

Application				
10352 - 2018 Safe Routes to School Infrastructure				
10724 - Hassan Elementary School Trail				
Regional Solicitation - Bicycle and Pedestrian Facilities				
Status:	Submitted			
Submitted Date:	07/13/2018 1:5	0 PM		
Primary Contact				
Name:*	Mr.	John	A	Seifert
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*	Rogers	Minnesota	а	55374
	City	State/Province	•	Postal Code/Zip
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	Phone		Ext.	
Fax:	763-428-9261			
What Grant Programs are you most interested in?	Regional Solici	tation - Roadway	ys Including	g Multimodal

ROGERS, CITY OF

Organization Information

Name:

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 22350 S DIAMOND LAKE RD

ROGERS Minnesota 55374

City State/Province Postal Code/Zip

County: Hennepin

Phone:* 763-428-8580

Ext.

Fax:

PeopleSoft Vendor Number 0000006587A3

Project Information

Project Name Hassan Elementary School Trail

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Rogers

Jurisdictional Agency (If Different than the Applicant):

The proposed project is to construct a 10 foot paved bicycle/pedestrian trail on the south side of CSAH 144 (A Minor Expander), from Marie Ave to Hassan Elementary School, in the northwest quadrant of the City of Rogers. The trail will connect Hassan Elementary with an existing trail and sidewalk system that serves the Rogers Middle and High Schools, residential areas, and commercial areas.

CSAH 144 from Hassan Elementary School to Marie Ave

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

(Limit 2,800 characters; approximately 400 words)

TIP Description <u>Guidance</u> (will be used in TIP if the project is selected for funding)

oolootou for failuing)

Project Length (Miles) 0.8

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$652,000.00

Match Amount \$325,000.00

Minimum of 20% of project total

Project Total \$977,000.00

Match Percentage 33.27%

Minimum of 20%

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

Source of Match Funds City of Rogers

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

Preferred Program Year

Select one: 2022

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

Additional Program Years: 2019, 2020, 2021

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

Project Information

County, City, or Lead Agency City of Rogers

Zip Code where Majority of Work is Being Performed 55374

(Approximate) Begin Construction Date 05/02/2022 (Approximate) End Construction Date 10/31/2022

Name of Trail/Ped Facility: Hassan Elementary School Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

CSAH 144 and Orchid Ave (Intersection or Address)

CSAH 144 and Marie Ave (Intersection or Address)

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

Or At:

Primary Types of Work

Grade, Agg Base, Bit Base, Bit Surf, Ped Ramps, Storm sewer, Retaining Wall, Curb and Gutter

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.: Structure is Over/Under (Bridge or culvert name):

Requirements - All Projects

All Projects

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

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

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

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

The Hassan Elementary Trail is consistent with several goals, objectives, and strategies from the 2040 Transportation Policy Plan. The trail will specifically align with the Goal "Access to Destinations" (Page 62). The Trail will provide increased travel options for all ages and abilities connecting residential neighborhoods to schools and commercial nodes along CSAH 144. The Trail also aligns with the "Healthy Environment" Goal (page 66). The Trail will reduce transportation related air emissions by allowing more children to walk/bike to school rather than being dropped off and picked up by cars or buses. The Trail will also increase the availability and attractiveness of bicycling and walking to school encouraging healthy communities and lifestyles. The proposed Trail will "Overcome physical barriers and eliminate system gaps" (page 7.6) by providing connectivity for pedestrians and cyclists from Hassan Elementary to Rogers Middle and High School and the Trail would be maintained by the City of Rogers year round. The Trail would "Accommodate a broad range of cyclists abilities and preferences to attract a variety of users" (page 7.17) by allowing some users to use the the proposed off-road trail separated from the traffic on CSAH 144. CSAH 144 also has a designated on-road trail that will stay in place and will provide ridership for avid cyclists. Finally, the Trail will "Integrate and/or supplement existing and planned infrastructure" (page 7.17) by not requiring any additional right of way.

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages:

The Hassan Elementary Trail has been included in the Rogers Trail Capital Improvement Plan for several years and the City has received planning grants from Hennepin County for design and feasibility of the Trail. The Trail project addresses the need for a separated trail from the roadway. Users are apprehensive about traveling the shoulder of CSAH 14 and this trail provides a safer option for travel to Hassan Elementary from the east.

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

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: \$150,000 to \$1,000,000

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

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

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

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

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

Yes 05/21/2018 12/21/2018

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

Date process started Date of anticipated plan completion/adoption

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

Date self-evaluation completed

Date plan adopted by governing body

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Yes

Safe Routes to School projects only:

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements	
CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$50,000.00
Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$26,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$113,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$124,000.00
Traffic Control	\$10,000.00
Striping	\$5,000.00
Signing	\$3,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$0.00
Retaining Walls	\$181,000.00
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
Totals	\$592,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$284,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
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	\$76,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$385,000.00

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
Totals	\$0.00

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

Totals

Total Cost \$977,000.00

Construction Cost Total \$977,000.00

Transit Operating Cost Total \$0.00

Measure A: Relationship Between Safe Routes to School Program Elements

Response:

Education- The City of Rogers and Hassan
Elementary will jointly pursue education towards
the importance of lifelong bicycling and walking
safety skills. Hassan Elementary has participated in
Walk and Bike to School Days in the past and will
continue those efforts. The Rogers Police
Department will be involved in providing bicycling
safety sessions, i.e. bike rodeos, for safer use of
the Trail. The City is consistently looking for ways
to increase awareness of the importance of walking
and biking to school.

Encouragement - Hassan Elementary has several bike racks located on school grounds and ISD 728 promotes a walking school bus program which Hassan Elementary participates in twice a year.

Engineering - The City of Rogers annually monitors the conditions of crosswalks and sidewalks to ensure they are functioning properly and safely. In 2016 the City striped Orchid Ave. to reduce the width of the drive lanes in an effort to calm traffic near the school. This initiative was an outcome from a Safe Routes to School Charrette. In 2018, the City striped drive lanes near the entrance of Hassan Elementary in collaboration with the Rogers Police Department to provide better enforcement of traffic laws near crosswalks and the school entrance.

Enforcement - The Rogers Police Department regularly has patrol cars stationed near the school entrances to enforce speeds and yielding to pedestrians. Hassan Elementary has an extensive crossing guard program which assists children reaching the school safely.

Evaluation - The City of Rogers has surveyed Hassan Elementary twice in the last 3 years for the student travel tallies and parent surveys. The City will provide another round of surveys once the trail

is complete to highlight the increase of walkers and bikers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population

5.0%

Documentation Attachment

1528808282749_2017_HassanElementary_TeacherTallies.pdf

Please upload attachment in PDF form.

Measure B: Student Population Near the School

Student population within one mile of the school

1181.0

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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

Yes

(up to 40% of maximum score)

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

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

Response:

The Hassan Elementary Trail has brought together a number of different agencies and organizations with the common goal of getting children to school safely by providing a paved trail separated from traffic. The SRTS Planning Charrette that took place in 2015 which included representatives from the City of Rogers, Hennepin County, ISD 728, Rogers Police Department, and Alta Planning and Design. The charrette brought together a lot of different perspectives and a work plan was developed to continue the education and outreach while funding options were explored. Hassan Elementary and the City of Rogers have worked collaboratively to complete non-structural items in the work plan including traffic calming efforts and walk and bike to school days. The Hassan Elementary Trail will provide an ADA accessible trail option from Hassan Elementary connecting residential neighborhoods to the school site and commercial nodes in the community to aid future endeavors.

(Limit 1,400 characters; approximately 200 words)

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

Response:

The Trail will better serve the community by providing a safer and more direct route to the school for all community members. Currently there are 15% of the children at Hassan Elementary that qualify for free or reduced lunch. With a safer route to school more parents would be more inclined to allow their children walk to school without direct parent supervision as several comments indicate in the SRTS Parent Survey. The Trail will also function as a great community asset during offschool months allowing the entire community to enjoy by providing safer, more direct routes to major community assets such as the High School, Middle School, North Community Park, and Rogers Activity Center. With a safer option than the CSAH 144 on-street bikeway, where posted speeds are 50 MPH, the Hassan Elementary Trail provides access to walkers and cyclists of all ages and abilities.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

Response:

The City does not anticipate any negative externalities from the construction of this project as there is no trail in place currently and the trail will only cross one residential street. The construction of the trail will only minimally affect day to day operations.

City

Rogers

Measure B: Affordable Housing

Segment Length

(For stand-alone

projects, enter population from **Regional Economy**

0.83

Length/Total **Project Length**

Segment

Score

Housing Score Multiplied by Segment percent

map) within each City/Township

1.0

29.0

29.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.8

Affordable Housing Scoring

Total Project Length (Miles) or Population

0.83

Total Housing Score

29.0

Affordable Housing Scoring

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

Please upload attachment in PDF form.

Providing a trail that is separated from the traveled way for nearly a mile in length, will minimize the interactions of the children and the vehicle traffic. Curb will be added to portions of CSAH 144 to keep the trail within the right of way, the roadway separation adds an additional barrier to keep pedestrians safe. If the children have a safe route to school away from high volume and high speed vehicle traffic, additional parents will feel comfortable letting their children walk and ride bikes to school. If more children are walking to school, the congestion at the beginning and the end of the school day will be alleviated which helps reduce some of the intersection and crossing concerns.

The proposed trail will also likely have an effect on the current walkshed of the adjacent neighborhoods. Providing a safer, more buffered, and less traffic pedestrian interaction option to children and other community members will likely increase the number of trail users.

The construction of the trail will also bring connectivity to a community trail that would reach from Hassan Elementary to Rogers Middle and High Schools. The Trail connects schools, residential developments, parks, and commercial nodes within the community. One major barrier that has been rectified in previous projects in the intersection of CSAH 144 and TH 101.

1531162717982_Hassan Trail Project Map.pdf

Measure B: Project and/or School Site Improvements

Response:

(Limit 2,800 characters; approximately 400 words)

The major areas of safety concerns for children walking and riding bikes to school is the speed of traffic, separation of pedestrians from traffic, and safer crossing at intersections. The proposed trail will move an existing on-road bikeway, which is not used by children accessing Hassan Elementary, and moving the trail off-road to provide separation from traffic for pedestrians. The addition of this trail will also cause many users to be crossing at the same location which can be monitored by crossing guards. The City of Rogers has worked collaboratively with ISD 728, Hennepin County, and Safe Routes to School by hosting charrettes to discuss opportunities to make walking and riding bike to school more accessible and safer for students. One resulting project that was developed from the charrette was striping Orchid Ave to reduce the width of the drive lanes to encourage traffic calming. Other efforts have been made with Hassan Elementary by hosting walking and biking to school days and hosting walking school buses in the neighborhood to encourage more participation in walking to school.

Measure A: Public Engagement Process

Response

(Limit 2,800 characters; approximately 400 words)

Survey Attachment

Please upload attachment in PDF form.

Several stakeholders and partners have already been contacted and utilized during the planning stages of the Hassan Elementary Trail. The City of Rogers has worked collaboratively with ISD 728, Hassan Elementary, Hennepin County, and Police and School Liaison Officers. An initial kickoff meeting was held March 4th, 2015 at the Rogers High School. This was the kickoff meeting for the Safe Routes to School Planning grant. The Hassan Trail Project has received support from the Rogers Park Board as well as the Rogers City Council. The City has conducted Student Tallies and Parent Surveys twice and would continue that effort until the trail is completed.

Hassan Elementary has also been proactive in engaging the public as it relates to walking and biking to school by promoting walk and bike to school days, walking school buses, and general education relating to the benefits to walking to school.

1531163579935_2017_HassanElementary_ParentSurvey.pdf

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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 (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$865,400.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$865,400.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2017_HassanElementary_TeacherTallies .pdf	Hassan Elementary Two Day Tally	16.7 MB
Hassan Elementary Overview.pdf	Hassan Elementary Summary Page	1.5 MB
Hassan Elementary SRTS Letter of Support Hennepin County.pdf	Hassan Elementary SRTS Trail Letter of Support Hennepin County	105 KB
Rogers Safe Routes to School Plan.pdf	Rogers and ISD 728 Safe Routes to School Plan	7.4 MB

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Grade: (F	РК,К,: 1	1,2,3) N	londay	/'s Dat	e (Wee	k count	was co	nducted)	N	FF		Stu	dents E	nrolle	ed in Clas	SS:			
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• Please of																				
Step 1.	Step 1. Step 2. AM — "How did you arrive at school today?" Record the number of hands for each answer.																			
	Fill in the weather conditions and number of students in each class AM — "How did you arrive at school today?" Record the number of hands for each answer. PM — "How do you plan to leave for home after school?" Record the number of hands for																			
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		RS ONLY -	BLUE OR BL	Male Month and the College					+
School Name				Tea	cher's First	Name:	Teacher's	Last Name:	
HASS		LEME	NTAR	Y)	ENNI	FER Students Enr	olled in Class	N 50 N	ШШ
Grade: (PK,K,:	1,2,3) M	050	(Week count w	as conducted)	26	students Em	oned in Class) i	
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(Three day Please do Before askir Student may Ask your stu Then, rerea number in Follow the s You can cor Please cond Step 1. Fill in the we	s would prove not conduct to go your studenty only answer udents as a ground each answer each box. Same procedured the counduct the cou	ride better dathese counts ats to raise the once. Dup the question choice and refer for the questions once per date are gardless of the one and one of the	on "How did y cord the numb tion "How do by but during the weather condit Step 2. AM – "How of PM – "How of	d) or Fridays. The read through you arrive at the or of students you plan to lead the count pleastions (i.e., ask	h all possible a school today s that raised the leave for hone se ask students these question	nswer choices ?" eir hands for ne after scho both the sch ns on rainy da oday?" Recor	s so they will k each. Place ju ool?" ool arrival and	departure que	stions.
	Weather	Student Tally	each a	nswer. Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Key	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-		-	Only with	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	SN	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
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Tues. PM									
Wed. AM	S	24			13	9		0	0
Wed. PM	5	24	3	0	15	4	12	0	0
Thurs. AM	5	21	0	0	9	10			
Thurs. PM	S	25	2	0	114	4	2	0	
Please lis	st any disrup	tions to thes	e counts or a	ny unusual t	ravel conditi	ons to/from	the school o	n the days of	the tally.
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		RS ONLY -	BLUE OR BI						+
School Name	e:			Te	acher's First	Name:	Teacher's	Last Name:	
HAS5	ANE	LEME	NIAK	4 E	LAIN	E	HOK	RMAN	Μ
Grade: (PK,K,	1,2,3) M	onday's Date	(Week count w	ras conducted)	Number of S	Students Enr	olled in Class	5 :	
Please cond (Three day) Please do Before askin Student ma Ask your strictly or Then, rerea number in Follow the service of Please cond Step 1. Fill in the ween	not conduct ng your studer y only answer udents as a gr d each answe each box. same procedur nduct the cour	nts on two of vide better d these counts once. oup the question rehoice and refer the questions once per data regardless of the sand	the following ata if counters on Mondays ir hands, pleas on "How did be cord the number of the hand by but during the weather conditions to the conditions of the conditions o	g three days d) s or Fridays. se read throug you arrive at per of students you plan to he count pleas tions (i.e., ask	th all possible as school today is that raised the leave for hor is ask students these question e at school to	nswer choices /?" ieir hands for ne after scho both the scho is on rainy da oday?" Record	s so they will k each. Place ju ool?" ool arrival and	departure que	estions.
	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Key	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-		Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
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Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM	6	24		0	114	6	0	0	
Tues. PM	15	24	2	0	119	3	0	0	0
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Wed. PM	6	24	2	0	119	3	0	0	0
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Ask you	our stu	dents	as a c	group	the	quest	tion "	How	did y	you ar	rive a	at s	choc	l toda	y?"										
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Wed. PM	5	25	3		12	7	0	0	2
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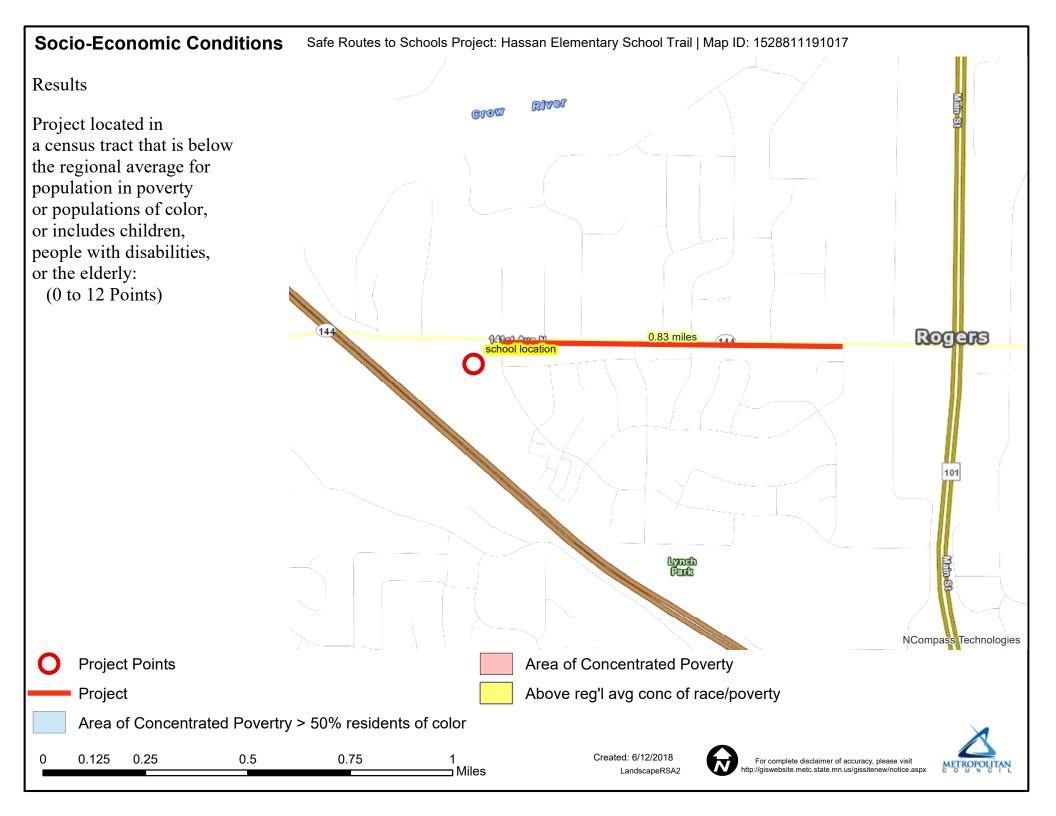
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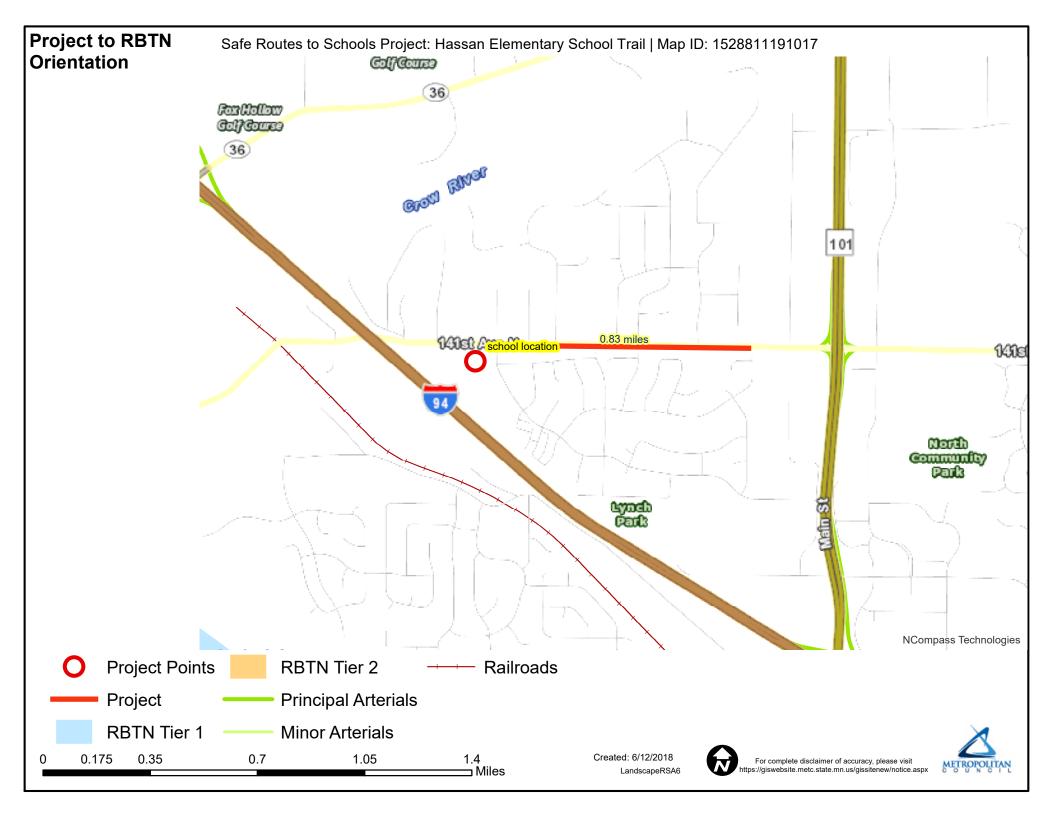
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Grade: (PK,K,1,2,3) Monday's Date (Week count was conducted) Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted) Please do not conduct these counts on Mondays or Fridays. Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once. Ask your students as a group the question "How did you arrive at school today?" Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box. Follow the same procedure for the question "How do you plan to leave for home after school?" You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions. Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).		
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n/a		
n/a		

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Parent Survey Report: One School in One Data Collection Period

School Name: Hassan Elementary School Set ID: 16074

School Group: City of Rogers Month and Year Collected: May 2017

School Enrollment: 400 Date Report Generated: 05/23/2017

% Range of Students Involved in SRTS: 0-25% Tags:

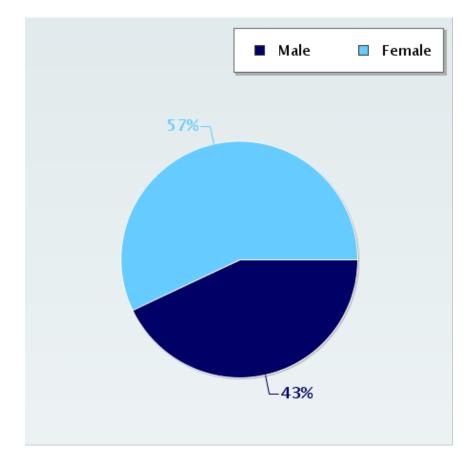
Number of Questionnaires Distributed: 350

Number of Questionnaires

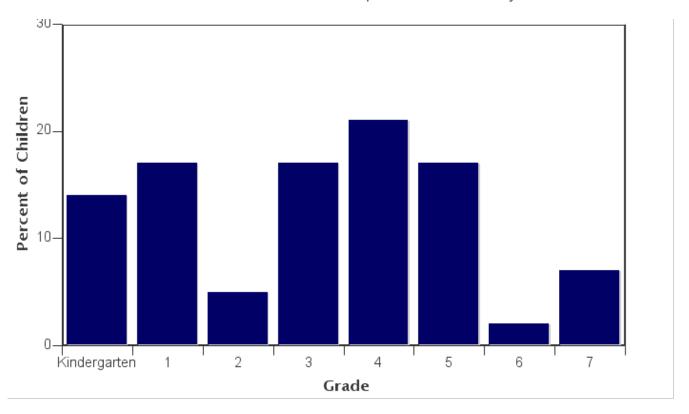
Analyzed for Report: 42

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

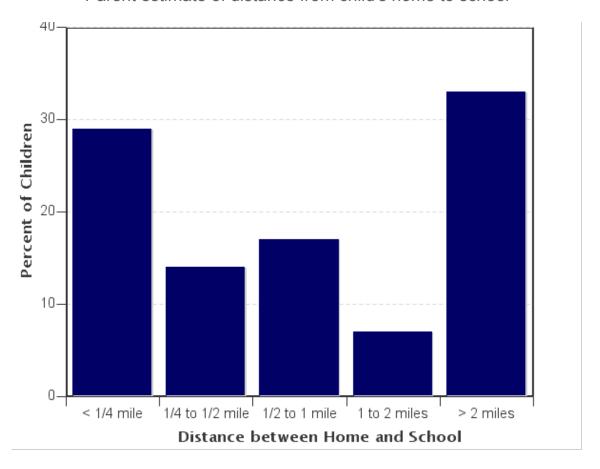


Grade levels of children represented in survey

Grade in School	Responses per grade								
	Number	Percent							
Kindergarten	6	14%							
1	7	17%							
2	2	5%							
3	7	17%							
4	9	21%							
5	7	17%							
6	1	2%							
7	3	7%							

No response: 0

Parent estimate of distance from child's home to school

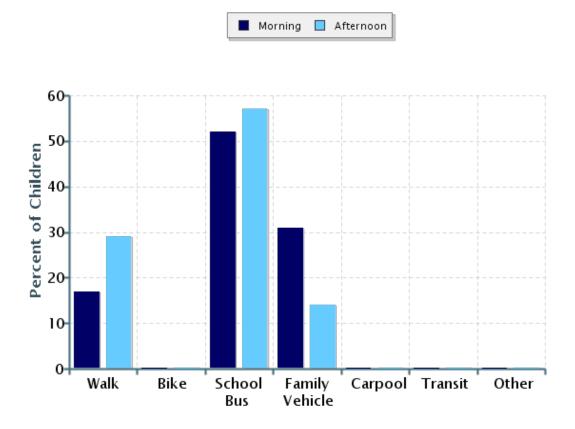


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	29%
1/4 mile up to 1/2 mile	6	14%
1/2 mile up to 1 mile	7	17%
1 mile up to 2 miles	3	7%
More than 2 miles	14	33%

Don't know or No response: 0

Typical mode of arrival at and departure from school

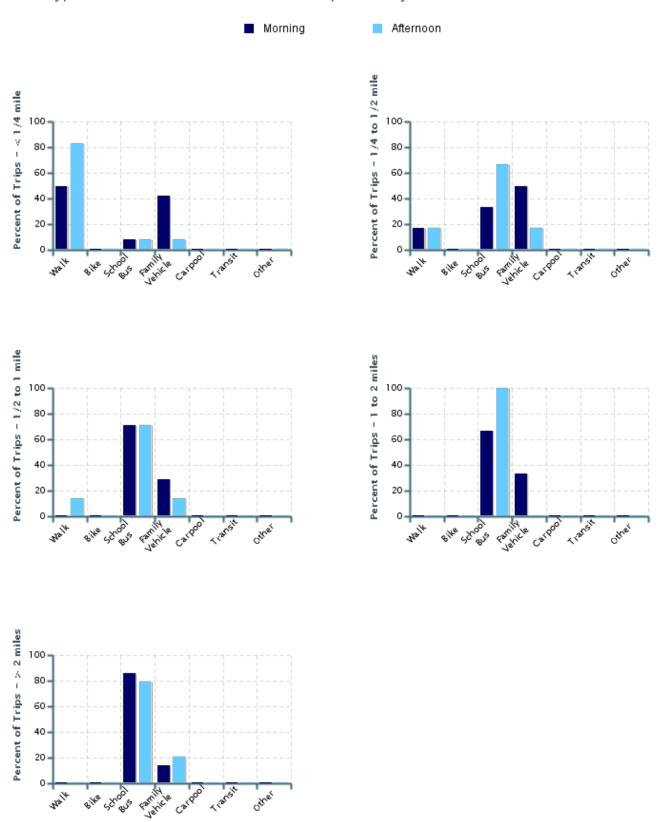


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	42	17%	0%	52%	31%	0%	0%	0%
Afternoon	42	29%	0%	57%	14%	0%	0%	0%

No Response Morning: 0 No Response Afternoon: 0

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	50%	0%	8%	42%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	33%	50%	0%	0%	0%
1/2 mile up to 1 mile	7	0%	0%	71%	29%	0%	0%	0%
1 mile up to 2 miles	3	0%	0%	67%	33%	0%	0%	0%
More than 2 miles	14	0%	0%	86%	14%	0%	0%	0%

Don't know or No response: 0

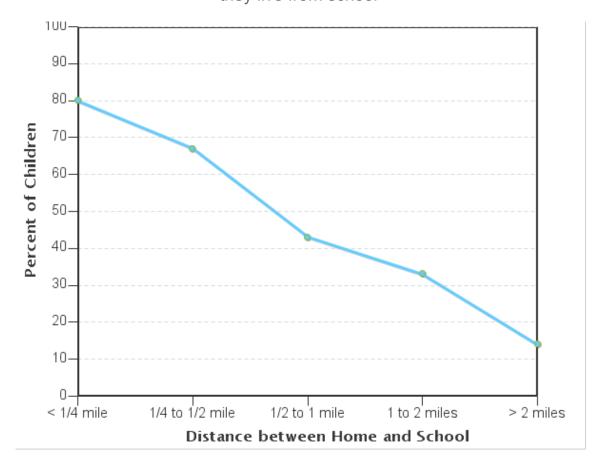
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	83%	0%	8%	8%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	67%	17%	0%	0%	0%
1/2 mile up to 1 mile	7	14%	0%	71%	14%	0%	0%	0%
1 mile up to 2 miles	3	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	14	0%	0%	79%	21%	0%	0%	0%

Don't know or No response: 0

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

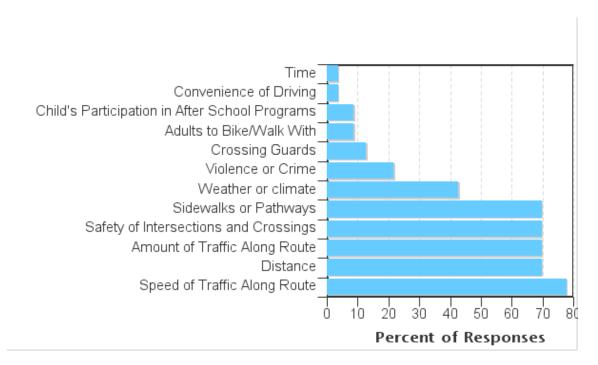


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

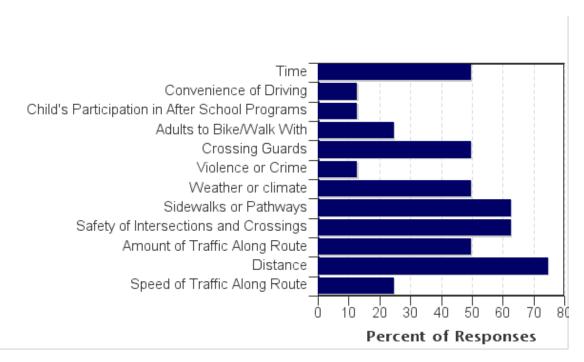
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	18	80%	67%	43%	33%	14%
No	22	20%	33%	57%	67%	86%

Don't know or No response: 2

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	78%	25%
Distance	70%	75%
Amount of Traffic Along Route	70%	50%
Safety of Intersections and Crossings	70%	63%
Sidewalks or Pathways	70%	63%
Weather or climate	43%	50%
Violence or Crime	22%	13%
Crossing Guards	13%	50%
Adults to Bike/Walk With	9%	25%
Child's Participation in After School Programs	9%	13%
Convenience of Driving	4%	13%
Time	4%	50%
Number of Respondents per Category	23	8

No response: 11

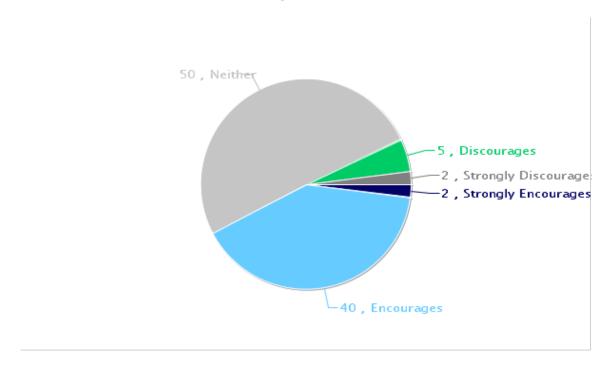
Note:

⁻⁻Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

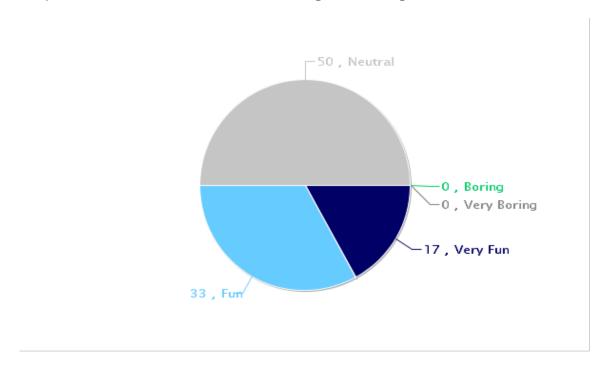
⁻⁻Each column may sum to > 100% because respondent could select more than issue

⁻⁻The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

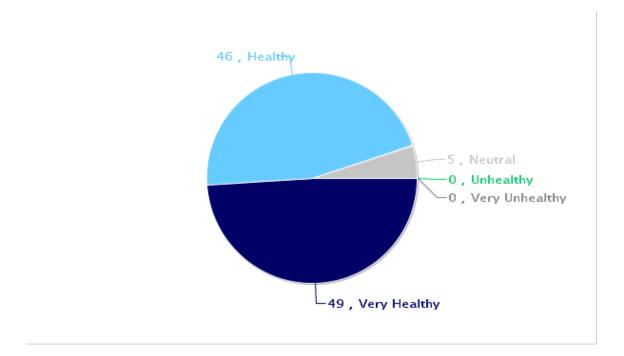
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



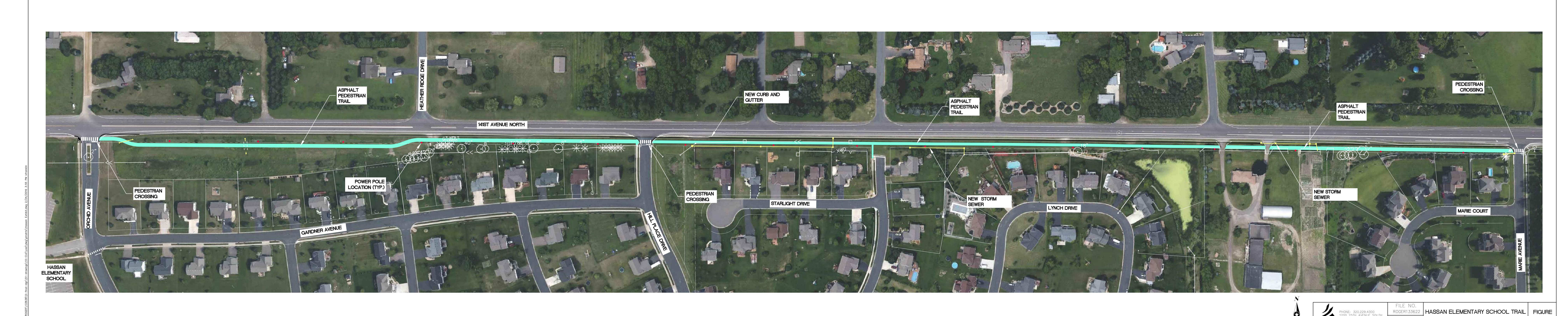
Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1534074	If there was a bike path from Dayton to the middle school or high school, I would consider letting my child ride his bike at that age.
1534032	Although we live by the Crow River on Cty Rd 36, I would allow my children and myself to ride a bike, walk or run to school if there was a safe route to get to and from Hassan Elementary. Unfortunately that would require us to cross over 101 and down 144th, neither of which are safe for bikers, runners or walkers. We would make good use of it if there was.
1534066	More walking to school groups for kids that are close but still have to cross intersections. Reach out to parents and adults in the community who would be willing to do this. It can work for a majority of the school year.
1534078	There needs to be a 4-way stop sign at the entrance to Hassan Elem on Orchid
1534800	Both parents work in our household so our kids require attend Edventure Club before and after school. Since they must be signed in we need to drop them off and walking takes too long. If school actually started earlier at a time where we didn't need Edventure Club, then I would consider letting them walk. Consider moving the school start time to 8AM so people can get to work on time and kids could walk.
1534076	I have sent an email to the Rogers City Council about building a walking bridge between the Rogers Middle and Rogers High School. I have not received a response from the council. The addition of a walking bridge would alleviate danger in crossing the street, and also save time for drivers when there are pedestrians whom have the right of way. This would be a great addition to the schools and community during busy events, and also allow convenience for the middle school students to safely cross the street if they had tasks at the high school. Since there will now be an auditorium at RHS, middle school students could access the high school safely if they had the bridge to cross when using the auditorium for band, choir, or even a drama event. Other sporting events would also benefit from the use of a walking bridge between the schools. Overflow on Friday night football games create great traffic jams that can be dangerous for pedestrians and also the police officers whom are asked to navigate traffic. I grew up having access to a walking bridge in Brooklyn Center. This bridge is still in existence, and extends over Interstate 94. That bridge was a terrific access to many tasks that I needed to accomplish as a child. Plus, great and safe exercise. Please consider a walking bridge between RMS and RHS! Thank you!
1534080	I have sent an email to the Rogers City Council about building a walking bridge between the Rogers Middle and Rogers High School. I have not received a response from the council. The addition of a walking bridge would alleviate danger in crossing the street, and also save time for drivers when there are pedestrians whom have the right of way. This would be a great addition to the schools and community during busy events, and also allow convenience for the middle school students to safely cross the street if they had tasks at the high school. Since there will now be an auditorium at RHS, middle school students could access the high school safely if they had the bridge to cross when using the auditorium for band, choir, or even a drama event. Other sporting events would also benefit from the use of a walking bridge between the schools. Overflow on Friday night football games create great traffic jams that can be dangerous for pedestrians and also the police officers whom are asked to navigate traffic. I grew up having access to a walking bridge in Brooklyn Center. This bridge is still in existence, and extends over Interstate 94. That bridge was a terrific access to many tasks that I needed to accomplish as a child. Plus, great and safe exercise. Please consider a walking bridge between RMS and RHS! Thank you!

1534186	BROCKTON LANE IS TERRIBLE FOR KIDS TO CROSS WHILE BIKING TO SCHOOL!! This is a major worry for us when letting our son bike!! Something needs to be done to make this road safer for kids to cross. Slower speed limit/stoplight/ cross walk?
1534039	141st St doesn't have a cross walk for our children to get across the street so walking/biking is not a safe option for us. Our elementary school does not allow our kids to walk b/c there is no crosswalk for them to use. My older daughter will be attending the middle school next year so distance is a factor in this situation.
1534040	I would highly recommend kids walk in groups that way no child walk alone. Keep up the great work with the crossing guards!
1534085	Drivers in the neighborhood speed along Edgewood Road leading to RHS path. I don't like my children biking on Edgewood Road
1534099	While we are very close to school, there are no sidewalks on our side of the street so my kids have always had to cross Orchid Ave in order to get to the sidewalk. This road is quite busy at arrival and dismissal time since we are right by school and there is no way for kids on our side of the street to cross with supervision or in a safer way at this time.
1534044	The problem is we live on the other side of the river, so my child would have to ride along 101 to get to the school that is simply not safe.
1534060	I would not allow an elementary age student to walk or bike on a road where the speed limit is 50 mph (Co. Rd. 144). I feel that it is unsafe.



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numbe	rin	each	box.													n. Place j	ust or	ne chara	cter	or
• Follow t	the s	ame p	rocedu	re for t	he ques	stion "I	How do	you	plan to	lea	ve for	r hor	ne a	fter sc	hool?	<i>"</i>				
You carPlease of	cond	uct thi	is count	regard	dless of	weath	er cond	itions	unt pied (i.e., as	k the	sk stu se qu	aent: estio	ns o	n the so n rainy o	inool a lays, t	arrival and oo).	depa	rture que	stions	ò.
Step 1. Fill in the						Step	2.								Here were		61			
		AM – "How did you arrive at school today?" Record the number of hands for each answer students in each class PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.															iswer. ids for			
				Cèu	dent		each	answe	r	Т							T			
		Wea	ather	100000000000000000000000000000000000000	ally	W	/alk	E	Bike	Sc	hool	Bus		Family Pehicle	C	Carpool	Tr	ansit	C	ther
Key		S= su R= ra		HOLEVEREE	ber in							Only with Riding with				Cia	ty bus,	Clean	e-board,	
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+	CAP	ITAL	LETTI	ERS O	NLY -	BLUE	ORE	BLACK I	NK C	DNLY									+			
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HA	55	AM	E	- LE	ME	N	TA1	RY	N	A	JD,	У		1	BAC	K		\prod				
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• Plea	se do	not co	nduct	these	count	s on M	londay	s or Fri														
	re askıı ent ma				raise th	eir han	ds, ple	ase read	throu	gh all į	ossible	an	swer choic	es so th	ney will k	now the	eir choi	ces. E	ach			
• Ask	your st	udents	as a g	roup th	e quest	ion " H	ow dic	l you arı	ive a	t scho	ol toda	ay?	,,,			_	4					
num	ber in	each	box.										ir hands fo		Place ju	ıst one	chara	cter	or			
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(Three day	s wou	ld pro	ovide	better	r dat	ta if o	coun	ted))			esua	y, vv	eu	nesday, or	inui	rsua	у.						
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Step 1. Fill in the we	ather o	conditio	ons a	nd	1		"Hov								ay?" Recor									
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School Nam	e:		П			ТТ	TT	7 Te	acher	's First	Name:	$\overline{1}$	Teacher'	s Last Name:	
ロルSS Grade: (PK,K,	,1,2,3)	M	onday	's Date	(Weel	k count	was co	nducted)	Num	ber of S	Student	s Enr	olled in Clas	ss:	2011
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Grade:	(PK,K,1	,2,3)	Мс	nday'	s Date	(We	ek co	unt w	as cond	ucted)	Num	n n	or 5	Lude	ะกเร	EIII'	OHEC		Cias	3.					
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Grade: (PK,K,	1,2,3)) №	0	5	Ø D	3 D	2 (was c	onduc	ted)	Nui	9	3 s	Stuc	ients	s Enr	olled	in Cla	ass:					
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Please li	st any	disru	ption	s to	thes	se co	unts o	rany	unus	sual	trav	el c	ondit	ions	s to/	fron	the	schoo	ol on	the	days	of	the t	ally.
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+ CAP	TAL LETTE	RS ONLY -	BLUE OR BL	ACK INK O	NLY				+					
School Name);			Tea	cher's First I	Name:	Teacher's	Last Name:						
Hass		leme	ntan	y A	eath	er	Cra	ig						
Grade: (PK,K,	1,2,3) M o	onday's Date	(Week count w	as conducted)	Number of S	Students Enr	olled in Class	:						
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0 2	uct these cour	M M D	the following		1 5 Tuesday We	dnesday, or	Thursday.							
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 Please do Before askir 	not conduct i na vour studen	these counts Its to raise the	on Mondays ir hands, pleas	or Fridays. e read through	h all possible a	nswer choice	s so they will kr	now their choic	es. Each					
Student may	only answer	once.	on "How did y											
• Then, rerea	d each answer	r choice and re	cord the numb	er of students	that raised th	eir hands for	each. Place ju	st one chara	cter or					
• Follow the s	same procedur	e for the ques	tion "How do	you plan to l	eave for hon	ne after sch	ool?"							
You can con Please cond	nduct the coun	its once per da regardless of	ry but during th weather condit	ne count pleas ions (i.e., ask	e ask students these questior	s both the sch ns on rainy da	ool arrival and	departure que	stions.					
Step 1.			Step 2.											
Fill in the weather conditions and number of students in each class AM – "How did you arrive at school today?" Record the number of hands for each answer. PM – "How do you plan to leave for home after school?" Record the number of hands for each answer. Estudents Students Studen														
			each a	nswer.										
	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other					
number of students in each class PM – "How do you plan to leave for home after school?" Record the number of hands for each answer. Weather Student Tally Walk Bike School Bus Family Vehicle S= sunny Number in Number in Skate-hoard.														
	O=overcast SN=snow	class when count made	-	- 1	-	Children from your family	children from other families	subway, etc.	scooter, etc.					
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Student may	only	answ	er onc	e.			******			=======================================	100				LITOICE	3 30 (iley '	VVIII	IIOVV	CITCI	CHO		_acı	'
Ask your stu Then, rerea	d each	ansv	group ver ch	tne	quest and r	ecor	d the num	you ar ber of s	tuden	ts th	at ra	ised th	y: neir	han	ds for	each	. Pla	ce ju	ıst o	ne d	hara	cter	or	
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number of st							4 – "How		plan															
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Please lis	st any	disr	uptior	ıs t	o the	se c	ounts or	any un	usual	tra	vel d	condit	ion	s to	/fron	n the	scho	o lo	n th	e da	ıys o	f the	tal	ly.
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School Name		П			П	Т	Т	Te	ache	r's First	Name:		Tea	acher's	Last N	lame:	П	Т
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Grade: (PK,K,	1,2,3)	М	onday	s Date	(Weel	count v	vas con	ducted)	Nun	nber of S	studen	ts Enr	olled	in Class				
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Please doBefore askir	not co	nduct studer	these nts to r	counts aise the	s on M eir hand	ondays ds, plea	s or Fi se read	r idays. d throug	ıh all ı	oossible a	answer o	choices	s so the	ey will k	now the	eir choic	ces. Ea	ach
Student ma • Ask your st	y only a	answer	once.			8.8												
• Then, rerea	d each	answe	r choic	e and re	ecord t	he num	ber of	student	s that	raised th	eir hand	ds for	each. F	Place ju	st one	chara	cter o	r
number inFollow the s	same p	rocedur	re for t	he ques	tion "I	low do	you p	olan to	leave	for hon	ne afte	r scho	ool?"					
You can con Please cond	nduct tl luct this	ne cour s count	nts onc regard	e per da lless of	ay but weath	during t er condi	he cou tions (int plea: i.e., ask	se ask these	students question	s both th ns on ra	ne scho iny da	ool arri ys, too	val and).	depart	ure que	stions.	
Step 1.					Step	2.									e hand	s for on	ah an	T.VOY
Fill in the we number of st					AM -	"How	do yo	u plan i	e at s to lea	school to ve for h	ome af	ter sc	the n	"Record	the nu	umber c	of hand	ds for
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	Wea	ather		dent ally	W	alk	В	ike	Sch	ool Bus	Fam Vehi		Car	pool	Tra	nsit	01	ther
Key	S= sui R= rai	comence the second	-,-,	ber in							Only			g with	City	bus,	Skate	-board,
	O=ove	ercast	100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Tel 100 Te	when t made		-		-		-	Childrei your fa			amilies	subwa	y, etc.	scool	ter, etc.
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Student m • Ask your	tude	nts a	s a dr	auo	the	que	estic	on "	Но	w di	id y	ou a	arri	ve a	ıt sc	hoc	ol to	oda	y?"		1								•		- Common Carll of		
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You can dPlease co	onau 1duct	ct this	count	t reg	ardl	ess	of v	wea	the	r cor	nditi	ions	(i.e	., as	k th	ese	que	stio	ns o	n ra	iny o	day	s, to	00).	ui u	IIG	аср		110 9	uco	cionic	•	
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	Т			-	+117	lon	ŀ.			10000	h ar				T.,			S.		Fan	ilv	П	1944		_	. 1				T			-
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Fill in the weather conditions and number of students in each class AM – "How did you arrive at school today?" Record the number of hands for each answer. PM – "How do you plan to leave for home after school?" Record the number of hands for each answer. Weather Student Tally S= sunny R= rainy Number in class when															ırd,																		
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School Name H A S S Grade: (PK,K,	ANE			Ton											
				162	cher's First	Name:	Teacher's	Last Name:							
Grade: /DV V		LEME	NTAR	Y	ENNI	FER	70 H	N 50 N	Ш						
	1,2,3) M ((Week count w	as conducted)		Students Enr	olled in Class	:							
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 Please cond (Three day) Please do Before asking Student mation Ask your sting Then, rereasing Then, rereasing Follow the second condition You can condition 	fluct these cours would prove not conduct the good student of your student of your students as a ground each answer each box. It is a ground that the count duct the count duct this count is would prove the same procedure.	ride better dathese counts its to raise the once. oup the questing choice and refer the quest to once per date once per date.	ata if counted on Mondays ir hands, pleas on "How did y ecord the numb tion "How do ay but during the	d) or Fridays. The read through you arrive at the of students you plan to lead the count pleas	h all possible a school today s that raised the leave for hore se ask students	answer choices y?" neir hands for a ne after scho s both the scho	s so they will kneed to be seen the see	st one chara	cter or						
	eather condition tudents in each		PM – "How o	lo you plan t	e at school to o leave for h	oday?" Record ome after so	d the number o	of hands for ea I the number o	ach answer. of hands for						
	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other						
Key	Weather Tally Walk Bike School bus Vehicle Carpool Trainst Only with Children from your family Other families Number in class when count made City bus, subway, etc. Skate scool bus Vehicle Carpool Trainst Only with Children from your family other families														
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Please li	st any disrup	tions to thes	e counts or a	ny unusual t	ravel conditi	ions to/from	the school o	n the days of	the tally.						

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	ITAL LETTE	RS ONLY -	BLUE OR BI						+
School Nam	e:			Tea	acher's First	Name:	Teacher's	Last Name:	
HAS5	ANE	LEME	NIAR	4 E	LAIN	E	HOK	RMAN	М
Grade: (PK,K	,1,2,3) M	onday's Date	(Week count w	ras conducted)	Number of	Students Enr	olled in Class	S:	
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	eather conditio tudents in eacl		PM – "How o				d the number of the theol?" Record		
	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Key	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-		Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	SN	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	ı	2	2	
Tues. AM	5	24		0	14	6	0	0	
Tues. PM	5	24	2	0	119	3	0	0	0
Wed. AM	6	24		0	16		0	0	0
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HASS	AIN) [EL	E	ME		A	ey		4	A	M		Щ	\coprod) AN		ELS	On	
Grade: (PK,K,	1,2,3)	Mond	lay	s Date	(Wee		t was c	onducted	1)	Num		18	itude	nts En	rolled	in Clas	s:			
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• Please cond			ounts	on t	two of				ree da	ys '	Tues	lay, V	Ve	dnes	day, o	r Thur	sday.				
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Before aski	ng you	r stuc	lents t	o ra							all p	ossible	e a	nswe	r choice	es so th	ney will k	now	their choic	ces. Ea	ach
• Ask your st	udents	as a	group	the	questi	on "H	ow di	d you	arrive	at	scho	ol tod	ay	?"				_			
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• Follow the : • You can co																	rival and	dena	artiire dije	stions	
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Step 1. Fill in the we	ather	condit	ions :	and		Step AM -		v did	Vou are	rive	ats	chool	to	dava	" Reco	rd the	number	of ha	nds for ea	ch an	swer.
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	O=ov SN=s		T I		made		-		-			-					families		way, etc.	scoo	ter, etc.
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Grade: (PK,K,I	.,2,3) M o	onday's Date	/ 2 D D Y Y	17	Number of S	Students Enr	olled in Class		
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Hassan Elementary School Trail

Project Summary

Applicant— City of Rogers

Project Location— County State Aid Highway 144 Between Orchid Ave and Marie Ave in Rogers, Hennepin

Total Project Cost — \$977,000

Requested Federal Amount - \$652,000

Local Match Amount — \$325,000

Project Description:

County

This project will construct the Hassan Elementary Safe Routes to School Trail along CSAH 144 between Orchid Ave and Marie Ave in Rogers, Northwest Hennepin County. Combined with the existing trail connecting Rogers Middle

School to Hassan Elementary, this project will provide the final link between the school facilities located north of I-94 and both sides of the State Highway 101.



Proposed project elements include:

- A 10 foot wide off-street multi-use trail on the Southside of CSAH 144.
- 100% of necessary right of way needed for construction is in place by the use of existing road right of way and city secured easements.
- Curb installation to provide proper separation from off-road trail section.
- Storm water improvements.
- Hassan Elementary crosswalk enhancements to address noncompliant ADA existing conditions

Project Benefits include:

- This project will provide a safe and continuous multiuse trail for all ages, physical abilities, and travel modes eliminating significant barriers that divide the Community
- This project is identified in the Rogers SRTS Implementation Plan that was completed in 2016
- This project aligns with the Regional Adopted Plans of Thrive MSP 2040.
- Improves access to destinations including Hassan Elementary to Rogers Middle School, Rogers High School, North Community Park, and various retail establishments.

Before Conditions:

Looking east, from Orchid Ave at CSAH

Looking east from CSAH 144 at proposed location of trail











Looking east from Hillplace Drive along CSAH 144



After Conditions:

Rogers Middle School SRTS Trail: This segment of trail was completed by the City of Rogers in 2016 which would be similar to the Hassan Elementary Trail





HENNEPIN COUNTY

MINNESOTA

July 11, 2018

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

Re: Support for Regional Solicitation Application

CSAH 144 (141st Avenue) Multi-Use Trail Project

From Orchid Avenue to Marie Avenue

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Rogers is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the CSAH 144 (141st Avenue) Multi-Use Trail Project as identified in the City of Rogers Safe Routes to School (SRTS) Plan.

The project will provide a multi-use trail along CSAH 144 (141st Avenue) to improve safety and mobility for pedestrians and bicyclists; especially for those who desire to access Hassan Elementary School. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. At this time, Hennepin County has no funding programmed in its 2018-2022 Transportation Capital Improvement Program (CIP) for this project. Additionally, Hennepin County will operate and maintain the CSAH 144 (141st Avenue) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with the City of Rogers on this project, if the city is successful in securing funding.

Sincerely,

Carla Stueve, P.E., P.T.O.E.

Coura Stul

County Engineer

Hennepin County Transportation Project Delivery

cc: Chad Ellos, Transportation Planning Division Manger





Rogers Elementary School, Hassan Elementary School, & Rogers Middle School April 2016

Introduction + Context

Introduction to Safe Routes to School

Safe Routes to School (SRTS) is a program with a simple goal: helping more children get to school by walking and bicycling. Envision active kids using safe streets, helped by engaged adults (from teachers to parents to police officers), surrounded by responsible drivers.

Safe Routes to School programs use a variety of strategies to make it easy, fun, and safe for children to walk and bike to school. These strategies are often called the "Five Es."

- Education: programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.
- Encouragement: programs that make it fun for kids to walk and bike. These programs may be challenges, incentive programs, regular events (e.g., "Walk and Bike Wednesdays") or classroom activities.
- Engineering: physical projects that are built to improve walking and bicycling conditions.
- Enforcement: law enforcement strategies to improve driver behavior near schools.
- Evaluation: strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.

Context

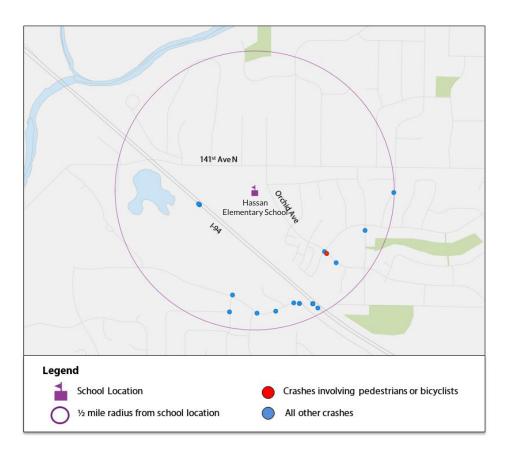
Safe Routes to School initiatives will improve safety and encourage more students and families in Rogers to walk, bike, or roll to school. The program will result in less traffic congestion, higher levels of physical activity, and an enhanced quality of life in the surrounding neighborhoods.

The program will connect students and their families with year-round opportunities for active transportation through education, encouragement, and use of a safe on-street and trail networks. Safe Routes to School will foster a culture of healthy and active families by encouraging non-motorized forms of transportation as a safe, comfortable and normal way of getting to and from school.

The vision of walking and bicycling around Rogers schools will help frame the Safe Routes to School planning process and inform recommended improvements to pedestrian and bicycle infrastructure and programs.

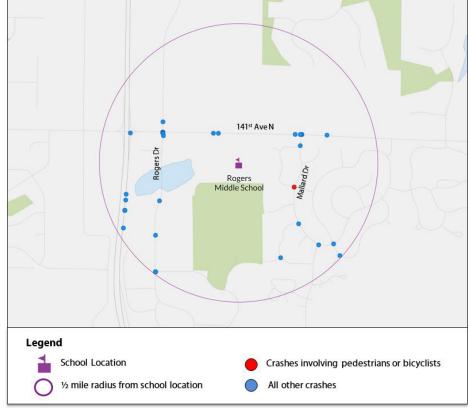
Hassan Elementary School

Data from 2005 - 2014 reported a total of 20 collisions within $\frac{1}{2}$ mile of Hassan Elementary School. Of these collisions, one involved a bicyclist. This collision occurred to the south of the school at the intersection of Orchid Avenue and Marie Avenue.



Rogers Middle School

Data from 2005 - 2014 reported a total of 46 collisions within $\frac{1}{2}$ mile of Rogers Middle School. Of these collisions, one involved a bicyclist who was under the age of 18. This collision occurred to the east of the school at the intersection of Mallard Drive and Gadwall Lane.



Process

Existing Conditions

ISD 728-Elk River Area School District includes four public schools in Rogers:

- Rogers Elementary School
- Hassan Elementary School
- Rogers Middle School
- Rogers High School

While the high school is not included in the scope of this SRTS plan, the school still stands to benefit from infrastructure and programming investments at other schools, particularly Rogers Middle School.

Hassan Elementary School and Rogers Middle School are both located directly south of 141st Ave. Rogers Middle School is directly across 141st Ave from Rogers High School, with the two schools sharing a parking lot at the middle school campus. Residential housing is more dense south of 141st Ave, with significantly less housing north of the corridor.

Rogers Elementary School is located along Main Street, just south of the historic Rogers town center. The school campus is surrounded by residential development on three sides, with the County-owned Main Street acting as a potential barrier to kids trying to walk and bike to school.



The neighborhood to the east of Hassan Elementary has wide streets with sidewalks on one side and few places for students to safely cross the street.



A marked crosswalk in front of Hassan Elementary facilitates students walking and biking. A crossing guard assists students in the morning and at dismissal.

Process

Charrette Process

In February 2016, the consultant team convened with the community SRTS team to conduct a highly-participatory, two-day planning and design charrette. A charrette is a multi-day collaborative workshop during which a wide range of stakeholders work together to resolve conflicts, identify opportunities, and map solutions. Charrettes harness the perspectives, experiences, and expertise of all interested parties to develop a vision and support system for transformative and feasible change in the community.

The first day of the charrette included an intensive four-hour morning session which included an SRTS overview, an inventory of existing conditions, and programming resources. The afternoon session included site visits of Hassan Elementary School and dismissal observation at Rogers Elementary School and Rogers Middle School.

The second day included a time for reflection and an opportunity to review, respond, and build consensus around preliminary infrastructure and programming recommendations. Time was also included to discuss next steps for implementation, including resource brainstorming and prioritization for potential near-term (fall 2016) implementation programs.

In March 2016, a meeting was held with the consultant team and Hennepin County and City of Rogers engineers and planners to further discuss the infrastructure recommendations developed at the charrette. Revisions to the recommendations were made based on coordination with City and County plans for upcoming projects.



The stakeholder committee included local leaders, school district employees, county planners, and law enforcement officers.



The charrette process brought together stakeholders who may not have had a chance to collaborate otherwise.

Process

Lessons Learned

Challenges identified by the project team include:

- Several wide, high-speed arterial roadways create barriers for students, including 141st Avenue and both the physical and perceived barrier of Highway 101.
- Many roadways lack sidewalks or safe places for students to walk or bike.

Existing programs, assets and opportunities include:

- Several partnerships are already in place and could be used to expand existing programs or implement new programs.
- During the school dismissal observations, it was noted that many students already walk and bike to school.
- The Rogers area is home to a strong academic program: emphasizing the academic and health benefits of walking and biking to school could help get parents and other partners on board with SRTS programs and infrastructure improvements.
- The Three Rivers Park District has upcoming trail projects that would not only be a regional asset, but also create safe places for students to walk and bike to school.

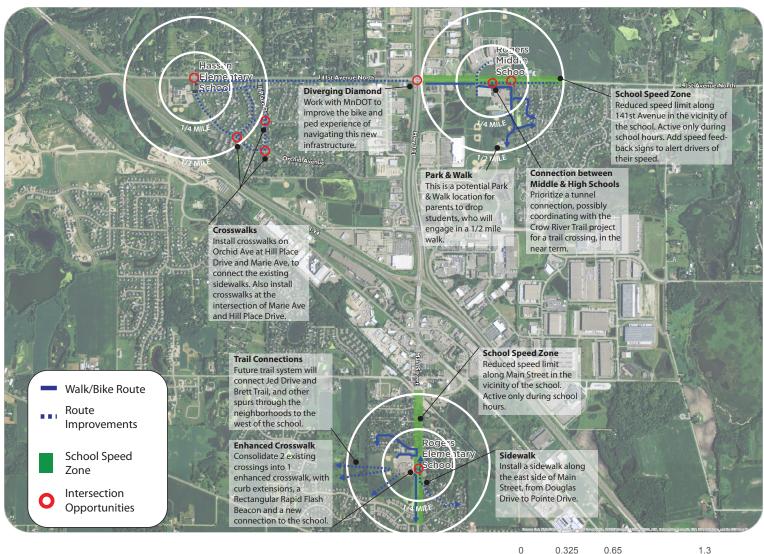


The project team conducted site visits to all three schools to understand the existing conditions around Rogers.

Infrastructure Recommendations

Infrastructure Issues + Recommendations

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at Rogers Elementary School, Hassan Elementary School, and Rogers Middle 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 schools.

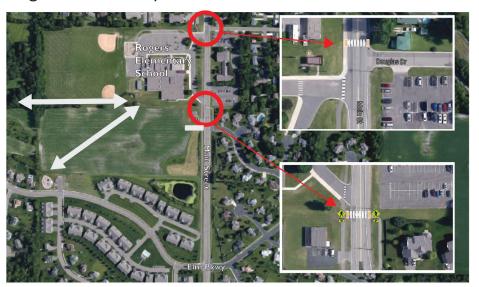


Infrastructure Recommendations

Hassan Elementary School



Rogers Elementary School - Short Term



Orchid Avenue is an important roadway for accessing Hassan Elementary and has paved sidewalks along one side throughout. However, the street is currently lacking crosswalks at many of the street intersections. Stripe high visibility crosswalks on two legs of the intersections at Orchid Ave and Marie Drive and at Orchid Ave and Hill Place Drive. Add crosswalks on two legs of the intersection at Marie Avenue and Hill Place Drive.

Orchid Ave is a very wide street, which encourages drivers to speed. Physically narrow the roadway by installing center planters at locations throughout the roadway length. These planters can be planted with local trees and grasses, to create a more attractive streetscape. See page 11 for an illustration of the recommendations. Consider visually narrowing the roadway by striping shoulders on both sides of Orchid Ave.

Where Orchid Ave crosses 141st and becomes Paul's Drive, consider adding an intersection improvement when the County reconstructs this part of the roadway.

Main Street in front of Rogers Elementary School currently has two crosswalks: one to the north of the school and one to the south. It is recommended that the crosswalks be restriped, with ADA curb ramps to increase the visibility of people trying to cross the street. At the southern crosswalk, further enhance the crossing with the installation of a set of Rectangular Rapid Flashing Beacons (RRFBs). RRFBs are only activated when the button is pushed, which activates highly-visible flashing yellow lights, alerting people driving to expect pedestrians in the crosswalk.

These enhancements should be the short term focus for this location. A medium-term treatment is found on page 10.

Infrastructure Recommendations

Orchid Avenue near Hassan Elementary School



This image illustrates how Orchid Avenue could look if crosswalks and planter medians were installed on the street. The crosswalks make it clear where people walking and bicycling are intended to cross the street. The planter median narrows the street, slowing vehicular traffic and narrowing the crossing distance for people crossing the street.

Program Recommendations

The Safe Routes to School movement has been a leader in acknowledging that infrastructure changes are a necessary but insufficient condition for shifting school travel behavior. While engineering improvements like sidewalks, crosswalks, and bikeways are important, equally important are education programs to make sure children and families have basic safety skills, encouragement programs to highlight walking and bicycling to school as fun and normal, enforcement against unsafe and illegal motorist behavior, and evaluation of the impacts of infrastructure and non-infrastructure investments.

The following programs were identified as priority programs for Rogers during the SRTS planning process. These programs were selected to meet the interest and needs of the school community in the near term (one to five years). The programs are recommended to serve both elementary and middle school students and can be implemented in tandem; however, programs can be tailored and implemented to meet the age group and interests of the schools and students.

Short descriptions of each program concept are included in this section. The Implementation section provides additional information including potential leads and partners, a recommended timeline for planning and implementation, and the schools to which the programs apply.

Walk & Bike to School Day



This event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. Typically held in the fall and spring, this annual event grows its momentum every year, with schools across the county hosting events. The event is part of a movement for year-round safe routes to school and encourages students and families to commute to school in a fun, safe and healthy way.

Where: All Rogers Schools

Walk! Bike! Fun! Skills & Safety Training



The new Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum teaches schoolaged children traffic rules and regulations, the potential hazards of traveling and skills needed to bike and walk safely. A joint effort of the Bicycle Alliance of Minnesota, Blue Cross and Blue Shield of Minnesota and MnDOT, this curriculum is designed to meet Minnesota school teaching standards.

Where: Rogers Middle School

Program Recommendations

Walking School Bus



A Walking School Bus is a group of children walking to school with one or more adults. Parents can take turns leading the bus, which follows the same route every time and picks up children from their homes or designated "bus stops" at designated times. Ideally, "buses" run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event. A Walking School Bus can be as informal as a few parents alternating to walk their children to school, but often it is a well-organized, school- or volunteer-led effort to encourage walking to school.

Where: Hassan Elementary School

Trip Tracking/Mileage Program



Students track trips or mileage made by walking, bicycling, transit, or carpools with some type of goal or culminating celebration or reward, such as the "golden sneaker" award.

Where: Hassan and Rogers Elementary Schools

Bike Trains



Similar to a Walking School Bus, a Bike Train is a group of students who bike to school with one or more adults, along a designated route. Additional students are picked up along the route, creating a fun and safer way for students to bike to school.

Where: Hassan Elementary School

Walking Field Trips



Classrooms walk to nearby destinations, rather than take the school bus. Walking field trips get students comfortable with walking as a mode of transportation. Rogers Elementary School, Hassan Elementary School, and Rogers Middle School already have started this program. Increasing the number of walking field trips is recommended.

Where: All Rogers Schools

The following section outlines an estimated implementation timeline for both the infrastructure and programmatic recommendations. This strategy identifies programs that can be started in the first year of plan implementation and summarizes the estimated timing of infrastructure improvements.

Year One

The programs identified for year one implementation will require the leading organization to take some immediate actions to make progress and follow this timeline. See the Recommended Programs chapter for detailed descriptions of each program, including a list of steps to get started on implementation.

Year one programs were selected based on existing capacity and interest identified during the planning process. Most education, encouragement and enforcement programs will be ongoing and once started can be integrated into school programs year after year.

Future Actions

While some recommendations may not be implemented in year one, it is still important to plan and prepare for future programmatic and infrastructure projects. These future actions are displayed in simplified timeline, illustrating a potential approach to phasing in certain activities.

Programs to Implement in Rogers

Туре	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Encouragement	Walk & Bike to School Day	School Administration	Local Volunteers; Teachers/Staff; PTO; Law Enforcement	Rogers Elementary Hassan Elementary Rogers Middle	Year 1: Celebrate International Walk & Bike to School Day Years 2-5: Expand number of events and student reach; Work toward monthly events
Education	Walk! Bike! Fun! Skills & Safety Training	School District; Teachers & Staff	Law Enforcement	Rogers Middle	Year 1: Identify how to integrate into school curriculum; identify additional material needs Years 2-5: Implement training
Education	Travel Options Communication	School Administration	Teachers/Staff	Rogers Elementary Hassan Elementary Rogers Middle	Year 1: Collect information/key talking points around other SRTS programs Years 2-5: Provide regular and targeted communications through varied methods
Education	School Safety Messaging	School District	City of Rogers, Law Enforcement	Rogers Elementary Hassan Elementary	Year 1: Collect/develop SRTS campaign materials and modify to reflect the messaging goals of the school district Years 2-5: Implement the campaign
Education	Student-Led SRTS Media Campaign	School Administration	Teachers, Law Enforcement	Rogers Middle	Year 1: Identify classrooms, materials needed for this program Years 2-5: Implement campaign development and distribution

Programs to Implement in Rogers (continued)

Туре	Program	Potential Lead(s)	Key Partners	School(s)	Implementation Timeline
Encouragement	Drop & Walk	School Administration; PTO	Local Volunteers	Rogers Middle	Year 1: Plan for a pilot/test event Years 2-5: Test the program at Rogers Middle, utilize new infrastructure to support the program; increase frequency and potentially expand to other schools
Encouragement	Walking School Bus & Bike Trains	School Administration; PTO	PTO; Local Volunteers	Hassan Elementary	Year 1: Identify groups of students that already walk or bike together Years 2-5: Work with older students, parents and local volunteers/residents to establish regular routes
Encouragement	Trip Tracking/ Mileage Program	School Administration, Teachers	PTO; Local Volunteers	Rogers Elementary Hassan Elementary	Year 1: Identify people to lead the program, compile/design materials Years 2-5: Implement program
Encouragement	Walking Field Trips	School Administration	Teachers, Local Volunteers, Law Enforcement	Rogers Elementary Hassan Elementary Rogers Middle	Year 1: Plan and implement a few field trips for older students at all schools Years 2-5: Expand program to more classrooms and additional destinations

Infrastructure Action Plan

Location	Recommendation	Potential Lead	Priority
Orchid Ave at Marie Drive and Orchid Ave at Hill Place Road. Hill Place and Marie Drive.	Stripe high visibility crosswalks on two legs of each intersection. Install median planters at key locations on Orchid Ave. Add crosswalks to two legs of the intersection at Hill Place and Marie Drive.	City of Rogers	High Priority
Orchid Ave/Pauls Drive at 141st	Where Orchid Ave crosses 141st Ave and becomes Pauls Drive, consider adding an intersection improvement when the County reconstructs this part of the roadway.	Hennepin County	High Priority
Main Street	As a near-term solution, restripe the two existing crosswalks to the north and south of Rogers Elementary and add ADA curb ramps. At the southern crosswalk, further enhance the crossing with the installation of a set of Rectangular Rapid Flashing Beacons (RRFBs).	Hennepin County	High Priority
Main Street	As a medium-term solution, consolidate the two existing crosswalks near the school into one upgraded crosswalk. Enhance with ADA curb ramps and RRFBs. Construct a sidewalk on the school campus, that would terminate at a crosswalk across the school parking lot driveway. Construct a new sidewalk on the east side of Main Street from Douglas Drive to Pointe Drive.	Hennepin County, School District	Medium-Term Priority
Rogers Middle School sidewalk	Adding a sidewalk connection from the school, around the southern and western edges of the parking lot, to the existing trail on the south side of 141st Ave would make accessing the trail easier for students.	School District, Hennepin County	Medium-Term Priority
141st between Rogers Middle and Rogers High Schools	Work with Hennepin County to plan for constructing a tunnel under 141st Ave. A partnership between Hennepin County, the City of Rogers, the school district and Three Rivers Park District will be necessary to complete this project.	Hennepin County, Three Rivers Park District	High Priority
Rogers Middle School frontage road	The school will also be adding a two-lane frontage road (between school and 141 Ave) which students will have to cross before crossing the signalized intersection and traveling west. These crossings should all be enhanced to improve student safety and comfort.	School District, Hennepin County	Medium-Term Priority