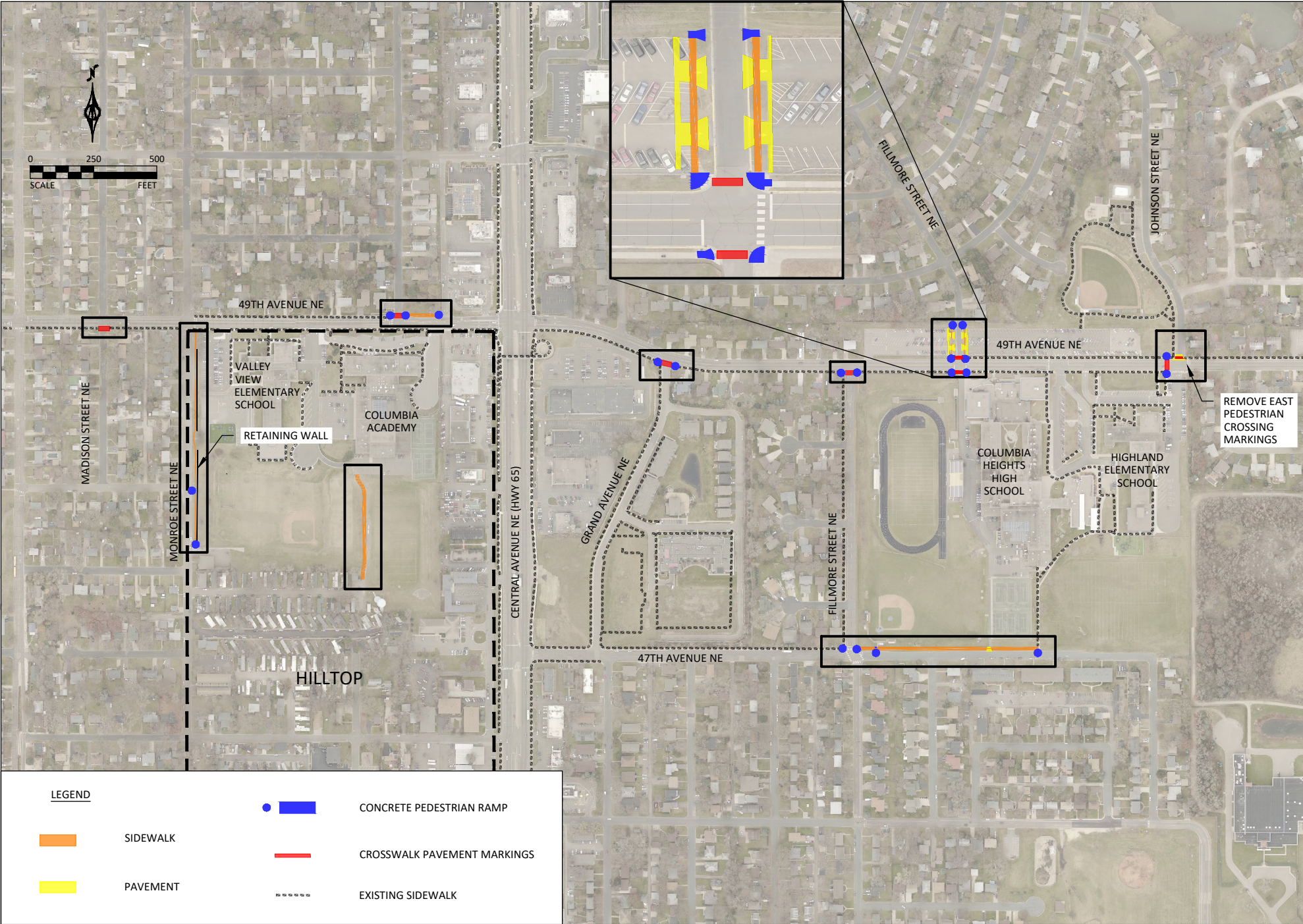


The “word cloud” represent words used to describe Columbia Heights. Input was recieved through various community engagment activites and online surveys.

(Note: The size of the word does not indicate any priority).

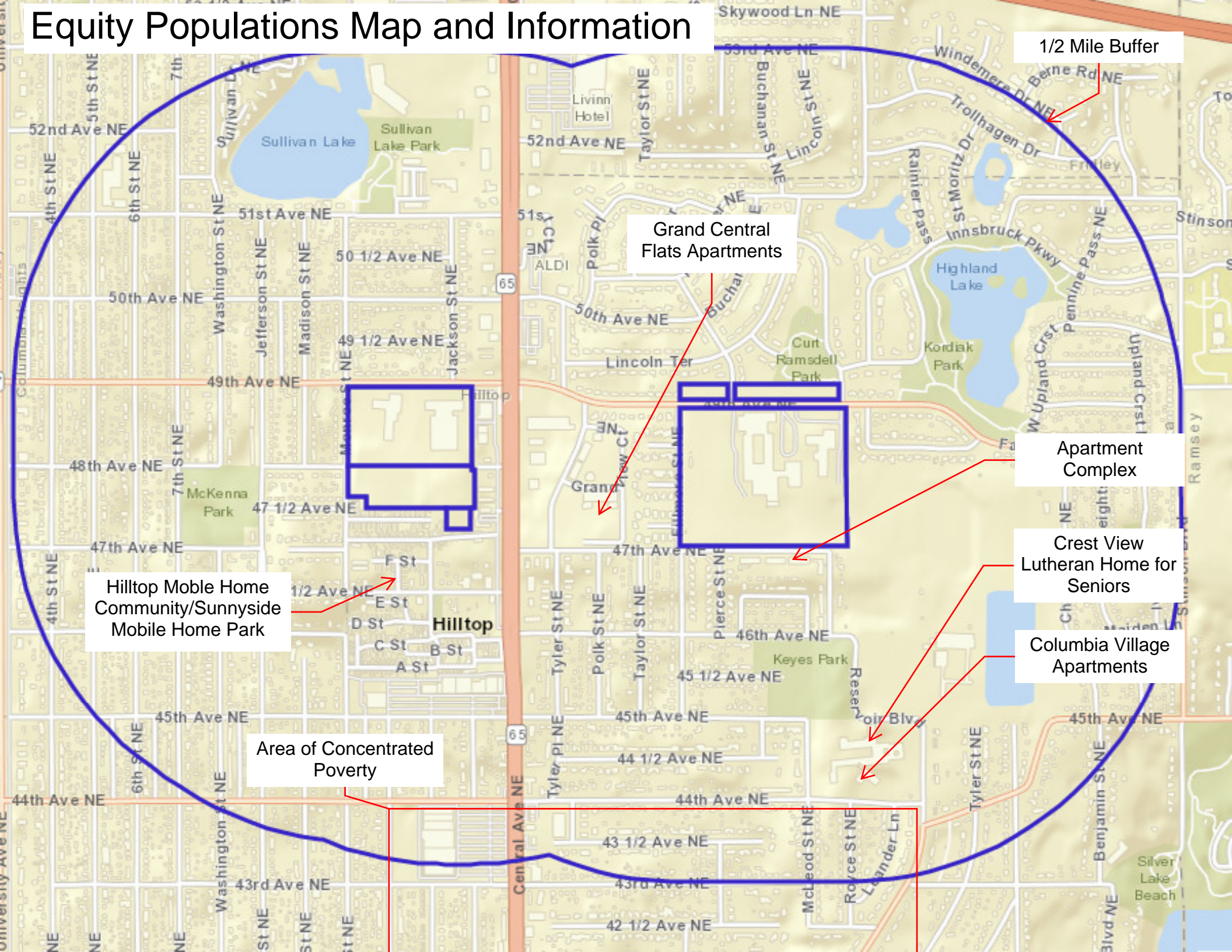






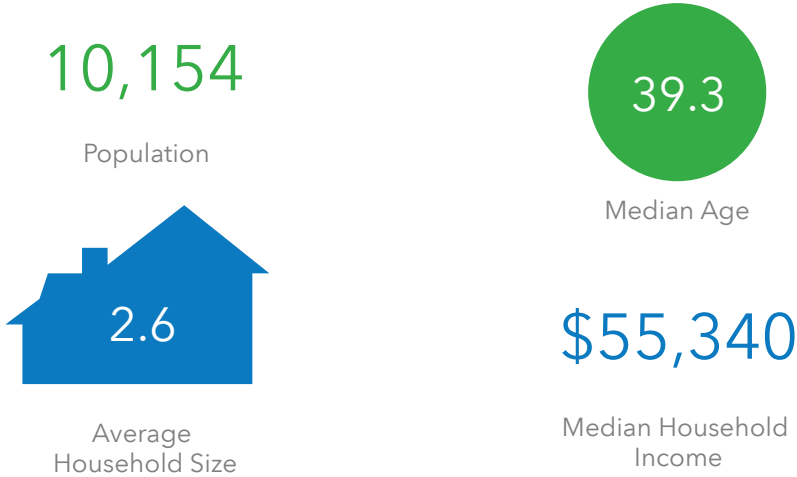


# Equity Populations Map and Information

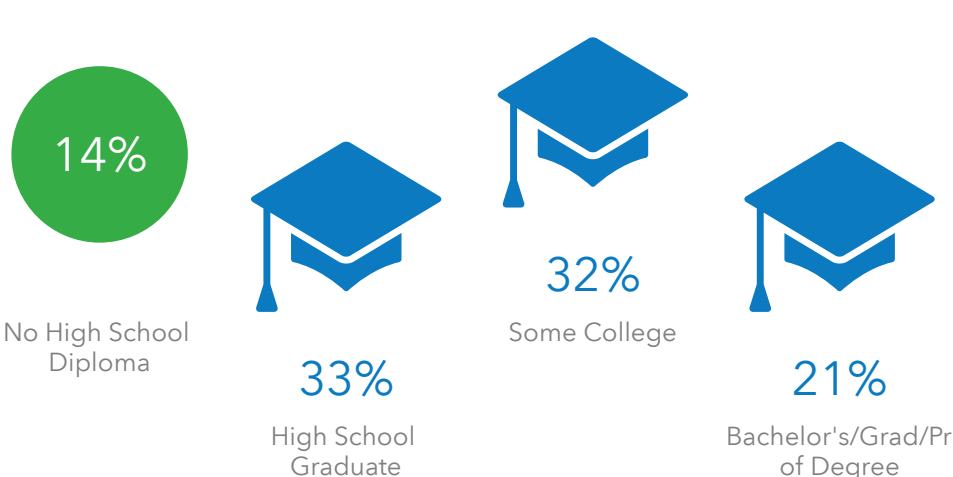




KEY FACTS



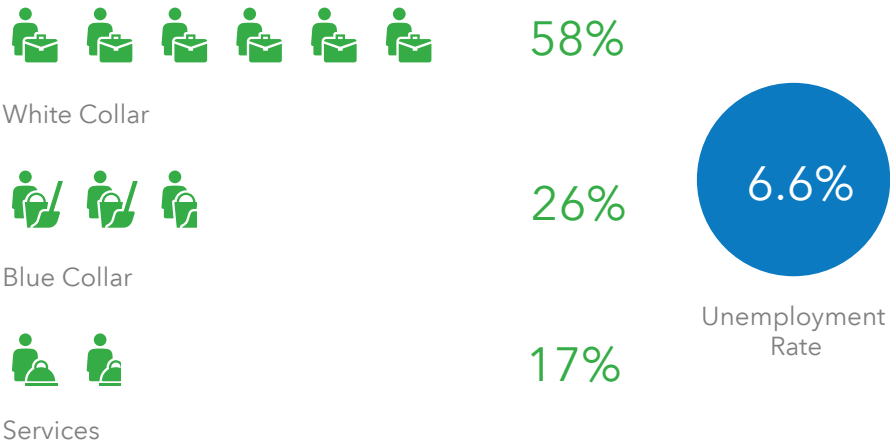
EDUCATION



BUSINESS



EMPLOYMENT



INCOME



Households By Income  
The largest group: \$50,000 - \$74,999 (22.0%)  
The smallest group: \$200,000+ (2.7%)

Indicator	Value	Difference		
<\$15,000	8.6%	+4.7%		
\$15,000 - \$24,999	10.3%	+5.4%		
\$25,000 - \$34,999	8.5%	+1.9%		
\$35,000 - \$49,999	15.9%	+4.8%		
\$50,000 - \$74,999	22.0%	+2.8%		
\$75,000 - \$99,999	12.7%	-5.1%		
\$100,000 - \$149,999	14.1%	-6.7%		
\$150,000 - \$199,999	5.0%	-4.8%		
\$200,000+	2.7%	-3.3%		

Bars show deviation from  
Anoka County

AT RISK POPULATION

Buffer



Area: 1.8 square miles

KEY FACTS

10,154

Population



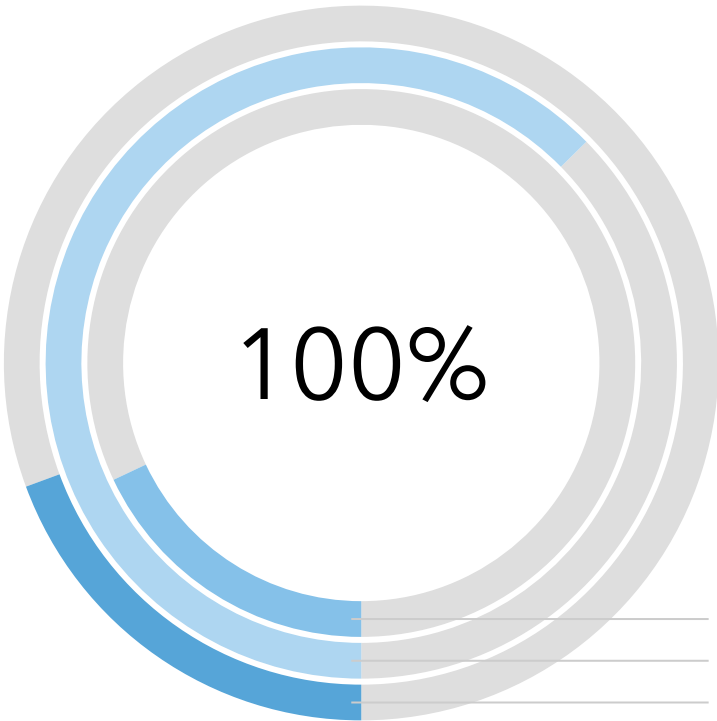
Average Household Size



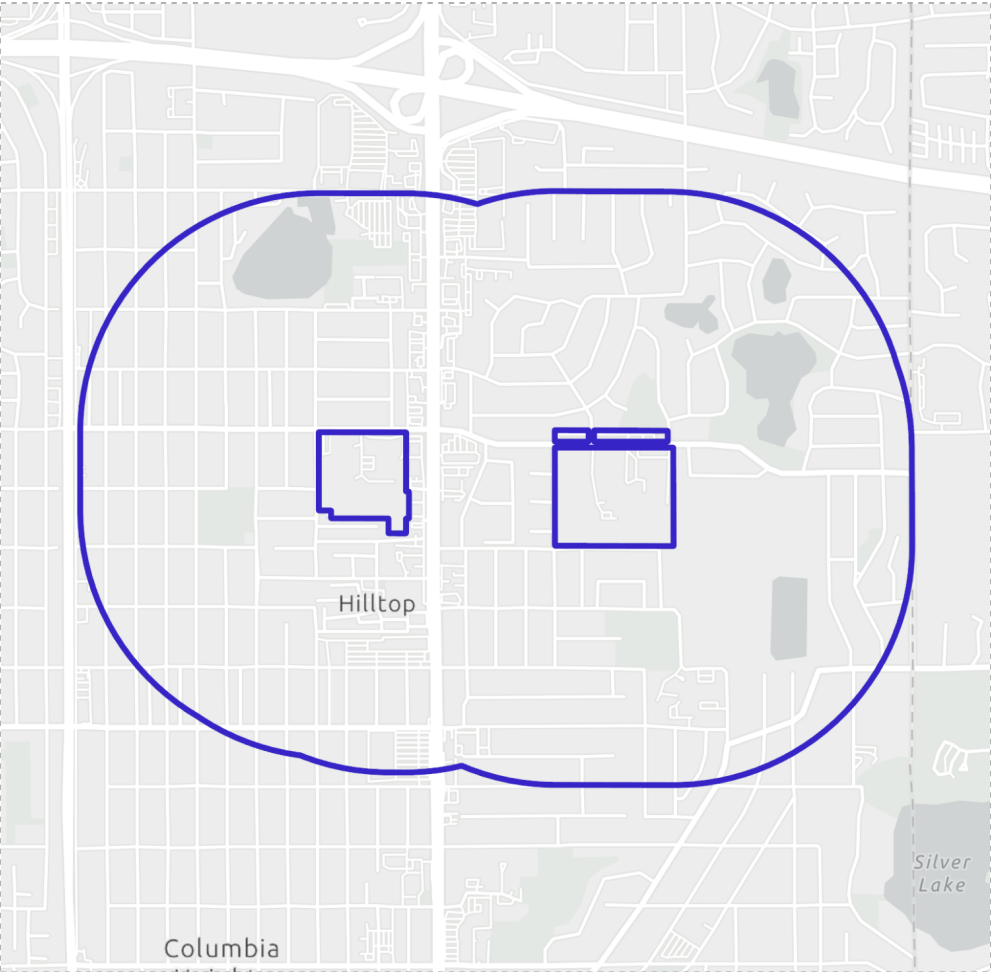
Median Age

\$55,340

Median Household Income



- Seniors 65+ 18.0%
- Adults 15 to 64 62.6%
- Children 14 under 19.4%



BUSINESS



176

Total Businesses



2,606

Total Employees

AT RISK



1,027

Households With Disability



14

Pop 65+ Speak Spanish & No English



135

Households Without Vehicle

2014-2018 Population by Language Spoken at Home (ACS)	Total	Percent
Pop 18-64 speak Asian-Pacific Isl & No English	0	0.0%
Pop 18-64 speak Indo-European & No English	0	0.0%
Pop 18-64 speak Spanish & No English	56	0.6%
Pop 18-64 speak Other Language & No English	17	0.2%
Pop 65+ speak Asian-Pacific Isl & No English	43	0.5%
Pop 65+ speak Indo-European & No English	4	0.0%
Pop 65+ speak Spanish & No English	14	0.1%
Pop 65+ speak Oth Language & No English	10	0.1%



## Demographic and Income Comparison Profile

Buffer  
Area: 1.8 square miles

Prepared by Esri

### Census 2010 Summary

Population	9,655
Households	3,773
Families	2,303
Average Household Size	2.53
Owner Occupied Housing Units	2,647
Renter Occupied Housing Units	1,126
Median Age	37.8

### 2019 Summary

Population	10,154
Households	3,907
Families	2,338
Average Household Size	2.57
Owner Occupied Housing Units	2,674
Renter Occupied Housing Units	1,233
Median Age	39.3
Median Household Income	\$55,340
Average Household Income	\$71,801

### 2024 Summary

Population	10,445
Households	4,008
Families	2,381
Average Household Size	2.58
Owner Occupied Housing Units	2,758
Renter Occupied Housing Units	1,250
Median Age	40.1
Median Household Income	\$61,032
Average Household Income	\$81,464

### Trends: 2019-2024 Annual Rate

Population	0.57%
Households	0.51%
Families	0.37%
Owner Households	0.62%
Median Household Income	1.98%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

May 15, 2020



## Demographic and Income Comparison Profile

Buffer  
Area: 1.8 square miles

Prepared by Esri

2019 Households by Income	Number	Percent
<\$15,000	336	8.6%
\$15,000 - \$24,999	403	10.3%
\$25,000 - \$34,999	334	8.5%
\$35,000 - \$49,999	623	15.9%
\$50,000 - \$74,999	860	22.0%
\$75,000 - \$99,999	495	12.7%
\$100,000 - \$149,999	552	14.1%
\$150,000 - \$199,999	196	5.0%
\$200,000+	106	2.7%
Median Household Income	\$55,340	
Average Household Income	\$71,801	
Per Capita Income	\$27,903	

2024 Households by Income	Number	Percent
<\$15,000	267	6.7%
\$15,000 - \$24,999	351	8.8%
\$25,000 - \$34,999	310	7.7%
\$35,000 - \$49,999	584	14.6%
\$50,000 - \$74,999	898	22.4%
\$75,000 - \$99,999	541	13.5%
\$100,000 - \$149,999	659	16.4%
\$150,000 - \$199,999	273	6.8%
\$200,000+	124	3.1%
Median Household Income	\$61,032	
Average Household Income	\$81,464	
Per Capita Income	\$31,563	

**Data Note:** Income is expressed in current dollars.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

May 15, 2020



## Demographic and Income Comparison Profile

Buffer  
Area: 1.8 square miles

Prepared by Esri

2010 Population by Age	Number	Percent
Age 0 - 4	700	7.3%
Age 5 - 9	612	6.3%
Age 10 - 14	525	5.4%
Age 15 - 19	553	5.7%
Age 20 - 24	588	6.1%
Age 25 - 34	1,497	15.5%
Age 35 - 44	1,203	12.5%
Age 45 - 54	1,342	13.9%
Age 55 - 64	1,041	10.8%
Age 65 - 74	740	7.7%
Age 75 - 84	581	6.0%
Age 85+	273	2.8%

2019 Population by Age	Number	Percent
Age 0 - 4	665	6.5%
Age 5 - 9	660	6.5%
Age 10 - 14	643	6.3%
Age 15 - 19	554	5.5%
Age 20 - 24	573	5.6%
Age 25 - 34	1,353	13.3%
Age 35 - 44	1,405	13.8%
Age 45 - 54	1,195	11.8%
Age 55 - 64	1,279	12.6%
Age 65 - 74	955	9.4%
Age 75 - 84	569	5.6%
Age 85+	302	3.0%

2024 Population by Age	Number	Percent
Age 0 - 4	683	6.5%
Age 5 - 9	658	6.3%
Age 10 - 14	656	6.3%
Age 15 - 19	619	5.9%
Age 20 - 24	584	5.6%
Age 25 - 34	1,349	12.9%
Age 35 - 44	1,375	13.2%
Age 45 - 54	1,283	12.3%
Age 55 - 64	1,207	11.6%
Age 65 - 74	1,108	10.6%
Age 75 - 84	630	6.0%
Age 85+	294	2.8%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

May 15, 2020



## Demographic and Income Comparison Profile

Buffer  
Area: 1.8 square miles

Prepared by Esri

### 2010 Race and Ethnicity

	Number	Percent
White Alone	6,749	69.9%
Black Alone	1,187	12.3%
American Indian Alone	146	1.5%
Asian Alone	498	5.2%
Pacific Islander Alone	12	0.1%
Some Other Race Alone	642	6.6%
Two or More Races	421	4.4%
Hispanic Origin (Any Race)	1,242	12.9%

### 2019 Race and Ethnicity

	Number	Percent
White Alone	6,103	60.1%
Black Alone	1,895	18.7%
American Indian Alone	165	1.6%
Asian Alone	587	5.8%
Pacific Islander Alone	16	0.2%
Some Other Race Alone	875	8.6%
Two or More Races	512	5.0%
Hispanic Origin (Any Race)	1,676	16.5%

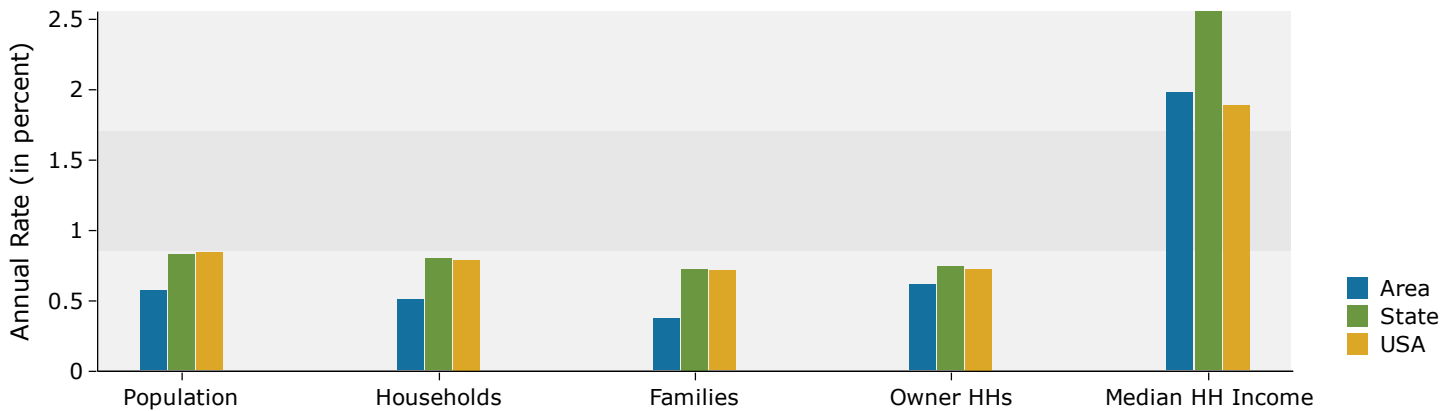
### 2024 Race and Ethnicity

	Number	Percent
White Alone	5,641	54.0%
Black Alone	2,342	22.4%
American Indian Alone	174	1.7%
Asian Alone	659	6.3%
Pacific Islander Alone	17	0.2%
Some Other Race Alone	1,052	10.1%
Two or More Races	559	5.4%
Hispanic Origin (Any Race)	1,982	19.0%

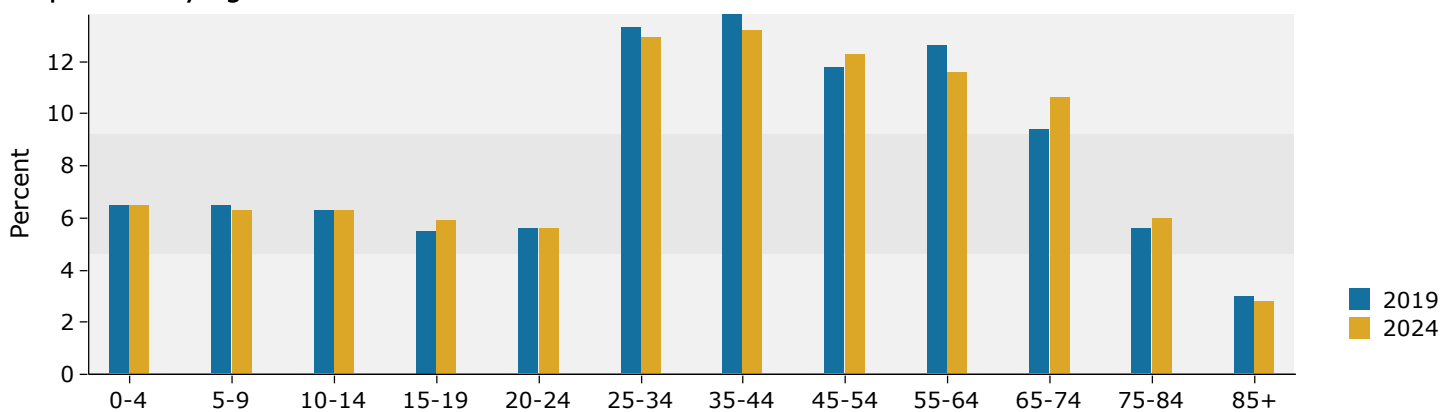
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

May 15, 2020

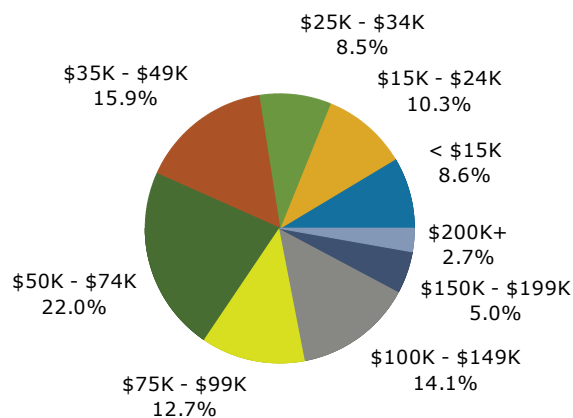
## Trends 2019-2024



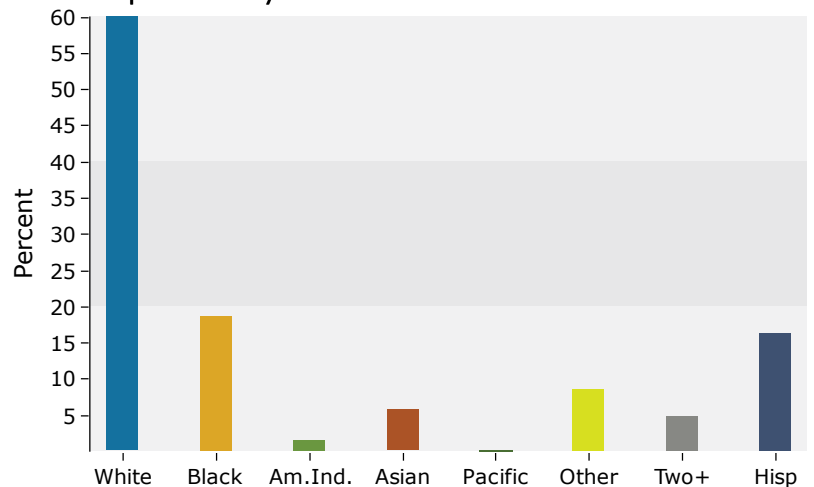
## Population by Age



## 2019 Household Income



## 2019 Population by Race





## *Columbia Heights Safe Routes to School 49<sup>th</sup> Avenue Area Improvements*

### EXISTING CONDITIONS PHOTOS

The Following Locations are Each along 49<sup>th</sup> Avenue



Pavement rehabilitation and new crosswalk on the north leg of the Johnson Street intersection



New pedestrian ramps (6), new crosswalk markings (2) and defined walking paths (260 ft of sidewalks) at Fillmore Street



New pedestrian ramps (2) and new crosswalk markings at Fillmore Street (south of 49<sup>th</sup> Avenue)



New pedestrian ramps (2) and new crosswalk markings at Grand Avenue



New pedestrian ramps (3), new crosswalk markings and 155 ft of sidewalk at Jackson Street



New crosswalk markings at Madison Street



## *Columbia Heights Safe Routes to School 49<sup>th</sup> Avenue Area Improvements*

### EXISTING CONDITIONS PHOTOS Locations as Noted in Captions



Along the easterly boulevard of Monroe Street, from 49<sup>th</sup> Avenue to 47 ½ Avenue, 860 ft of new sidewalk and new pedestrian ramps (2) will be constructed



Across ISD No. 13 property, from 47 ½ Avenue to the school parking lot, 430 ft of new sidewalk will be constructed



Along 47<sup>th</sup> Avenue, 730 ft of new sidewalk and new pedestrian ramps (4) will be constructed



**Bryan Hennekens**  
Director of Technology, Security and Building Operations  
1440 49th Ave. NE • Columbia Heights, MN 55421  
PHONE 763.528.4500 • FAX 763.571.9202  
colheights.k12.mn.us

April 8, 2020

Mr. Kevin Hansen, P.E.  
Public Works Director/City Engineer  
City of Columbia Heights  
590 40<sup>th</sup> Ave. NE  
Columbia Heights, MN 55421

Dear Mr. Hansen:

Independent School District No. 13 is pleased to express our support and concurrence for the Safe Routes to School grant application being submitted through the Regional Solicitation by the City of Columbia Heights. The improvements in the 49<sup>th</sup> Avenue area of Columbia Heights and Hilltop will enhance walking and biking facilities and address safety concerns.

The City of Columbia Heights will be leading the effort and will be working with Anoka County, the City of Hilltop and Independent School District No. 13 to deliver the project. Independent School District No. 13 agrees to maintain the portion of the trail being constructed on our property.

Thank you for your consideration of the grant request. If you have questions, please feel free to contact me at 763.528.4479 or [hennekeb@colheights.k12.mn.us](mailto:hennekeb@colheights.k12.mn.us).

Sincerely,

Bryan Hennekens  
Director of Technology, Security and Buildings Operations

# Columbia Heights Safe Routes to School 49<sup>th</sup> Avenue Area Improvements



**Applicant, Location, & Route:** City of Columbia Heights at 9 locations identified in pedestrian and bicycle studies.



**Application Category:**  
Safe Routes to School Infrastructure



**Funding Information:**  
**Requested Award Amount:** \$484,400  
**Local Match:** \$121,100  
**Project Total:** \$605,500



**Match \$ Sources:**  
• City of Columbia Heights

## Project Description

The project is designed to fill gaps in the pedestrian and bicycle system in and around Highland Elementary School, Columbia Heights High School, Columbia Academy, and Valley View Elementary School in Columbia Heights and Hilltop. The improvements are generally described as follows:

Along 49<sup>th</sup> Avenue, the project consists of the following improvements:

- Pavement rehabilitation and new crosswalk on the north leg of the Johnson Street intersection,
- New pedestrian ramps (6), new crosswalk markings (2) and defined walking paths (260 ft of sidewalks) at Fillmore Street (north of 49<sup>th</sup> Avenue),
- New pedestrian ramps (2) and new crosswalk markings at Fillmore Street (south of 49<sup>th</sup> Avenue),
- New pedestrian ramps (2) and new crosswalk markings at Grand Avenue,
- New pedestrian ramps (3), new crosswalk markings and 155 ft of sidewalk at Jackson Street, and
- New crosswalk markings at Madison Street.

Along the easterly boulevard of Monroe Street, from 49<sup>th</sup> Avenue to 47 ½ Avenue, 860 ft of new sidewalk and new pedestrian ramps (2) will be constructed.

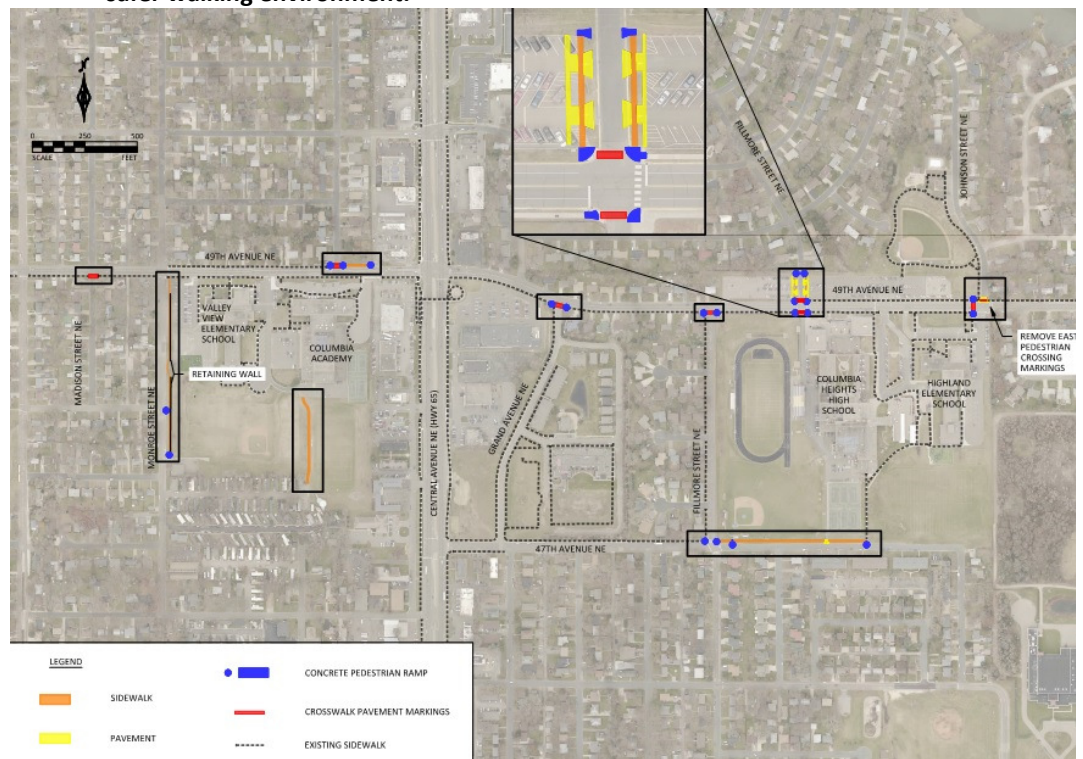
Across ISD No. 13 property, from 47 ½ Avenue to the school parking lot, 430 ft of new sidewalk will be constructed.

Along 47<sup>th</sup> Avenue, 730 ft of new sidewalk and new pedestrian ramps (4) will be constructed.

## Project Benefits

The proposed 49<sup>th</sup> Avenue Area Improvements would:

- **Increase safety for vehicles, bicycles, and pedestrians at 9 locations along the corridor.**
- **Increase pedestrian traffic and reduce vehicular traffic along the corridor by creating a safer walking environment.**





## MEMORANDUM

**Date:** October 1, 2018  
**To:** Kevin Hansen, P.E.  
**From:** Bryan Nemeth, P.E., PTOE  
Kevin Kielb, P.E.  
**Subject:** Columbia Heights Pedestrian/Bicycle Counts and Recommendations

We have completed the 49<sup>th</sup> Avenue bicycle and pedestrian study. A summary of our analysis and recommendations is provided in this memo.

### Recommendations

The information collected through counting bicycles and pedestrians, along with data provided by Anoka County, was assessed to determine where additional traffic control measures should be implemented. Generally, the area is well-maintained and has many traffic and safety measures already in place, including connected sidewalks, crosswalks, and school zone signs.

Figure 1 depicts the locations where additional traffic and safety measures could be completed. The recommended improvements are generally located along roadways with high pedestrian volumes and few pedestrian features. The locations of the recommended sidewalk and crosswalk improvements are described below.

Sidewalk is recommended at the following locations:

- Along the east side of Monroe Street from 49<sup>th</sup> Avenue to the baseball field (4711 Monroe St),
- Along the west side of Filmore Street, north of 49<sup>th</sup> Avenue (adjacent to the parking lots),
  - Will provide separation of traffic modes in a high conflict area.
  - Will provide a clear route for pedestrians traveling to/from the neighborhoods to the north and the parking lots adjacent to 49<sup>th</sup> Avenue.
- Along the fields behind Columbia Academy to 47<sup>th</sup> ½ Avenue (Hilltop),
- Along the north side of 49<sup>th</sup> Avenue from Jackson Street to Central Avenue.
  - This connection may be difficult to complete due to utilities, landscaping and narrow right of way,
  - While facilities exist on the south side of 49<sup>th</sup> Avenue, and crossing TH 65 is encouraged along the south side of 49<sup>th</sup> Avenue, many pedestrians continue to walk in this area.
  - Destination locations exist in the northwest quadrant of TH 65 and 49<sup>th</sup> Avenue, drawing foot traffic to this location.
- Along 47<sup>th</sup> Avenue from Fillmore Street to the eastern sidewalk connection up to Columbia Heights Public Schools, Family Center, and Elementary School, and

Crosswalks are recommended at the following locations:

- South leg of the 49<sup>th</sup> Avenue & Madison Street intersection,
- Jackson St at 49<sup>th</sup> Avenue,
- Grand Ave at 49<sup>th</sup> Avenue,

- South leg of the 49<sup>th</sup> Avenue & Fillmore Street intersection (T-intersection),
- North and south leg of the 49<sup>th</sup> Avenue & Fillmore Street/Columbia Heights High School West Driveway intersection, and
- Johnson St at 49<sup>th</sup> Avenue.

### **Summary of Study**

During April of 2018, 13-hour pedestrian and bicycle counts were completed at the following locations:

- 49<sup>th</sup> Avenue & Madison Street,
- 49<sup>th</sup> Avenue & Monroe Street,
- 49<sup>th</sup> Avenue & Jackson Street,
- 49<sup>th</sup> Avenue & Grand Avenue,
- 49<sup>th</sup> Avenue & Fillmore Street,
- 49<sup>th</sup> Avenue & Fairway Drive,
- 47<sup>th</sup> ½ Avenue & Monroe Street,
- Columbia Academy South Sidewalks,
- Central Avenue (at 46<sup>th</sup> ½ Avenue),
- 47<sup>th</sup> Avenue & Fillmore Street,
- 47<sup>th</sup> Avenue & South Sidewalks (East and West Entrances),
- Fillmore St north of 49<sup>th</sup> Avenue, and
- Johnson St north of 49<sup>th</sup> Avenue.

After the completion of the 13-hour pedestrian and bicycle counts, further data collection and analysis was completed. The attached figures were prepared to illustrate the pedestrian and bicycle traffic in the area, and to aid in determining if other safety measures are needed. Figure 2 depicts the volume of pedestrian traffic at each crossing during the AM/PM peak hour, as well as the daily total. Figure 3 depicts the volumes of the bicycle traffic at each crossing during the AM/PM peak hour, as well as the daily total. Crash data was collected throughout the area and is also shown on the figures. Additionally, the locations of existing pedestrian crossing/school zone signs are shown on each figure.

Anoka County collected information along 49<sup>th</sup> Avenue, which included the existing signs. They also made a few recommendations of where they thought could use additional crosswalks or crossing signs. This information is shown in Attachments A through C.





## Columbia Heights Sidewalks & Crosswalks

City of Columbia Heights, Minnesota



**BOLTON  
& MENK**

Real People. Real Solutions.

Figure 1: Recommendations

September 2018







COLUMBIA  
HEIGHTS

## Columbia Heights School Pedestrian & Bike Counts

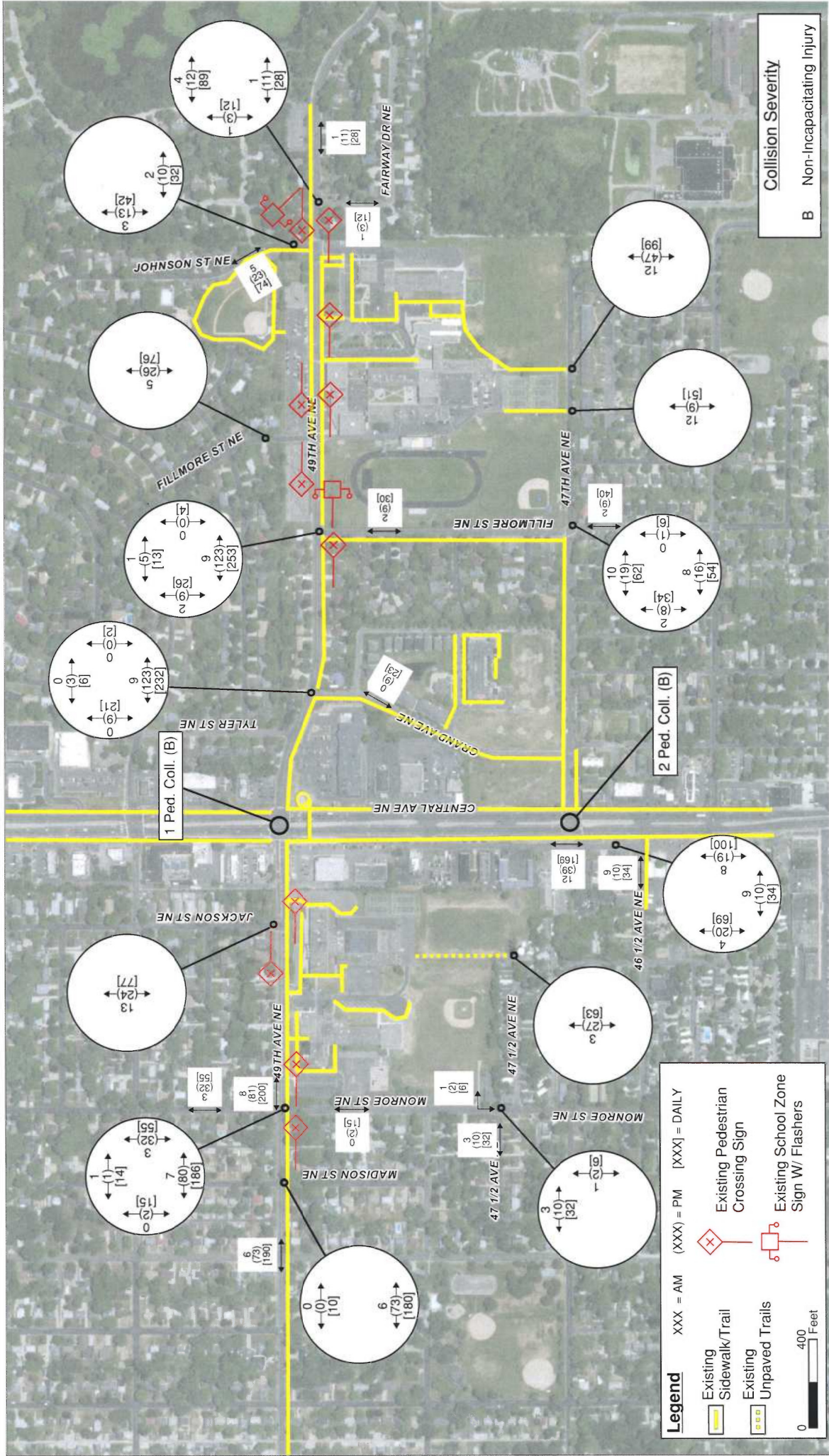
City of Columbia Heights, Minnesota



## Figure 2: Pedestrian Counts

Counts were performed between March 24th & 26th, 2018

Real People. Real Solutions.







# Columbia Heights School Pedestrian & Bike Counts

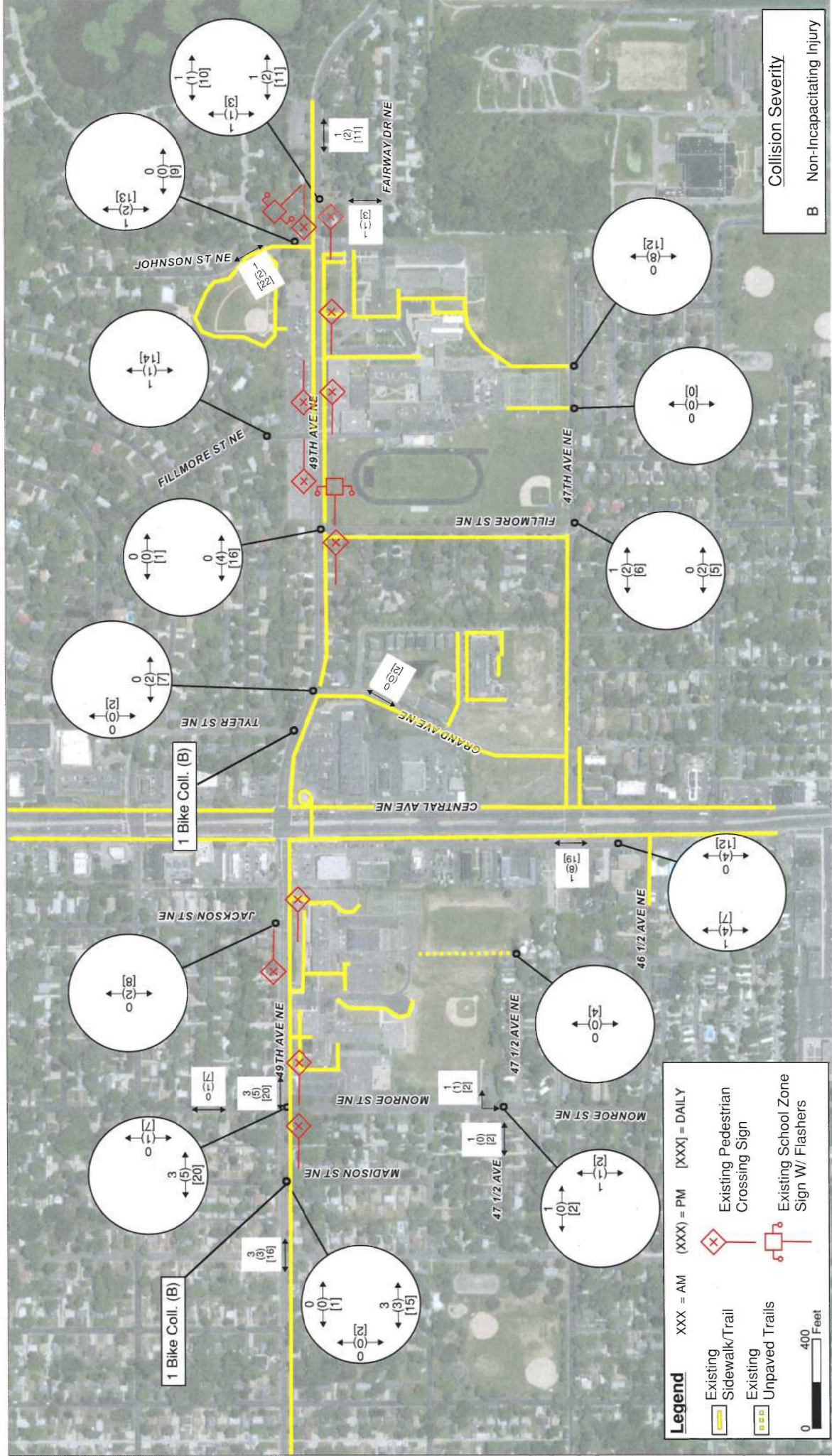
City of Columbia Heights, Minnesota



Figure 3: Bicycle Counts

Counts were performed between March 24th & 26th, 2018


Real People. Real Solutions.





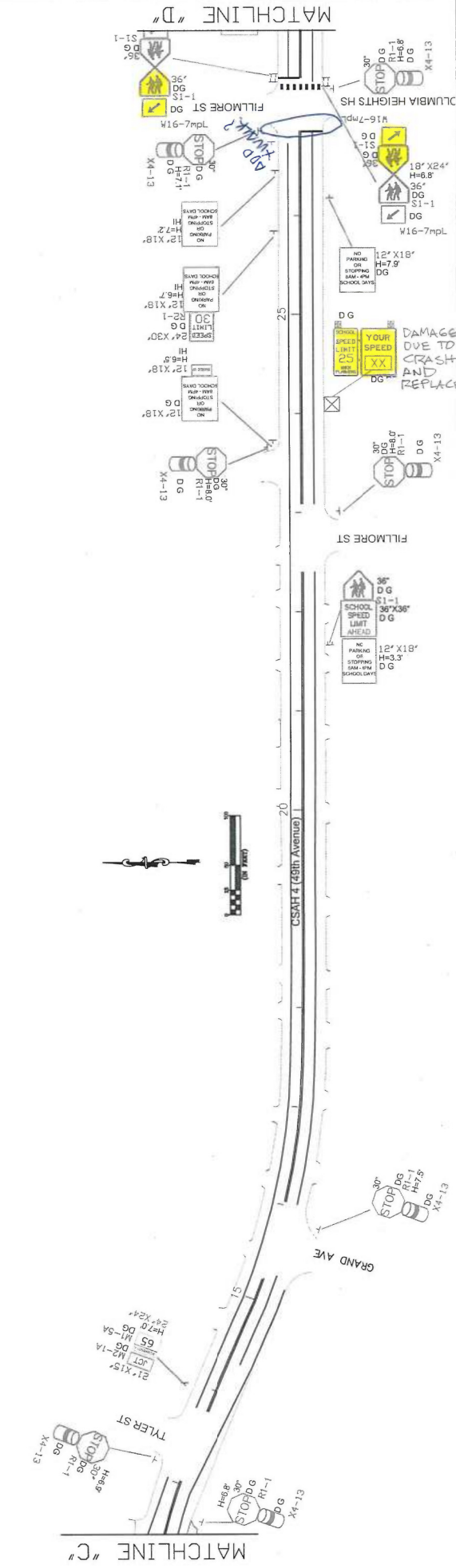
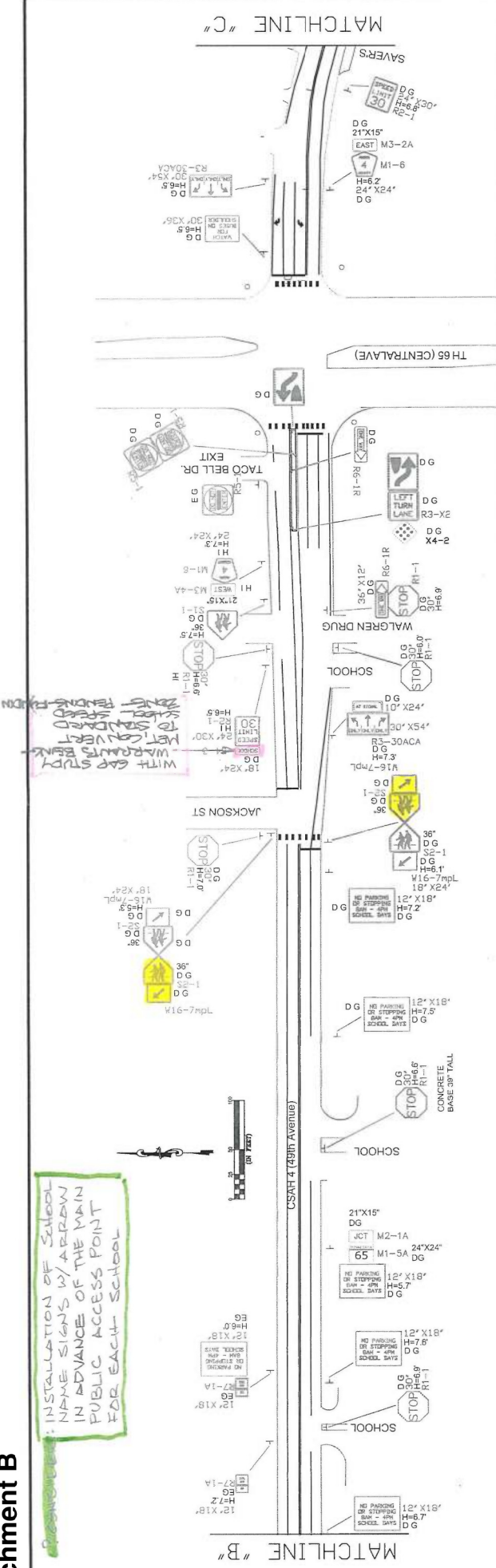
NOTE: SIGNS HIGHLIGHTED IN  
YELLOW WERE RECENTLY  
INSTALLED / UPGRADED



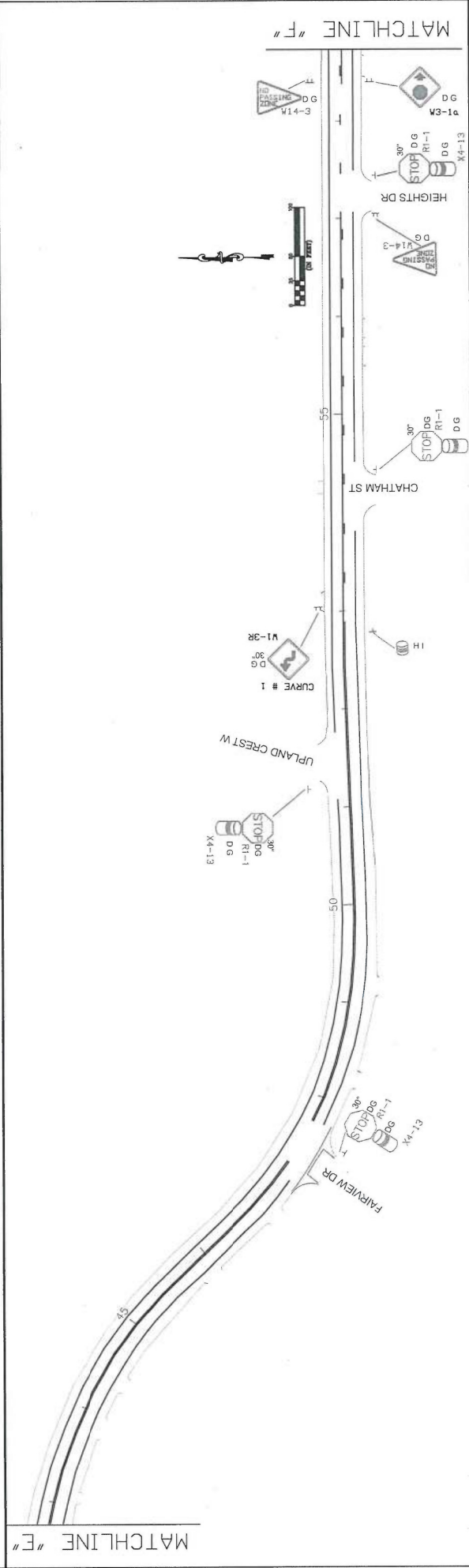
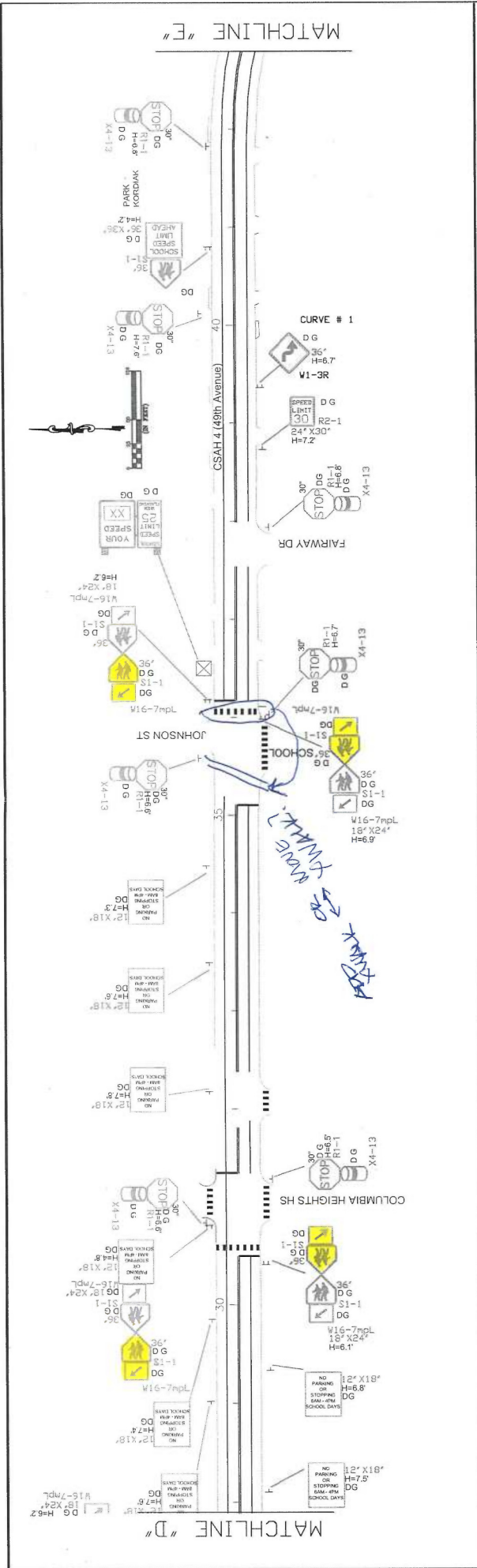
<div style="display: flex; justify-content: space-between;"> <div> <p>STATE PROJECT NO. _____</p> <p>STATE AID PROJECT NO. _____</p> <p>CITY PROJECT NO. _____</p> </div> <div> <p>ANOKA COUNTY</p> <p>HIGHWAY DEPT</p> </div> </div> <div style="text-align: right;"> <p>CSAH 4 (49th Avenue)</p> <p>from TH 47 to Monroe St</p> </div>	<div style="display: flex; justify-content: space-between;"> <div> <p>DESIGN BY: _____ DATE: _____</p> <p>DESIGN BY: _____ DATE: _____</p> </div> <div> <p>PRINT NAME: _____</p> <p>PRINT NO: _____</p> </div> </div> <div style="text-align: center;">  </div>	<p>I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME          OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A          DULY LICENSED PROFESSIONAL ENGINEER UNDER          THE LAWS OF THE STATE OF MINNESOTA.</p>
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# Attachment B

REVISION: INSTALLATION OF SCHOOL NAME SIGNS W/ ARROW IN ADVANCE OF THE MAIN PUBLIC ACCESS POINT FOR EACH SCHOOL



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: _____ SIGNATURE: _____		DRAWN BY: _____ DATE: 10/20/09 DESIGN BY: _____ DATE: _____	<b>ANOKA COUNTY</b> <b>HIGHWAY DEPT.</b>	STATE PROJECT NO. _____ CITY PROJECT NO. _____
CSAH 4 (49th Avenue) from Monroe St to Fillmore St				



DRAWN BY: XXX, DATE: 10/20/20		DESIGN BY: DATE:	
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		SIGNATURE:	
ANOKA COUNTY HIGHWAY DEPT.		STATE AID PROJECT NO.:	
CSAH 4 (49th Avenue) from Filmore St to Heights Dr		CITY PROJECT NO.:	





# Safe Routes to School Plan

Columbia Heights, Minnesota | August 2013

Funded through a MnDOT  
Safe Routes to School Planning Assistance Grant





## Valley View Elementary SRTS Planning Background

The Columbia Heights District, including Valley View Elementary, has developed partnerships with district and school staff, and Statewide Health Improvement Plan (SHIP) Initiative staff. Existing policies related to SRTS include a Bus Safety Policy, a bike parking policy, and a Wellness Policy which promotes physical activity but makes no direct reference to SRTS.

The Columbia Heights District has set several SRTS goals which will apply to all participating schools, including the creation of school-specific plans that include recommendations related to traffic control devices, parking, drop-off zones, crosswalks and bike lanes to ensure future improvement projects are effective in maximizing safety; creating consistent transit plans across the identified schools within the district to streamline traffic flow, information sharing and enforcement efforts in an effective and cost savings approach; and creating consistent SRTS best practices through district-wide training and standardized building implementation.

### Support for Implementation

Proposed SRTS plans for Columbia Heights would receive implementation support from participating Columbia Heights Schools including Valley View, as well as support from SHIP staff. Evaluation efforts would include additional pedestrian and bicycle counts as well as parent surveys and school hand tallies to measure progress.

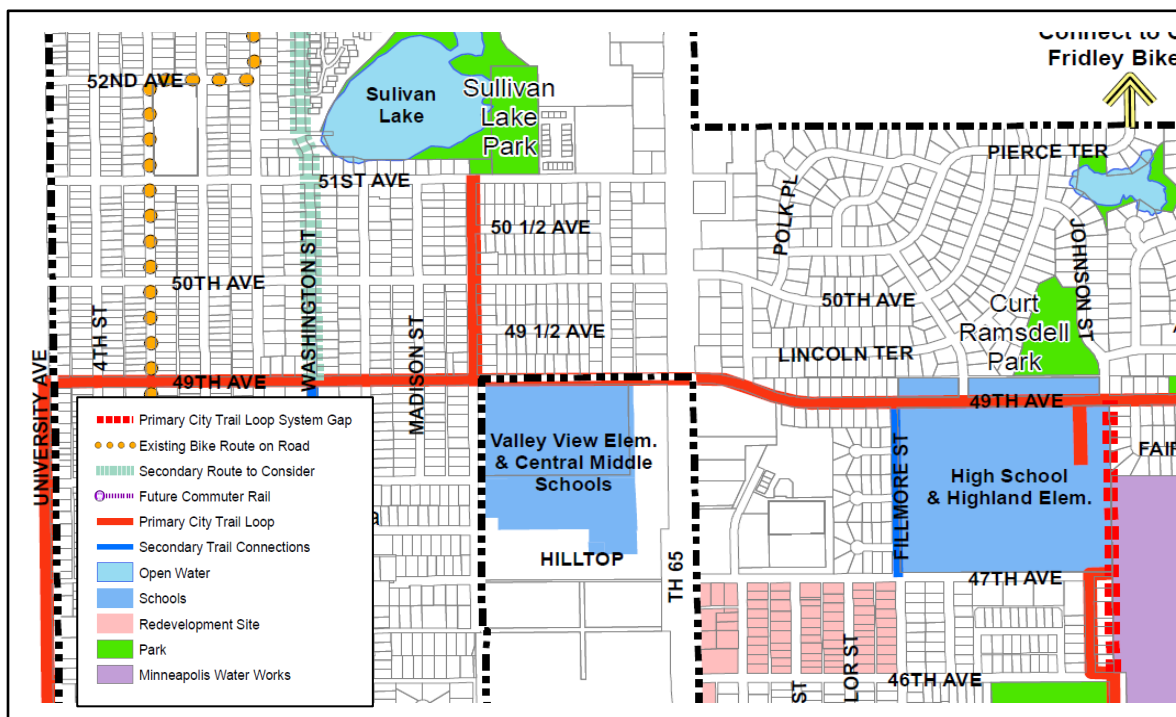
In the spring of 2013, the Columbia Heights School District received a MnDOT Non Infrastructure Implementation Grant to help support Safe Routes to school programs throughout the district. The grant will provide funds for a fleet of bicycles for safety skills training and additional funds to support SRTS programming.

### Related Community Planning

The following plans, programs, and efforts have taken place in Columbia Heights separate from this project's SRTS process, and may have important implications for student walking and biking to area schools:

- **The Columbia Heights Bicycle and Pedestrian Mobility Plan**  
This 2008 plan was developed to ensure that future development includes infrastructure that provides access and connections for bicyclists and pedestrians. Additionally, the plan's intention was to outline a bicycle and pedestrian network that connects important destinations within the city to each other and to the broader regional network
- **The Columbia Heights Comprehensive Plan**  
This 2010 plan provides an overview and plan for developing off-road and on-road bicycle facilities in the city, including bicycle lanes, shared bus/bicycle lanes, shared lanes, widened curb/widened outside lanes or shoulders, and local roadways. The Park and Trails Plan Recommended Route Network within this document calls out the following roadways/paths adjacent to Highland Elementary as key routes:
  - 49th Ave from University Ave to Chatham Rd is identified as part of the Primary City Trail Loop
  - Monroe St from 49<sup>th</sup> Ave to Sullivan Lake Park

"Connecting residential areas to schools and parks" is also one of five prioritization criterion listed in the plan. In addition, the plan presents a list of strategies for addressing pedestrian and bicycle facility needs such as prioritizing accessibility improvements, encouraging traffic calming measures, implementing bicycle and pedestrian best practices, and prioritizing a programming schedule for developing the desired network outlined in the 2008 Pedestrian and Bicycle Mobility Plan.

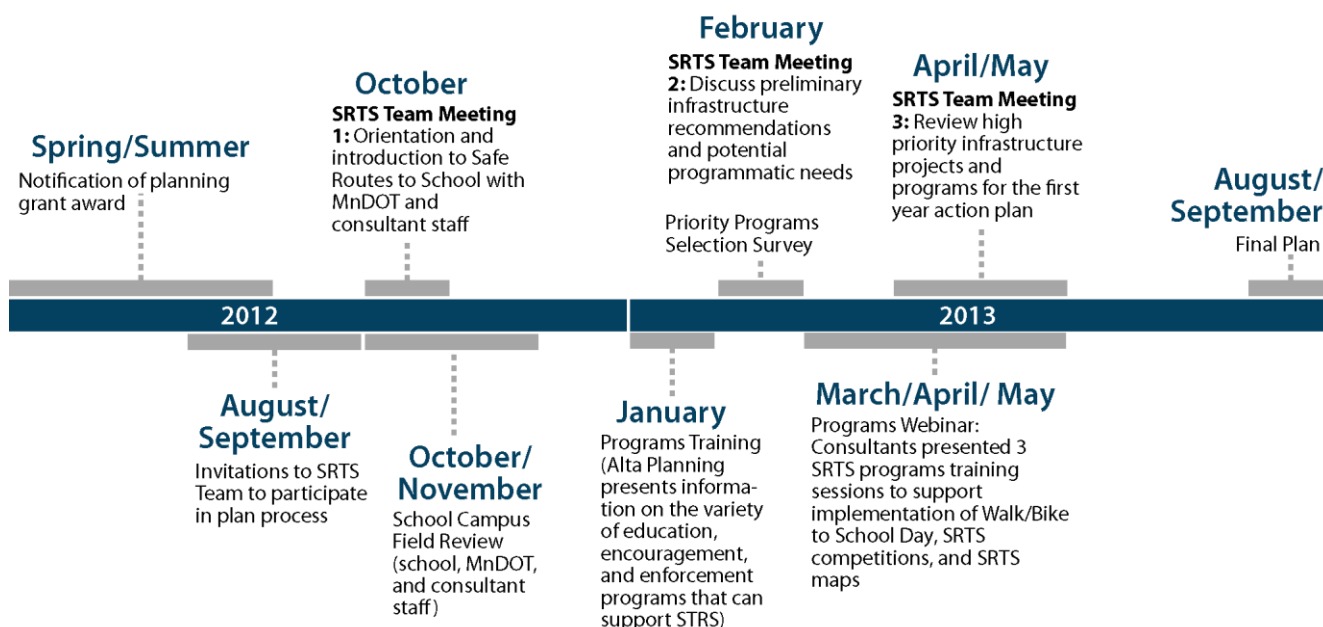


Excerpt from Figure 5-1 of the Columbia Heights Comprehensive Plan

## Planning Process

The year-long planning process for this SRTS Plan included building a SRTS team; gathering data and information about existing conditions; developing recommendation for the 5 E's; and developing a written document that set forth a path for the SRTS program at Liberty Ridge Elementary School. The graphic below depicts key milestones in the planning process.

## SRTS Plan Milestones







## School Site Description

### School Context:

Valley View Elementary is a K-5 school located on 49th Avenue Northeast with the boundaries of Hilltop, a small city of just under 500 residents completely surrounded by the City of Columbia Heights. The school is located next to Columbia Academy Middle School. Columbia Heights is a suburban city of 19,496 people located just north of Minneapolis. Two primary corridors, University Avenue NE and Central Avenue NE, offer access into Northeast Minneapolis. To the east of the school sits Central Avenue NE, which sees heavy vehicle traffic and is lined with commercial land uses. To the north and west of the school sit single-family residential homes built on an urban-like grid structure. To the south is trailer park housing in the City of Hilltop. The average age of Columbia Heights residents was 36.9 years at the time of the 2010 U.S. Census, below the state average of 37.4 years. Median household income in Columbia Heights is \$51,967, below the statewide average of \$58,476, based on 2007-2011 American Community Survey 5-Year Estimates. School enrollment for the 2012-2013 school year was 459 students.

### Current Travel Modes:

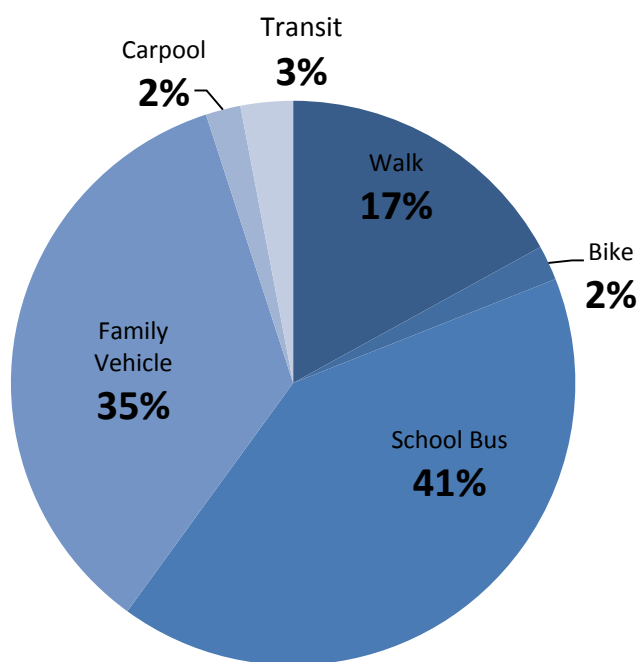
In-classroom tallies of students' arrival and departure modes were conducted at Valley View Elementary School in May 2013 over 2 days. A total of 712 trips were tallied in the mornings of the two days on which surveys were implemented. Surveys were not implemented in the afternoons to determine modes of transportation for school departure. As shown in the chart, an average of 17% of students currently walk to school, and 2% bike. The predominant mode to and from school is by school bus, with an average of 41% of students using this mode.

### School Campus:

The school sits on a large parcel (approximately 24 acres) that also hosts a baseball diamond and soccer facilities, as well as a middle school (Columbia Academy, also included in this project). A visitor parking lot is located on the west side of the building, directly north of a large recess / play court that is separated by a fence. Buses use a loop directly in front of the school building. The exit of the bus loop is adjacent to the entrance to Columbia Academy's parent loop, and is coincident with the entrance to a staff parking lot, and is very wide. On-site crossings and sidewalks join Valley View and Columbia Academy

, and connect to the south side of 49th Avenue NE. An unpaved / degraded path connects the school to the Hilltop mobile home community directly south of the campus. A staircase at the southwest corner of the play court connects the campus to Monroe Street NE. Bike racks are present in the front of the school but are of a "comb" type, not recommended for securely locking bicycles.

Current Travel Mode Split





## Surrounding Land Use:

Valley View Elementary is located along 49th Avenue NE - a B-Minor Arterial two-lane street connecting primarily single family residential districts to the west and east of the school with Highway 65 / Central Avenue NE, a major north-south multi-lane roadway classified as an A-Minor Augmentor. A school speed zone is present on 49th Ave in front of the school campus which reduces the 35 mph speed limit to 30 mph. The school is located about one eighth of a mile from Highway 65, which presents hazardous conditions for pedestrians attempting to cross east-west at street level. The school is located within the City of Hilltop (population 750), which has the distinction of being one of only of two cities in the US where the majority of residents live in manufactured (trailer) housing. All four trailer park locations comprising the city are sited immediately adjacent to the south of the school. Locations immediately west and north of the parcel where the school sits are primarily single family residential. Points east of the school host strip-mall businesses fronting Highway 65 / Central Avenue NE.



***The path to the Hilltop community is not paved and lacks lighting currently.***

## Student Walking and Biking - Existing Conditions:

In general, sidewalks are not provided on the residential neighborhoods surrounding the school. The only continuous sidewalk provided is on the southern edge of 49th Avenue NE, immediately adjacent to the school's entrance, and connecting the pedestrian bridge over Highway 65 with the school and points west, until it reaches University Avenue NE / Highway 47, where it ends. This sidewalk has minimal buffer (planted edge) on the parcel where the school sits. West of Monroe Street NE (west edge of parcel) the buffer disappears and the sidewalk then sits directly adjacent to the roadway.



***Monroe Street NE lacks sidewalks. Students walk on the grass and on the street. During winter, they walk on the street***

The northeast street corner of Monroe Street NE / 49th Ave, where a marked crosswalk terminates, is not paved and is used as a location for snow storage. School staff have note that they routinely clear accumulation to facilitate student crossing movements. In addition, this location experiences significant runoff issues, especially during spring when snow melts. This makes it difficult for students to cross at this location due to large puddles which collect here.





### **Crossing Guard Locations:**

Student patrols are positioned at north-south and east-west crossings at the intersection of Monroe Street NE and 49th Avenue NE. Teachers assist as crossing guards in the parking lot, but during dismissal they do not arrive at their posts ahead of time as they finish their day at the same time or after students are let out.

### **Parent Driver Staging Area:**

Parents drop-off and pick up their students using the lot on the west side of the school building. Parents queue around the lot and make their drop-offs and pickups at a sidewalk on the school building side of the lot. The exit to the lot is shared with the entrance to the bus lot. To exit the lot parents must cut across the one-way lane which is used to enter the lot which can create difficulties and potential traffic conflicts. In addition to using the parking lot for pickup and drop-off, parents also queue in the street where there is a shoulder available.



***The staircase from the campus to Monroe Street NE is in poor condition***

### **Bus Staging Area:**

Three - four buses use a one-way loop on the front side of the school as their staging area. The loop entrance is on the west side and is shared with the entrance/exit to the parent driver staging area. The exit to the loop is in the center of the site and is shared with the staff parking lots as well as the entrance to the parent driver staging area for Columbia Academy, whose dismissal and arrival processes do not coincide with Valley View's.



## Infrastructure Recommendations

Current conditions were in part observed during a 2007-09 police analysis of pedestrian accidents which resulted in the construction of a pedestrian bridge at 49th and Central Ave. Additionally, conditions on site and around Valley View Elementary were observed during a walking audit which took place on October 23rd, 2012. The audit was led by consulting staff with expertise in SRTS, with participation from local stakeholders. Observations of the dismissal process were also made during this audit.

The combined campuses of Valley View Elementary and Columbia Academy present some great opportunities for improvements. However, their location along 49<sup>th</sup> and near 65<sup>th</sup>/Central creates challenges for students walking and cycling as well. The initial study yielded specific recommendations to address the key identified barriers to walking and biking at Valley View School. This plan does not represent a comprehensive list of every project that could improve conditions for walking and cycling in the neighborhood – but rather the key conflict points and highest priority infrastructure improvements to improve walking and cycling access to the school. The recommendations range from simple striping changes and school signing to more significant changes to the streets. Short term projects that should be addressed in the 2013-2014 school year are noted in the One Year Action Plan at the end of the infrastructure and programmatic recommendations. Some of the more significant recommendations for changes to streets may require policy changes, additional discussion and coordination, or significant funding sources. The One Year Action Plan notes the importance of getting started on planning and design for these larger projects.

All recommendations are described in Table 1 with locations shown on the Recommended Improvements Map. It should be noted that funding is limited and all recommendations made are planning level concepts only. Additional engineering studies will be needed to confirm feasibility and final costs for projects. The MNMUTCD guidelines (7C.2), encourage the use of crosswalks and signing on school routes in areas where there are likely to be conflicts and/or the need to delineate student travel paths. While existing traffic controls may meet standards for average traffic volumes on the roadway, the presence of school aged children should be considered a mitigating factor in selecting appropriate traffic control infrastructure. Crossings and key access points on school routes should be enhanced to provide increased legibility of desired travel patterns and behavior for all modes.

For more information about specific types of facilities mentioned, reference the Infrastructure Toolkit Glossary which is include directly after the recommendations map.

## Maintenance

School routes and crosswalks should be prioritized for maintenance. To ensure high visibility crosswalks maintain their effectiveness, review all crosswalks within one block of the school each year. If there is notable deterioration, crosswalks should be repainted annually. In addition, crosswalks on key school walk routes should evaluated annually and repainted every other year or more often as needed.

While walking and cycling diminish during the cold winter months, it is particularly important to prioritize snow removal and maintenance of school routes. Snow removal is a critical component of pedestrian and bicycle safety. The presence of snow or ice on sidewalks, curb ramps, or bikeways will deter pedestrian and cyclist use of those facilities to a much higher degree than cold temperature alone. Families with children will avoid walking in locations where ice or snow accumulation creates slippery conditions that may cause a fall. Curb ramps that are blocked by ice or snow effectively sever access to pedestrian facilities. Additionally, inadequately maintained facilities may force pedestrians and bicyclists into the street. Identified routes to school should be given priority for snow removal and ongoing maintenance.



**Table 1: Summary of SRTS infrastructure issues and recommendations for Valley View Elementary and Columbia Academy Middle**

Project	Location	Problem/Issue	Solution/Recommendation	Lead Agency
A	Driveway off of 49th Ave NE and in between schools	Driveway is not formalized and makes for a long crossing.	Reevaluate driveway design to decrease pedestrian crossing distance.	School District
B	Pedestrian bridge over Central Ave NE	Students bypass bridge and attempt to cross highway at grade.	Provide education and a safety campaign specific to the pedestrian bridge over Central Ave NE. Consider targeted enforcement with school staff or law enforcement at key point during the year.	School Administration in collaboration with the Police Department
C	Monroe Street and 49th Ave NE	Critical intersection for SRTS, long crossing on 49th Ave NE.	Consider bump outs in the parking lanes on 49th Ave NE. Intersection should be considered a high priority for maintenance.	City of Columbia Heights
D	Informal path from trailer park to campuses	Informal trail can be seen on air photo leading from mobile home park to the back of the school.	This is important asset as many students live in the mobile home park. Consider formalizing the connection and institute a winter maintenance effort. Formal connection to the trailer park will require an easement.	City of Hilltop/School District
E	Central Ave NE and 47th Ave NE	Signalized intersection with crosswalks on the south and east legs.	Shorten curb radius of 47th Ave NE to discourage high speed right hand turns.	Anoka County/City of Columbia Heights
F	Campus and Monroe Street NE	Lack of sidewalk.	Consider sidewalk along entire length of campus.	School District
G	49th Ave NE from Central to Monroe	Critical SRTS corridor, lack of awareness of drivers that this is a school zone.	Increase signage and pavement markings to increase driver awareness. Consider speed and pedestrian yielding enforcement occasionally during the school year with concentrated enforcement at the beginning and end of the school year.	City of Columbia Heights (Public works and Police)
H	Jackson St NE and 49th Ave NE	Busy pedestrian crossing with minimal accommodations.	Consider bumpouts to decrease crossing distance. Consider a raised crosswalk. Install a bit of sidewalk at the northwest corner and pave the terrace to the sidewalk on the south side.	City of Columbia Heights



**Table 1 Continued : Summary of SRTS infrastructure issues and recommendations for Columbia Academy Middle/ Valley View Elementary**

Project	Location	Problem/Issue	Solution/Recommendation	Lead Agency
I	Driveway at west end of campus off of 49th Ave NE	Lack of crosswalks connecting existing sidewalks	Add ladder crosswalk across drive.	School District
J	Driveway between the schools off of 49th Ave NE	Lack of crosswalks connecting existing sidewalks	Add ladder crosswalk across drive.	School District
K	Driveway at east end of campus off of 49th Ave NE	Lack of crosswalks connecting existing sidewalks	Add ladder crosswalk across drive.	School District





A short sidewalk on the NW corner of 49th Ave & Jackson St would provide a safe place for students to cross to.



## Columbia Academy Middle and Valley View Elementary Recommended Improvements Map

- A** Reevaluate driveway design to decrease pedestrian crossing distance.
- B** Provide education and a safety campaign specific to the pedestrian bridge over Central Ave NE. Consider targeted enforcement with school staff or law enforcement at key point during the year.
- C** Consider bump outs in the parking lanes on 49th Ave NE. Intersection should be considered a high priority for maintenance.
- D** Consider formalizing the path from the mobile home park to the school entrance and institute a winter maintenance effort.
- E** Shorten curb radius of 47th Ave NE to discourage high speed right hand turns.
- F** Consider installing sidewalk along entire length of campus.
- G** Increase signage and pavement markings to increase driver awareness. Consider speed and pedestrian yielding enforcement occasionally during the school year with concentrated enforcement at the beginning and end of the school year.
- H** Consider bumpouts to decrease crossing distance. Consider a raised crosswalk. Install a bit of sidewalk at the northwest corner and pave the terrace to the sidewalk on the south side.
- I** Add ladder crosswalk across drive.
- J** Add ladder crosswalk across drive.
- K** Add ladder crosswalk across drive.



Data obtained from MnDOT

Image courtesy of USGS © 2013 Microsoft Corporation





## 1. In-School Pedestrian Safety Education

<b>Primary Outcomes</b>	Improved walking safety behavior; youth empowerment
<b>Potential Lead</b>	Columbia Heights Public Schools: district, administrators, and teachers
<b>Potential Partners</b>	PTA/parents; Anoka County Community Health & Environmental Services; Columbia Heights Police; City of Columbia Heights
<b>Recommended Timeframe</b>	Once per year for first or second graders
<b>Planning Resources</b>	National Center for Safe Routes to School: <a href="http://www.saferoutesinfo.org/program-tools/NHTSA-pedestrian-curriculum">http://www.saferoutesinfo.org/program-tools/NHTSA-pedestrian-curriculum</a>
<b>Sample Programs</b>	Oregon Safe Routes to School: <a href="http://walknbike.org/pedestrian-safety/">http://walknbike.org/pedestrian-safety/</a> National Highway Traffic Safety Administration: <a href="http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum">http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum</a>

Pedestrian safety education aims to ensure that every child understands basic traffic laws and safety rules. It teaches students basic traffic safety, sign identification, and decision-making tools. Pedestrian safety training is typically recommended for first- and second-graders and teaches basic lessons such as, “look left, right, and left again.” In-school curriculum often includes three parts: in-class lessons, mock street scenarios, and on-street practice, if conditions allow it.

In-class lessons introduce the topic of pedestrian safety to children, including what types of situations they may encounter on the road, how to follow street signs, and how to interact with drivers. Rhymes, songs, and videos can be used to help children remember how to walk and cross streets safely.



***Pedestrian safety training teaches basic lessons such as, “look left, right, and left again.”***

Mock street scenarios allow students to practice safe pedestrian behaviors at signalized intersections, unsignalized intersections, and driveways in a controlled environment. This can be done inside the classroom or on the blacktop. Once students have mastered the mock streets, they are taken on-street to practice. A short route with as many types of crossing situations as possible should be mapped before taking students out. At least one parent/chaperone should be encouraged to attend for increased adult support, though additional volunteers are recommended. Chaperones should be given safety materials, such as high visibility vests and stop paddles.

Various existing curricula are available online from a number of sources at no cost, or schools may choose to develop one on their own. Many of the curriculums available include scripts that are helpful for new teachers who may be unfamiliar with how to present the material.



## 2. In-School Bicycle Safety Education

<b>Primary Outcomes</b>	Improved bicycling safety behavior; youth empowerment
<b>Potential Lead</b>	Columbia Heights Public Schools: district, administrators, and teachers
<b>Potential Partners</b>	PTA/parents; Anoka County Community Health & Environmental Services; Columbia Heights Police; City of Columbia Heights
<b>Recommended Timeframe</b>	Once per year for third or fourth graders
<b>Planning Resources</b>	Bike Smart: <a href="http://www.bikesmart.org/">http://www.bikesmart.org/</a>
<b>Sample Programs</b>	Oregon Safe Routes to School: <a href="http://walknbike.org/bike-safety">http://walknbike.org/bike-safety</a> New York, NY: <a href="http://www.columbiasecondary.org/taxonomy/term/122?page=6">http://www.columbiasecondary.org/taxonomy/term/122?page=6</a>

Bicycle safety training is generally most appropriate beginning in or after the third grade and helps children understand that they have the same responsibility as motorists to obey traffic laws. In-school curriculum often includes three parts: in-class lessons, mock street scenarios or skills practice, and on-street riding, if conditions allow it.

In-class lessons typically teach students about helmet safety, traffic laws, and hazards they may encounter on the roadway. On the mock street courses, children practice bicycle handling skills, riding in traffic, and hazard avoidance drills in a controlled environment. Once they have mastered their skills on the mock street, students are taken on the road to practice in real traffic situations. The route should be planned ahead of time to ensure a variety of bikeway and roadway types. When taking students on the road, there should be approximately one adult instructor per five children.

Various existing curricula are available online from a number of sources at no cost, or schools may choose to develop one on their own. Schools may also choose to bring in local instructors or bicycling experts to teach the courses. If taught during class time, helmets and bicycles of the appropriate size will need to be acquired as many students do not have access to their own. Cones, street signs, and chalk may also be necessary for the mock street scenario.



***Students can practice bike safety skills in the controlled setting of the school campus***

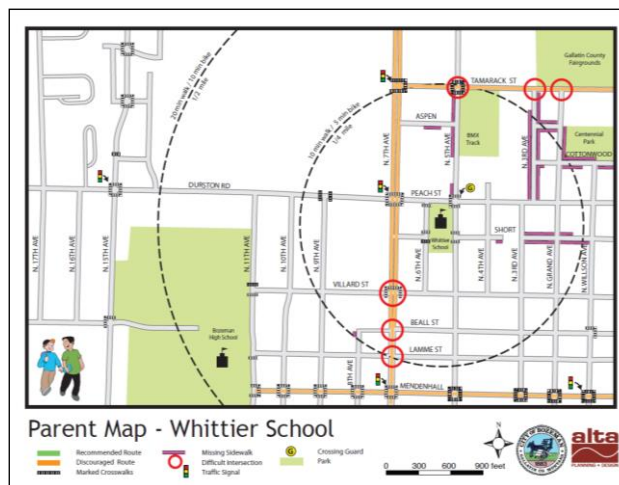


### 3. Walk and Bike to School Route Maps

<b>Primary Outcome</b>	Improved walking and bicycling safety
<b>Potential Lead</b>	Columbia Heights Public Schools
<b>Potential Partners</b>	Anoka County Community Health & Environmental Services; Columbia Heights Police; PTA/parents
<b>Recommended Timeframe</b>	Distribute when students and families are adjusting to new habits, e.g., back-to-school, following winter/spring break, as weather gets warmer. Revise and redistribute annually, if possible.
<b>Planning Resources</b>	National Center for Safe Routes to School's Map-a-Route Tool: <a href="http://maps.walkbiketoschool.org/">http://maps.walkbiketoschool.org/</a>
<b>Sample Maps</b>	Bozeman, MT: <a href="http://www.bozeman.k12.mt.us/schools/safe_routes/">http://www.bozeman.k12.mt.us/schools/safe_routes/</a> Santa Clarita, CA: <a href="http://www.santa-clarita.com/index.aspx?page=177">http://www.santa-clarita.com/index.aspx?page=177</a> Rochester, NY: <a href="http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=33">http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=33</a>

Walk and Bike to School Maps, sometimes called Suggested Route to School maps, help families choose the best route for walking or biking to school. Maps show stop signs, signals, crosswalks, sidewalks, bikeways, paths/trails, school entrances, bike parking, and/or crossing guard locations around a school. Maps may also show transit routes and stops, school enrollment areas, pick-up/drop-off zones, and important destinations, such as community centers and parks. Some less objective elements to consider include recommended routes, good walking/biking routes, and hazardous locations.

The team leading the mapping effort should decide in advance whether the maps will be distributed electronically or in paper form, as this can inform how the map is produced. Maps may be produced using mapping or drawing technologies, such as GIS or Adobe Illustrator, but can also be as simple as hand drawn maps or marked up Google maps. Students may also be engaged in the making of maps through classroom or after school activities.



**Walk and Bike to School Maps show the safest streets and crossings for getting to school**





## 4. Parent/PTA Workshop

<b>Primary Outcome</b>	Will depend on workshop topics, but could include increased walking, bicycling, transit use, and/or carpooling; improved walking, bicycling, and/or driving safety behavior; and health and/or environmental connections
<b>Potential Lead</b>	Columbia Heights Public Schools
<b>Potential Partners</b>	Teachers/administrators/staff; PTA/parents; Anoka County Community Health & Environmental Services; Columbia Heights Police; City of Columbia Heights
<b>Recommended Timeframe</b>	Once per year per topic, near the beginning of the school year or as habits change
<b>Planning Resources</b>	National Center for Safe Routes to School Guide: <a href="http://guide.saferoutesinfo.org/education/parents.cfm">http://guide.saferoutesinfo.org/education/parents.cfm</a>
<b>Sample Program</b>	Alameda County, CA: <a href="http://www.alamedacountysr2s.org/programs/parent-workshops/">http://www.alamedacountysr2s.org/programs/parent-workshops/</a>

Since parents are usually the ones deciding whether their children walk or bike to school, a workshop designed for them can provide the tools, resources, and support needed to begin walking or biking for transportation. Topics could include starting a walking school bus, carpool matching, launching a safety campaign, how to be a responsible driver, or organizing an event, such as Walk and Bike to School Day. Parent drivers are often part of the problem around school campuses – but can also be a powerful force for improved safety.

The workshop team will need to work with the school to schedule the workshop at a time that will facilitate the highest participation, such as in the evening after work or on weekend mornings. The team will also need to do substantial outreach to inform parents of the event, such as by sending flyers home with students, posting in school newsletters and on websites/bulletins, and putting up posters around the school. Outside instructors/speakers and materials/handouts may require additional funds.



***Since parents are usually the ones deciding whether their children walk or bike to school, a workshop designed for them can develop a base of support for SRTS***



## 5. Crossing Guards

<b>Primary Outcomes</b>	Improved walking/biking safety behavior; improved driving safety behavior
<b>Potential Lead</b>	Columbia Heights Public Schools; individual school administrators
<b>Potential Partners</b>	City of Columbia Heights; Columbia Heights Police; PTA/parents; teachers/administrators/staff; local volunteers
<b>Recommended Timeframe</b>	Ongoing, every day during drop-off and/or pick-up
<b>Planning Resources</b>	National Center for Safe Routes to School Guide: <a href="http://guide.saferoutesinfo.org/crossing_guard/index.cfm">http://guide.saferoutesinfo.org/crossing_guard/index.cfm</a>
<b>Sample Program</b>	Marin County, CA: <a href="http://www.tam.ca.gov/index.aspx?page=97">http://www.tam.ca.gov/index.aspx?page=97</a>

Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street. Crossing guards can be very effective in many traffic situations, such as stop-controlled intersections where drivers do not stop for pedestrians, midblock crossings with visibility issues and a lack of traffic control, and signalized intersections with high vehicle speeds and volumes.

Crossing guards should successfully complete a training program prior to beginning to assist children that includes appropriate training materials and equipment, such as safety vests and stop signs. Funding to pay crossing guards may be required and could come from the jurisdiction or the school district.



***Crossing guards are legally empowered to stop traffic to assist students with crossing the street.***