

Application

01973 - 2014 Safe Routes to School Infrastructure

02224 - Minneapolis High School Transit Improvements Regional Solicitation - Bicycle and Pedestrian Facilities Status: Submitted Submitted Date: 12/02/2014 11:51 AM **Primary Contact** Mr. Forrest Neil Hardy Name:* Salutation First Name Middle Name Last Name Title: Associate Transportation Planner **Department:** Minneapolis Public Works - Traffic Email: forrest.hardy@minneapolismn.gov Address: Minneapolis Public Works, Traffic - 2nd Floor 1901 East 26th Street 55404 Minneapolis 55404 Minnesota City State/Province Postal Code/Zip 612-673-5951 Phone:* Phone Ext. Fax: Regional Solicitation - Bicycle and Pedestrian Facilities What Grant Programs are you most interested in?

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website: http://www.ci.minneapolis.mn.us/

Address: DEPT OF PUBLIC WORKS

309 2ND AVE S #300

MINNEAPOLIS Minnesota 55401

City State/Province Postal Code/Zip

County: Hennepin

Phone:* 612-673-3884

Ext.

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Minneapolis High School Transit Improvements

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant): 44th Ave North is managed by Hennepin County

Transportation of high school students in Minneapolis is unique in that the majority of students arrive by standard Metro Transit busses. Most high school students receive free or reduced fares through the Student Go-To Pass program, a joint effort of Metro Transit and Minneapolis Public Schools (MPS). This program began as a pilot in 2011 and expanded to the 8 major MPS high schools over the following two years. It has been very successful and has become a great benefit to students. It gives them greater flexibility to participate in extra-curricular activities, job opportunities, and off-campus classes. It also promotes a greater level of independence and helps assimilate students into the daily life of the adult world.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Transit use is by far the second greatest method of commuting for adult workers within the City of Minneapolis, at 13.9% versus 6.4% walking and 4.1% bicycling (US Census 2012 ACS). All of these trips begin and end with walking, biking or use of an assisted device. The Student Go-To Pass program sets these commuting patterns in a students formative years, so that they may continue to make alternative transportation choices well into their adulthood. In this way, it offers a link between childhood Safe Routes programming and promoting alternative transportation choices among adults.

The improvements in this application will increase the safety of school crossings for students walking, biking or taking transit at three high-risk locations. Each of these is similar in that they are student crossings on comparatively high-volume roadways. These also contain transit stops directly serving a high school. The primary safety issue arises during morning arrival. Busses unload one to two dozen students at these locations several times each morning. As the first students begin to cross the

roadway, the bus continues to unload students. The bus blocks the sightlines of approaching motorists who then have no adequate warning of the crossing students. Many students are distracted in the large group as there is a natural tendency to follow the leader. These issues were first identified by school staff, parents or City Council representatives. Each of these was investigated by staff within Public Works and it was determined that each required substantial investment in order to fully address.

The proposed improvements are similar for each location in that they bring greater awareness to crossing pedestrians through a pedestrian warning beacon. Each location would also receive curb extensions to shorten pedestrian crossing distances, help improve sight lines, and to eliminate adverse vehicle movements. These will also allow receiving ramps to be constructed at Henry High, which add an ADA accessible crossing where few exist along 44th Ave N.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.19

Connection to Local Planning:

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 MnDOT 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.

Connection to Local Planning

Minneapolis Walking Routes for Youth Map (proximate crossing locations identified); Minneapolis Bicycle Master Plan (47th Street West Bikeway); Minneapolis Safe Routes Strategic Plan (general Safe Routes 5E items district-wide)

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$393,872.00

Match Amount \$98,468.00

Minimum of 20% of project total

Project Total \$492,340.00

20.0% **Match Percentage**

Minimum of 20%

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

Source of Match Funds City of Minneapolis local funds

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency City of Minneapolis, Public Works

Zip Code where Majority of Work is Being Performed 55412

(Approximate) Begin Construction Date 06/10/2018

(Approximate) End Construction Date 09/01/2018

LOCATION

From:

Logan Ave N / E 41st St / W 48th St (Intersection or Address)

Do not include legal description;

Include name of roadway if majority of facility runs adjacent to a single corridor.

To:

(Intersection or Address)

Newtown Ave N / E 40th St / W 46th St

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,

Park & Ride, etc.)

Type of Work

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

New Bridge/Culvert?

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost) \$21,118.00

concrete, ped ramps, signal work, striping, signing

Removals (approx. 5% of total cost) \$21,118.00

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)	\$247,530.00
Traffic Control	\$0.00
Striping	\$24,975.00
Signing	\$11,100.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$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	\$325,841.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$166,500.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00

Totals \$166,500.00

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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost \$492,341.00

Construction Cost Total \$492,341.00

Transit Operating Cost Total \$0.00

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 2030 Transportation Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2.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

3.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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and 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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5.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

6.All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement. Yes

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, Yes if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
AttachmentFiles_MinneapolisHighSchool TransitImprv.pdf	Project Layout, Site Photos, Roadway Jurisdiction Letter, Support Letters, Funding Match Letter/Resolution, Student Transit Rider Data, Planned Bikeways, Walking Routes Map,	17.0 MB

Measure A: Relationship Between Safe Routes to School Program Elements

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

Safe Routes to School efforts in Minneapolis are firmly integrated among several agencies, most of which convene at monthly Safe Routes Work Group meetings. Minneapolis Public Schools (MPS) has a full time staff position that is solely dedicated toward promoting Safe Routes education and encouragement district wide. Additionally, there are numerous other staff at the district level and within the schools that aid in this endeavor. Public Works also created a dedicated Safe Routes planning position in December 2013. This staff person coordinates infrastructure improvements that help increase the safety of walking and biking to schools. Public Works also administers school safety reviews at all city schools. These help monitor and evaluate the arrival/dismissal operations at schools, which are then addressed internally within Public Works or given as external recommendations to other responsible agencies. Another Safe Routes partner is the Minneapolis Police Department. Their School Resource Officers often aid with dismissal operations and enforcement. They also have a dedicated officer who oversees school patrol training citywide. Finally, the Minneapolis Health Department and Metro Transit are key Safe Routes partners as well. Together with MPS, the Health Department took the lead in producing the citys Safe Routes strategic plan and have helped secure funding and staff positions dedicated towards achieving these efforts. Metro Transits influence over student travel behavior has increased exponentially since they initiated the Student Go-To Pass program with MPS. While this was not originally conceived as a Safe Routes effort it is having a tremendous positive effect on student transportation habits.

The most successful Safe Routes programs integrate alternative transportation into mainstream student life. The Student Go-To Pass program has done just that for MPS high school students.

According to Metro Transit data, students made nearly 42,000 transit trips on an average week in October 2012. The data also indicates that students are riding transit on nights and weekends too, meaning that these habits are being transferred into a students life outside of school. Each of these trips begins and ends with walking or some form of active transportation. Therefore, these students are also improving their health and wellness with every transit trip.

The improvements in this application are necessary to ensure the safety of students participating in the Student Go-To Pass program. The three locations were identified as a high priority by MPS and Public Works staff. The Safe Routes Work Group gave their support for the project in November of 2014. Additionally, these crossings are prioritized on the Citys Walking Routes for Youth Map.

Measure A: Student Population Biking or Walking to School

Average Percent of Student Population

0%

Documentation Attachment

SouthwestHigh-TravelTally.pdf

Measure B: Student Population Near the School

Student population within a half-mile or mile of the school

436.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Yes

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.

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

Henry is located in a concentrated area of poverty. Roosevelt is located in an above average concentrated level of race/poverty. The project will help connect these students to job opportunities and extra-curricular activities throughout the Twin Cities by improving access to Metro Transit's network. The improvements will also increase access to and from the school sites for disabled persons. This is especially relevant at the Henry High location where there are few ADA accessible crossings along the 44th Ave North corridor.

.........

Upload Map SocioEconMap_MplsHighSchoolTransit.pdf

Measure B: Affordable Housing

City/Township Segment Length (Miles)

Minneapolis 0.19

0

Total Project Length

Total Project Length 0.19

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Multiplied by Segment percent
Minneapolis	0.19	0.19	97.0	1.0	97.0
		0	97	1	97

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.19

Total Housing Score 97.0

Measure A: Gaps, Barriers and Continuity/Connections

These three student crossings are located on roadways with high vehicle volumes relative to other school crossings in the city. Traffic volumes range from 3,764 ADT on 28th Ave South to 8,051 ADT on Xerxes Ave South. Also the school arrival times occur simultaneously with peak morning traffic, making it difficult for students to find gaps in traffic. The project would install a pedestrian warning beacon at each location to give an active visual cue of the crossing to drivers.

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

The three crossings occur on two-way, two-lane roads with on-street parking. Existing street widths range from 40 feet on Xerxes Ave South and 28th Ave South, to 44 feet on 44th Ave North. The curb extensions will shorten these crossing distances and help mitigate adverse vehicle movements.

Each location is the most direct and logical crossing of the roadway per each school. The nearest signalized crossings are 800 feet (Henry), 952 feet (Roosevelt), and 1270 feet (Southwest High) away. Each site is located within an RBTN Tier 1 bike corridor. The project directly serves the future 47th Street Bikeway at Southwest High, which is indicated in the Citys Bike Master Plan. This will connect the Linden Hills and Fulton Neighborhoods with the regional bike trails at Lake Harriet. The improvements at Henry High will also create an ADA accessible crossing where there only 3 existing along a 1.15 mile corridor.

Upload Map

 $Bike Map_Mpls High School Transit.pdf$

Measure B: Project and/or School Site Improvements

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

As previously described, the central issues at each location are the unusual bus de-boarding procedure, high traffic volumes, blocked driver sight lines, a lack of driver awareness, and curb geometries that magnify the situation. These were likely factors in recent pedestrian crashes at these locations. At Henry High on 44th Ave N there was one pedestrian related crash from 2009-2013. This involved an 8-year-old and was likely not related to transit de-boarding. At the Southwest High location there was one pedestrian related crash from 2009-2013. This incident involved a high school age student near dismissal time. The student was crossing eastbound and the car was making a turn onto Xerxes from the west. The latest recorded pedestrian crash at the Roosevelt site was in 2004.

At each location, the pedestrian warning beacon will indicate to drivers that a student wishes to cross, and each will have signage citing state law that requires drivers to stop for pedestrians in the crosswalk. Currently, vehicle movements are unpredictable due to spontaneous student drop offs (Roosevelt High), a high number of left hand turns (Southwest High), and vehicles passing in the parking lane (all sites). The proposed curb extensions will mitigate these adverse movements allowing students to better negotiate the crossing and will shorten crossing distances by 10-14 feet.

Measure A: Transit Connections to the SRTS Project

Existing routes directly connected to the project

Planned transitways directly connected to the project

(Alignment and mode determined and identified in the 2030 TPP)

Existing routes indirectly connected within a half-mile of the elementary school or one mile of a middle/high school

5, 6, 14, 22, 721, 724

Emerson/Fremont Aves BRT

4, 5, 6, 7, 9, 14, 19, 22, 23, 32, 46, 74, 84, 111, 146, 436, 446, 568, 721, 724, 760, 761, 762, 763, 765, 766, 768, 780, 781, 782, 783, 785, 789, 850, 852, 854, 865, 887, METRO Blue Line, METRO Red Line

N/A

(Alignment and mode determined and identified in the 2030 TPP)

The proposed project would benefit from extensive transit connectivity. Existing pedestrian facilities connect all of the following transitways:

At Henry High, the project would directly serve the 5, 721, and 724 bus routes as well as the planned Chicago-Freemont BRT. The 9 bus route and the planned C-Line BRT are within ¼ mile. There are 27 current or planned transitways within 1 mile of the Henry site.

The Roosevelt improvements would directly serve the 14 and 22 regular service bus routes, and are within ¼ mile from two additional routes. The 38th Street Station of the Metro Blue Line light rail is within ½ mile from the site. In total there are 8 regular service routes, 4 express routes, a light rail station, and a nearly operable BRT line with 1 mile of the Roosevelt site.

The Southwest High improvements directly serve the number 6 bus line. There is one additional line within ½ mile, 2 more within ½ mile, and another within 1 mile.

The result of the Student Go-To Pass program is that most students arrive to these three high schools by transit. Currently, the number of active transit users at each school is 937 at Henry, 740 at Roosevelt, and 1,225 at Southwest High, according to MPS data. On an average week in October 2012 there were 9,152 student trips at Henry, 8,541 at Roosevelt and 2,526 at Southwest. This occurred during Southwests pilot phase.

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

Upload Map

Transit_MplsHighSchoolTransit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected 1.3683187E7

Transitway Ridership Directly Connected 9094400.0

Route Ridership Indirectly Connected 2.3917954E7

Transitway Ridership Indirectly Connected (

Measure A: Public Engagement Process

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

Prior to the submission of this application, considerable outreach was conducted to ensure the projects viability. The safety issues were first expressed from within the community and were then investigated on-site by Public Works staff. These three locations were weighed against similar requests prior to their inclusion in this application. The project was developed using proven treatments and was approved by the Citys Traffic Operations Engineer. Hennepin County was consulted on the improvements along 44th Ave North as they are the lead agency for that roadway. They submitted a letter support which is attached to this application. The proposed improvements were recommended for application by the Safe Routes Work Group in November of 2014. The three school principals and City Council Ward representatives have also expressed support for these improvements, as well as Metro Transit staff and MPS Superintendent Bernadeia Johnson. See attached support letters.

This project serves crossings that are proximate to those on the Walking Routes for Youth Map. This is the Safe Routes infrastructure planning tool for Public Works developed in coordination with MPS. If funded, Public Works will hold one or more neighborhood meetings for each improvement location. These meetings will be held prior to the development of the plan set and immediate neighbors will notified by a flyer.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

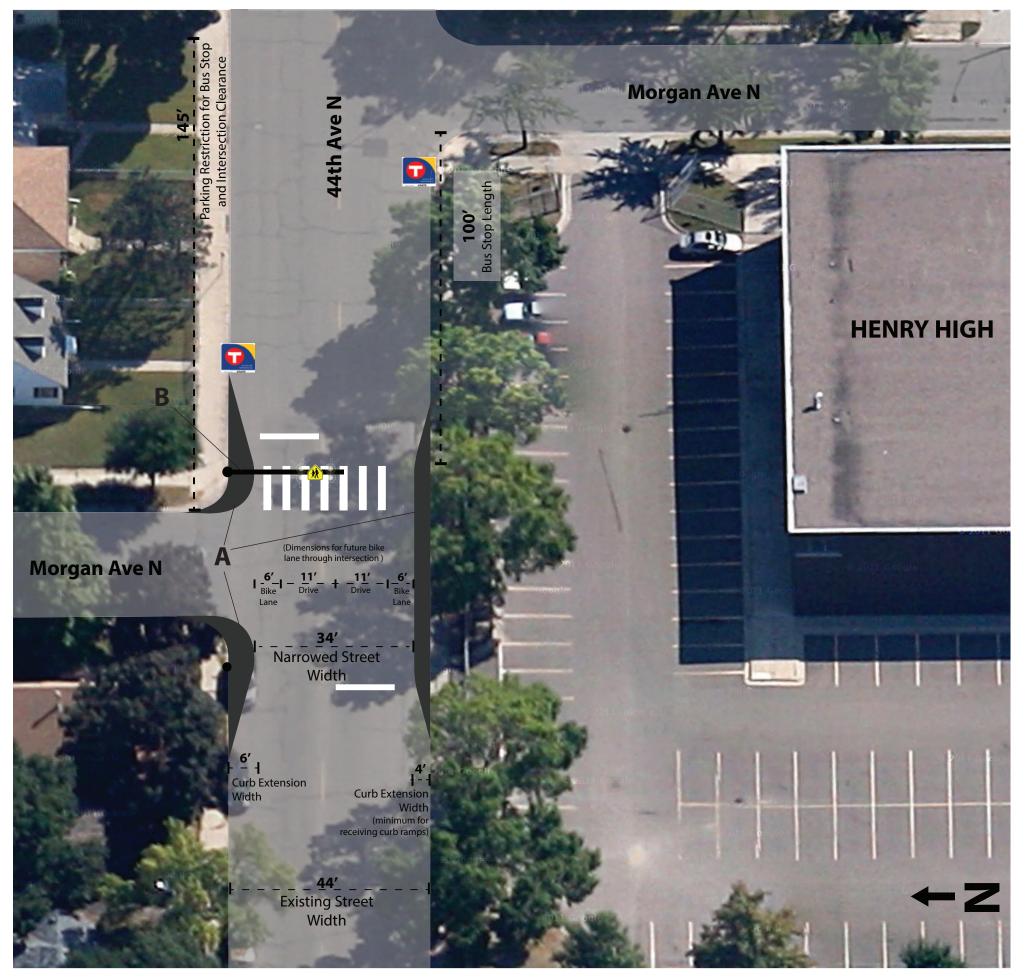
Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)	
Meetings or contacts with stakeholders have occurred	
100%	
Stakeholders have been identified	Yes
40%	
Stakeholders have not been identified or contacted	
0%	
2)Layout or Preliminary Plan (5 Percent of Points)	
Layout or Preliminary Plan completed	Yes
100%	
Layout or Preliminary Plan started	
50%	
Layout or Preliminary Plan has not been started	
0%	
Anticipated date or date of completion	
3)Environmental Documentation (10 Percent of Points)	
EIS	
EA	
РМ	Yes
Document Status:	
Document approved (include copy of signed cover sheet)	100%
Document submitted to State Aid for review	75%
Document in progress; environmental impacts identified	
50%	
Document not started	Yes
0%	
Anticipated date or date of completion/approval	03/15/2016
4)Review of Section 106 Historic Resources (15 Percent of	Points)
No known potential for archaeological resources, no historic	
resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge	
40004	

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated	
80%	
Historic/archaeological review under way; determination of adverse effect anticipated	
40%	
Unknown impacts to historic/archaeological resources	Yes
0%	
Anticipated date or date of completion of historic/archeological review:	03/15/2016
Project is located on an identified historic bridge	
5)Review of Section 4f/6f Resources (15 Percent of Points)	
(4f is publicly owned parks, recreation areas, historic sites, wildlife or we Conservation Funds were used for planning, acquisition, or development	
No Section 4f/6f resources located in the project area	
100%	
Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received	
100%	
Section 4f resources present within the project area, but no known adverse effects	
80%	
Adverse effects (land conversion) to Section 4f/6f resources likely	
30%	
Unknown impacts to Section 4f/6f resources in the project area	Yes
0%	
6)Right-of-Way (15 Percent of Points)	
Right-of-way or easements not required	Yes
100%	
Right-of-way or easements has/have been acquired	
100%	
Right-of-way or easements required, offers made	
75%	
Right-of-way or easements required, appraisals made	
50%	
Right-of-way or easements required, parcels identified	
25%	
Right-of-way or easements required, parcels not identified	
0%	

Right-of-way or easements identification has not been completed 0%	
Anticipated date or date of acquisition	
7)Railroad Involvement (25 Percent of Points)	
No railroad involvement on project	Yes
100%	
Railroad Right-of-Way Agreement is executed (include signature page)	100%
Railroad Right-of-Way Agreement required; Agreement has been initiated	
60%	
Railroad Right-of-Way Agreement required; negotiations have begun	
40%	
Railroad Right-of-Way Agreement required; negotiations not begun	
0%	
Anticipated date or date of executed Agreement	
8)Construction Documents/Plan (10 Percent of Points)	
Construction plans completed/approved (include signed title sheet)	
100%	
Construction plans submitted to State Aid for review	
75%	
Construction plans in progress; at least 30% completion 50%	
Construction plans have not been started	Yes
0%	
Anticipated date or date of completion	03/15/2017
9)Letting	
Anticipated Letting Date	08/15/2017



Met Council Regional Solicitation

Minneapolis High School Transit Improvements

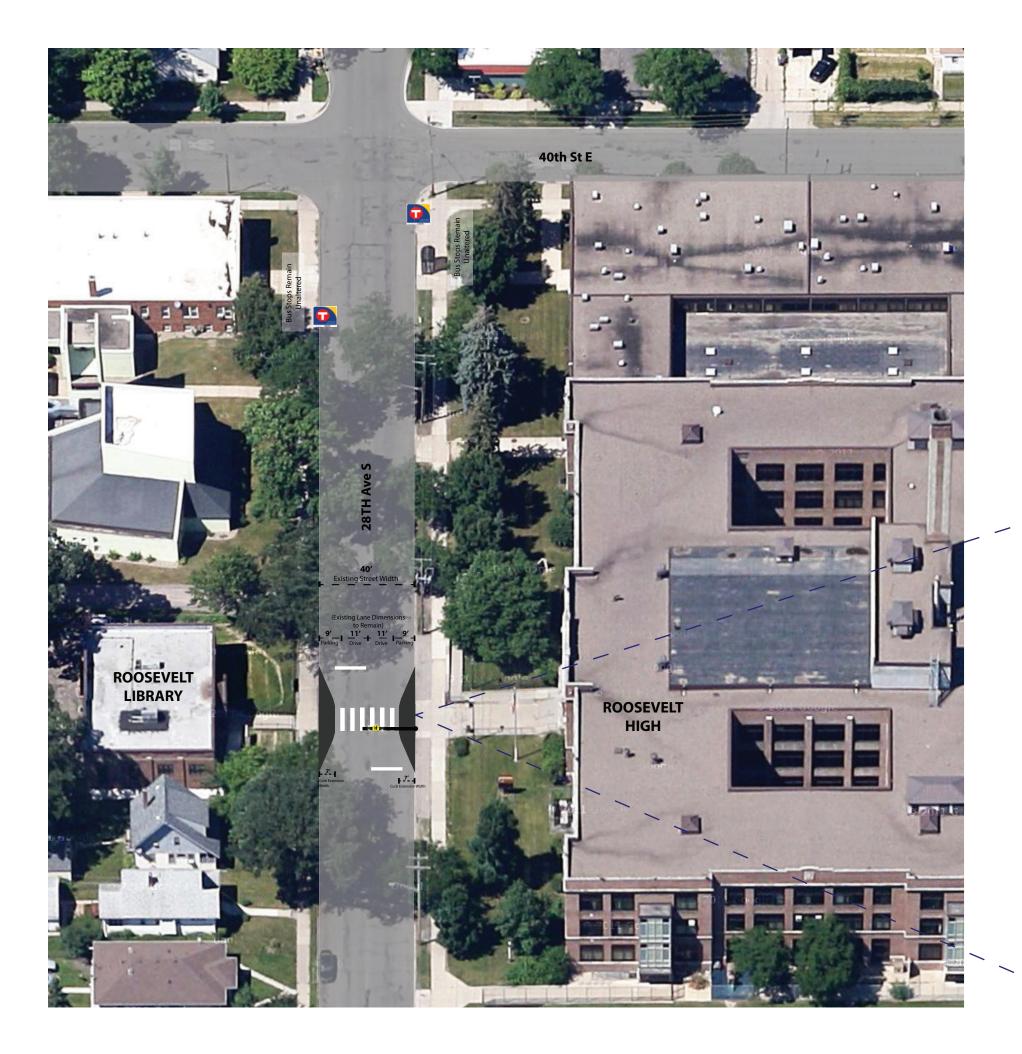
Treatment Proposal for Henry High School

Key

A: Concrete Curb Extensions

B: Overhead Pedestrian Flasher







Met Council Regional Solicitation

Minneapolis High School Transit Improvements

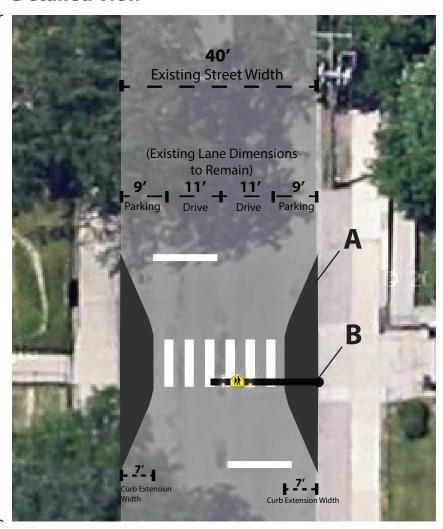
Treatment Proposal for Roosevelt High School

Key

A: Concrete Curb Extensions

B: Overhead Pedestrian Flasher

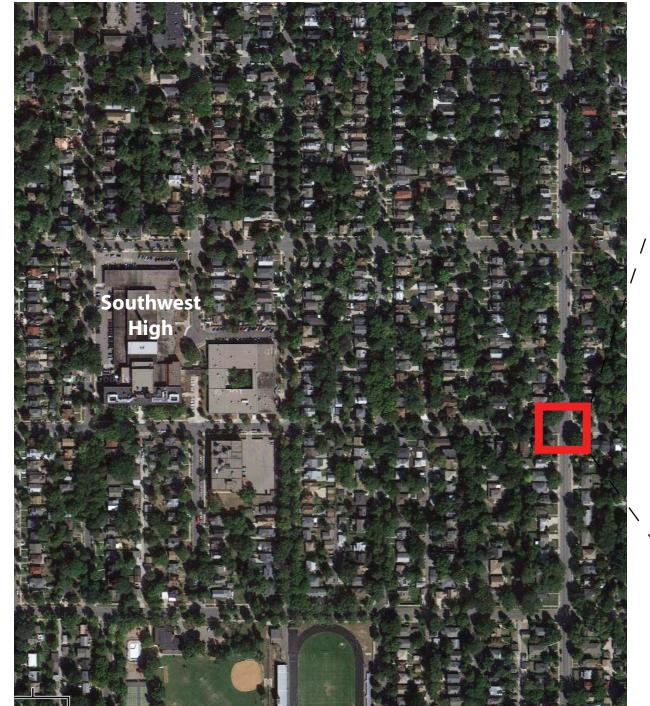
Detailed View



Key

A: Concrete Curb Extensions

Neighborhood Context













Hennepin County

Public Works

Transportation DepartmentJames N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone 612-321-3410, Fax www.hennepin.us/transportation

November 26, 2014

Mr. Jon Wertjes, Director of Traffic Services City of Minneapolis 233 City Hall 350 South 5th Street Minneapolis, MN 55415-1390

> RE: 44th Avenue North (CSAH-152) at Henry High School Safe Routes to School Regional Solicitation Funding Submittal

Dear Mr. Wertjes:

Hennepin County would like to express support for the Safe Routes to School project proposed in the vicinity of Henry High School on 44th Avenue North in Minneapolis. The goal of this project is to increase pedestrian safety through measures designed to encourage speed limit conformance and promotion of safe roadway crossings.

Being a large urban area, Minneapolis has a unique opportunity of coordinating with the local bus service to encourage students to use transit as an alternative to being driven to school. The high volume of student crossings of 44th Avenue from the bus stop is a concern without adequate safety measures. Hennepin County is a strong supporter of inter-agency efforts to facilitate multi-modal transportation and to improve pedestrian safety, especially at schools.

Hennepin County acknowledges jurisdictional authority over 44th Avenue and will operate and maintain this roadway for the useful life of the improvement. We look forward to working with the city on these efforts if the project is successful in securing regional solicitation funding from the Met Council.

Sincerely,

James N. Grube, P.E.

Director of Transportation and County Engineer

James N. Lube

JNG / rqb

cc:

Tom Johnson – Manager, Transportation Planning Carla Stueve – Transportation Planning / Transportation Engineer Bob Byers – Transportation Planning / Transportation Engineer Kelley Yemen – Hennepin County Bicycle and Pedestrian Coordinator



MINNEAPOLIS City of Lakes

City Council

Barbara A. Johnson

City Council President
Council Member, Fourth Ward

350 South 5th Street – Room 307 Minneapolis MN 55415-1383

> Office 612 673-2204 Fax 612 673-3940 TTY 612 673-2157

barbara.johnson@minneapolismn.gov

November 24, 2014

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

Dear Ms. Koutsoukos:

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Henry High School. This project will help improve safety and encourage healthy and sustainable transportation choices among students. It will also take steps towards our city goals of promoting sustainable transportation and protecting our youth.

The intersection at 44th Ave N and Morgan Ave N is a continual safety concern in our ward. This location is unique in that it has a large number of high school students de-boarding from standard transit busses. Many of these students begin to cross as the bus waits for others to de-board. The bus blocks the sightlines of westbound motorists, which creates a serious threat to the crossing students. Additionally, 44th Ave N suffers from a skew in our city's grid system and a lack of adequate crossings. This project will not only improve the awareness of this crossing to motorists but will also add ADA accessible ramps for special needs students.

I concur that these improvements are essential for student safety at Henry High. Please consider supporting this critical project.

Sincerely,

Council President Barbara A. Johnson

Bachara a. Johnson

Minneapolis City Council Member – Fourth Ward

call Minneapolis
City Information

www.minneapolismn.gov Affirmative Action Employer



Patrick Henry High School

4320 Newton Avenue North Minneapolis, Minnesota 55412-1699

Phone: 612.668.2000 Fax: 612.668.1993

November 24, 2014

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

Ms. Koutsoukos,

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Henry High School. A large proportion of our students walk, bike or take transit to school. Any efforts to improve safety for these students will help reinforce these healthy habits into adulthood.

Many of our students use the crossing at 44th Avenue North and Morgan Avenue North. Students departing from a westbound bus cross at this intersection. Driver's sightlines are often blocked by parked vehicles or an unloading bus and there is currently no signage indicating to drivers that students cross here in groups. Furthermore, there are no ADA accessible crossings along 44th Avenue North because of the staggered nature of the blocks. We believe that the City's proposal in this application will enhance safety for all modes of transportation, including those students with special needs.

Our faculty will continue to work with the City in order to provide any follow-up data needed. This includes post-construction student travel surveys and student feedback on the improvements. We will continue to do our part to encourage walking, biking and transit use among students at Henry High.

Sincerely,

Latanya Daniels

Principal



November 24, 2014

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

Dear Ms. Koutsoukos:

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Henry, Roosevelt and Southwest High Schools. These bus de-boarding issues are similar to one another in nature and I believe that all will be aided by the crossing improvements as described in the City's application. I have reviewed the City's preliminary design and acknowledge that some minor bus stop location adjustments would be necessary if built as planned. If awarded, Metro Transit will work with the City to ensure this project is a success.

Metro Transit holds a valued partnership with Minneapolis Public Schools on the student Go-To Card program. We are committed to the safety our student riders, many of which will become lifelong Metro Transit customers. Please consider funding this important project.

Sincerely, David Hanson Assistant Manager of Street Operation

Metro Transit

A service of the Metropolitan Council



Minneapolis City of Lakes

City Council

Andrew Johnson

Council Member, Twelfth Ward

350 South 5th Street – Room 307 Minneapolis MN 55415-1383

> Office 612 673-2212 Fax 612 673-3940 TTY 612 673-2157

andrew.johnson@minneapolismn.gov

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

November 24, 2014

Dear Ms. Koutsoukos,

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Roosevelt High School. This project will help improve safety and encourage healthy and sustainable transportation choices among students. It will also take steps towards our city goals of promoting sustainable transportation and protecting our youth.

The block of 28th Ave South between 40th Street and 41st Street is a point of concern for Roosevelt High and residents of our ward. This location has a large number of high school students de-boarding from standard transit busses. Many of these students begin to cross as the bus waits for others to de-board. The bus blocks the sightlines of southbound motorists, which creates a serious threat to the crossing students. Additionally, the school and library entrances were originally sited across 28th Ave from one another and have remained this way for 90 years. This midblock location is a logical crossing for de-boarding students and is in great need for additional improvements. This project would also add ADA accessible ramps at this location where none exist today.

I concur that these improvements are essential for safe student travel to and from Roosevelt High. Please consider supporting this critical project.

Sincerely,

Andrew Johnson

Council Member, Ward 12

Call Minneapolis
City Information and Services

www.minneapolismn.gov Affirmative Action Employer



Roosevelt High School

4029-28th Avenue South Minneapolis, Minnesota 55406-3195

Phone: 612.668.4800 Fax: 612.668.4810

November 25, 2014

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

Elaine,

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Roosevelt High School. A large proportion of our students walk, bike or take transit to school. Any efforts to improve safety for these students will help reinforce these healthy habits into adulthood.

Many of our students de-board from southbound busses at 28th Ave S and 40th Street W. The entrance to Roosevelt High is midblock on 28th Ave between 40th St and 41st St. The entrance to Roosevelt Library is directly across the from the school entrance making this midblock crossing a logical, and frequently used connection. There is currently no signage indicating to drivers that students cross here in groups. Furthermore, driver's sightlines are often blocked by parked vehicles or an unloading bus. We believe that the City's proposal in this application will enhance safety for all modes of transportation.

Our faculty will continue to work with the City in order to provide any follow-up data needed. This includes post-construction student travel surveys and student feedback on the improvements. We will continue to do our part to encourage walking, biking and transit use among students Roosevelt High.

Sincerely,

Michael Bradley

Principal Roosevelt High School



November 24, 2014

City Council Linea Palmisano

Council Member, Thirteenth Ward

350 South 5th Street - Room 307 Minneapolis, MN 55415-1383

> Office 612 673-2213 Fax 612 673-3940 TTY 612 673-2157

linea.palmisano@minneapolismn.gov

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

Dear Ms. Koutsoukos,

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing near Southwest High School. This project will help improve safety and encourage healthy and sustainable transportation choices among students. It will also take steps towards our city goals of promoting sustainable transportation and protecting our youth.

The intersection at Xerxes Ave S and 47th Street W is a point of concern for Southwest High School and Ward 13 residents. At the base of a very steep grade on a heavily-trafficked arterial road, this intersection is a hot spot for speeding. We have received multiple first-hand accounts of safety issues at this location, including dozens of calls from one of the residents whose property faces this intersection. In addition to the speeds of passing vehicles, concerns also arise from the large number of high school students de-boarding from standard transit busses. Many of these students begin to cross as the bus waits for others to de-board. The bus blocks the sightlines of northbound motorists, which creates a serious threat to the crossing students. This project will not only improve the awareness of this crossing to motorists but will also upgrade the ADA accessible ramps for those with special needs.

I concur that these improvements are essential for safe student travel to and from at Southwest High School. Please consider supporting this critical project.

Sincerely,

Linea Palmisano Council Member

City of Minneapolis, 13th Ward

Call Minneapolis

City Information

www.minneapolismn.gov Affirmative Action Employer Southwest High School 3414 West 47th Street Minneapolis, MN 55410-1798

Phone: 612.668.3030 Fax: 612.668.3080

November 25, 2014

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

Elaine,

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Southwest High School. A large proportion of our students walk, bike or take transit to school. Any efforts to improve safety for these students will help reinforce these healthy habits into adulthood.

Many of our students use the crossing at Xerxes Ave S and W 47th Street. Students departing from a northbound bus must cross the south leg of this intersection. There is currently no signage indicating to drivers that students cross here in groups. Furthermore, driver's sightlines are often blocked by parked vehicles or an unloading bus. We believe that the City's proposal in this application will enhance safety for all modes of transportation.

Our faculty will continue to work with the City in order to provide any follow-up data needed. This includes post-construction student travel surveys and student feedback on the improvements. We will continue to do our part to encourage walking, biking and transit use among students Southwest High.

Singerely,

Dr. Bill Smith

Rrincipal Southwest High School

1250 West Broadway Avenue Minneapolis, Minnesota 55411-2533

Phone: 612.668.0200 Fax: 612.668.0195 Bernadeia H. Johnson, Ed.D Superintendent of Schools

November 21, 2014

Steve Mosing, P.E., P.T.O.E. City of Minneapolis Public Works Traffic & Parking Services 300 Border Ave N Minneapolis, MN 55405

Dear Mr. Mosing,

Minneapolis Public Schools (MPS) supports Traffic and Parking Services' application to the federal Transportation Alternatives Program funding solicitation through Metropolitan Council. Minneapolis Public Works has long been a valued partner of the school district and we look forward to deepening that relationship through this project proposal for three of our high schools.

We agree that crossing improvements are greatly needed at Henry, Roosevelt and Southwest High School. The locations included in the application serve students who walk, bike and take transit to and from school. We want to support these healthy transportation choices among our students so that these habits carry into adulthood. These improvements are critical at our high schools where students learn to ride transit independently for the first time. Our high schools also have large student densities meaning these improvements will serve a greater number of students for a given project cost.

Our role in the proposed project will be include the following: 1) continue offering district-wide Safe Routes to School support and technical assistance, and 2) helping connect the many invested school community stakeholders with each other on behalf of Henry, Roosevelt, and Southwest High students and families.

We look forward to continuing our work with the City of Minneapolis on Safe Routes to School projects that improve the safety of the transportation network for all of our students at Minneapolis Public Schools.

Sincerely,

Bernadeia H. Johnson, Ed.D

Superintendent of Minneapolis Public Schools



Department of Public Works

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203 Minneapolis MN 55415

> Office 612 673-3000 Fax 612 673-3565 TTY 612 673-2157

December 1, 2014

Ms. Elaine Koutsoukos Metropolitan Council 390 North Robert Street St. Paul, Minnesota 55101

RE: 2014 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meeting of November 14, 2014. The relevant action is excerpted below:

The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:

T&PW & W&M - Your Committee, having under consideration the 2014 Regional Solicitation for Federal Transportation Funds, now recommends:

- a) That the proper City officers be authorized to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program, as set forth in Petn. No. 277734; and
- b) That the proper City officers be authorized to commit local funds per federal requirement to support the approved projects.

On roll call, the result was:

Ayes: Reich, Frey, Gordon, Yang, Warsame, Goodman, Cano, Bender, Quincy, A. Johnson, Palmisano, President Johnson (12)

Noes: (0)

Absent: Glidden (1)
The report was adopted.

The specific applications are described in the attached "Request for City Council Committee Action."

Thank you for the opportunity to submit these applications.

Sincerely,

Steven A. Kotke, P.E.

City Engineer, Director of Public Works





Request for City Council Committee Action from the Department of Public Works

Date: November 10, 2014

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee **Referral to:** Honorable John Quincy, Chair Ways and Means/Budget Committee

Subject: City of Minneapolis Submission for 2014 Regional Solicitation for

Federal Transportation Funds

Recommendation:

- A. Authorize proper city officers to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program.
- B. Authorize proper city officers to commit local funds per federal requirement to support the approved projects.

Previous Directives:

• None

Department Information:

Prepared by:	Steven Hay, P.E., Transportation Planner, Transp. Planning & Programming, 673-3884
	Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622
Approved by:	
	Steven A. Kotke, P.E., Director of Public Works
Presenter in (Committee: Steven Hay, P.E., Transportation Planner, Transportation Planning & Programming

Reviews

Permanent Review Committee (PRC): Approval N/A
Civil Rights Approval Policy Review Group (PRG): Approval N/A
Approval N/A

Financial Impact

Action is within the Business Plan

Community Impact

Living Well: Minneapolis is safe and livable and has an active and connected way of life. Great Places: Natural and built spaces work together and our environment is protected. A City that Works: City government runs well and connects to the community it serves.

Supporting Information

The City will prepare a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Below is a summary of the eligible project areas along with a brief description of eligible city projects. Each submission will require a minimum local match for construction in addition to the costs for design, engineering, administration and any additional construction costs to fully fund the project. The available funding is for construction in 2018 and 2019.

The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The following list of projects will be submitted in each program area.

Project Name	Program	Requested Amount	Minimum Local Match Required
8 th Street South	Roadways	\$7,000,000	\$1,750,000
Broadway Street NE	Roadways	\$7,000,000	\$1,750,000
10 th Avenue SE Bridge Rehabilitation	Roadways	\$7,000,000	\$1,750,000
40 th Street Bicycle & Pedestrian Bridge over I-35@	Bicycle & Pedestrian Facilities	\$1,600,000	\$400,000
U of M Protected Bikeways	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway	Bicycle & Pedestrian Facilities	\$2,880,000	\$720,000
North Loop Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Emerson & Freemont Avenues North Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High School Transit Connections	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Totals		\$29,480,000	\$7,370,000

Regional Solicitation Programs

Recently, the Metropolitan Council and the Transportation Advisory Board (TAB) carried out an extensive evaluation and redesign of the Regional Solicitation. Projects will now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). The application process has been streamlined and the modal approach provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.

Applications are now grouped into three primary modal evaluation categories with each category including several sub-categories as detailed below:

- 1. Roadways Including Multimodal Elements
 - Roadway Expansion
 - Roadway Reconstruction/Modernization
 - Roadway System Management
 - Bridges
- 2. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School Infrastructure
- 3. Transit and Travel Demand Management (TDM) Projects
 - Transit Expansion
 - Travel Demand Management
 - Transit System Modernization

The City will submit 9 funding applications in the following program categories:

1. Roadways including Multimodal Elements

Roadway Reconstruction

- 8th Street S (Hennepin to Chicago)
- Broadway Street NE (Stinson to Industrial Boulevard)

Bridges

- 10th Avenue SE Bridge Rehabilitation
- 2. Bicycle & Pedestrian Facilities

Multiuse Trails & Bicycle Facilities

- 40th Street Pedestrian & Bicycle Bridge over I-35W
- U of M Protected Bikeways (19th Ave SE/15th Ave SE Riverside Ave to NE Diagonal)
- High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

Pedestrian Facilities

- North Loop Pedestrian Improvements
- Emerson & Fremont Avenues North

Safe Routes to School Infrastructure

High School Transit Connections

Details of the 9 proposed projects are described below.

Roadways including Multimodal Elements

8th Street South

This project will reconstruct 0.72 miles of 8th Street in downtown from Hennepin Avenue to Chicago Avenue. The project will consist of complete removal and replacement of the pavement, curb and gutter, and driveways. The project will also include landscaping, pedestrian level street lighting, and upgraded signals where warranted. Sidewalks may also be replaced and widened, particularly at bus stop locations.

Broadway Street NE

This project will reconstruct approximately 0.8 miles of Broadway Street NE from Stinson Boulevard to Industrial Boulevard. A major component of this project is the construction of multimodal elements including the filling of sidewalk gaps and the construction of some type of bicycle facility. The bicycle facility could be on-street bike lanes or an off-street multiuse trail.

10th Avenue SE Bridge Rehabilitation

This project proposes to rehabilitate the reinforced concrete 10th Avenue Bridge over the Mississippi River. This will address the ongoing deterioration of concrete areas on the bridge's spandrel columns, floor beams, arches, and deck. The total construction cost for the bridge rehabilitation is approximately \$13 Million to \$28 Million, depending on specific elements of the project. A previous federal allocation of \$3.3 Million must be turned back in order to be eligible to apply for funds through this Regional Solicitation.

Bicycle and Pedestrian Facilities

40th Street Pedestrian Bridge Over 35W

This project is the renovation of the 40th Street Pedestrian Bridge over 35W to include trail widening, structural improvements, and aesthetic enhancements. This project is part of the RiverLake Greenway Corridor from the Chain of Lakes to the Mississippi River. The bridge is functionally obsolete and marginally serves its current purpose. As a primary bicycle artery for Minneapolis, the bridge should meet current geometric standards for a shared-use facility to safely convey pedestrians and bicyclists over I-35W. The proposed project would widen the deck of the bridge to accommodate bicycle users, raise the bridge, and improve its aesthetics.

U of M Protected Bikeways

Protected bikeways would be installed on 19th Avenue SE from Riverside Avenue, across the 10th Avenue Bridge to University Avenue, and on 15th Avenue SE from University Avenue to Como Avenue, then continuing north to the NE Diagonal Trail, the exact alignment north of Como Avenue is still to be determined.

<u>High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway</u>

This is one of the key project elements of the Transit Access Project at 35W and Lake Street. This will be an important connection linking transit users at the proposed Bus Rapid Transit station to the Midtown Greenway, which today is an important east-west pedestrian and bicycle facility and in the future will contain additional fixed rail transit service. The connection will accommodate both pedestrians and bicyclists, with enhancements in the form of public art, landscaping and place-making.

North Loop Pedestrian Improvements

This project would include the implementation of a variety of pedestrian-related improvements to the North Loop Neighborhood. These improvements would likely include signal upgrades, ADA-compliant curb ramps, enhanced crosswalks, pedestrian level street lighting, and landscaping.

Emerson and Freemont Avenues North

Enhancements to the pedestrian realm would be implemented on Emerson Avenue North from Plymouth Avenue to 33rd Avenue North and on Freemont Avenue North from Plymouth Avenue to 44th Avenue North. These improvements would likely include pedestrian bumpouts at select locations, ADA-compliant curb ramps, signal enhancements, improved crosswalks, and landscaping. These improvements will be coordinated with the development and implementation of Metro Transit's Arterial BRT D-Line.

<u>High School Transit Connections</u>

This project will prioritize pedestrian safety improvements near high schools, focusing on access to nearby transit stops. Minneapolis high school students currently receive free or discounted Go-To Cards in lieu of yellow school bus service, making these transit connections vital. High schools are only recently eligible for federal Safe Routes funding, while they represent a large proportion of student walkers and bikers in the city.



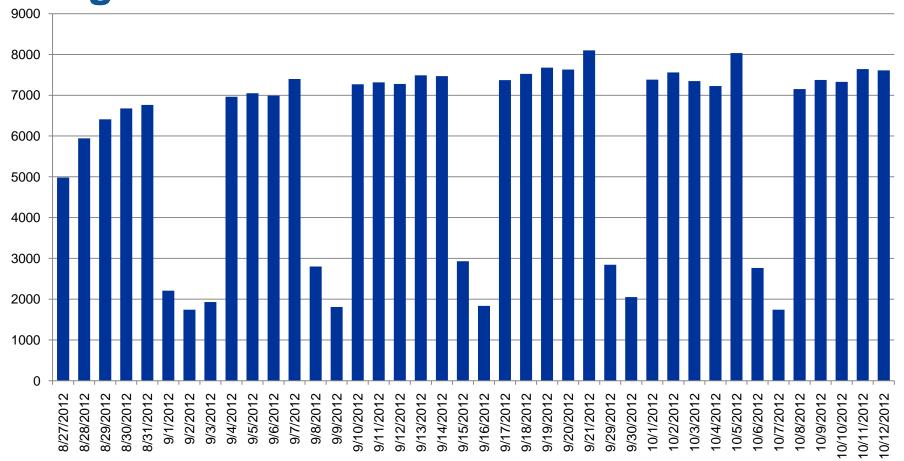
Pass Usage – Week of October 6-12

School	Unique Cards Used	Total Tags	Tags Per Card
Edison	525	8,105	15.4
Patrick Henry	835	9,152	11.0
North	203	2,545	12.5
Roosevelt	651	8,541	13.1
South	62	608	9.8
Southwest	162	2,526	15.6
Washburn	533	7,179	13.5
Wellstone	199	2,945	14.8
Total	3,170	41,601	13.1





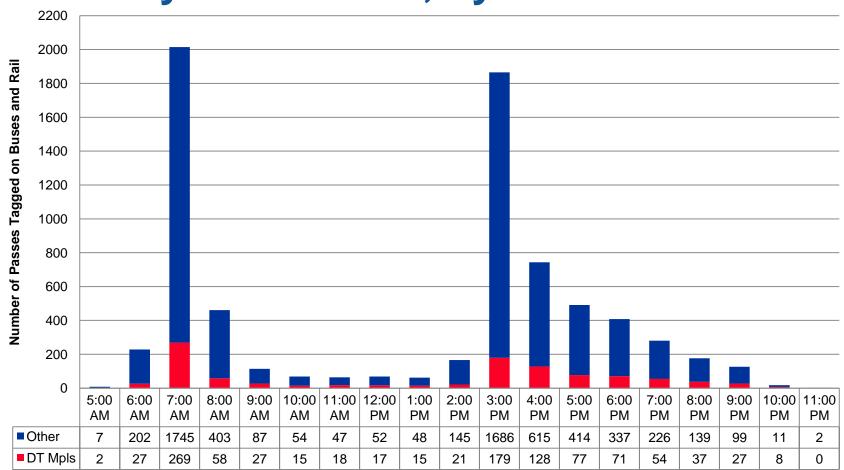
Total Tags by Day August 27 – October 12



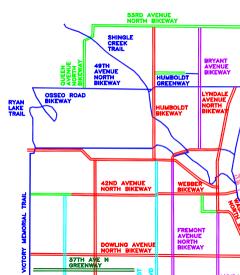


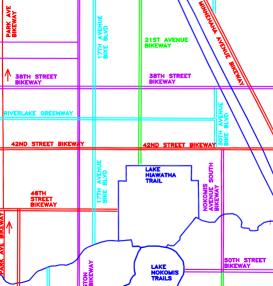


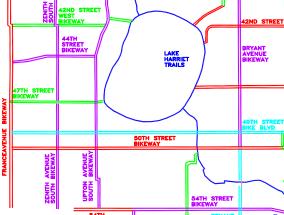
MPS Student Pass Tags by Hour Weekdays 9/24-10/12, by location

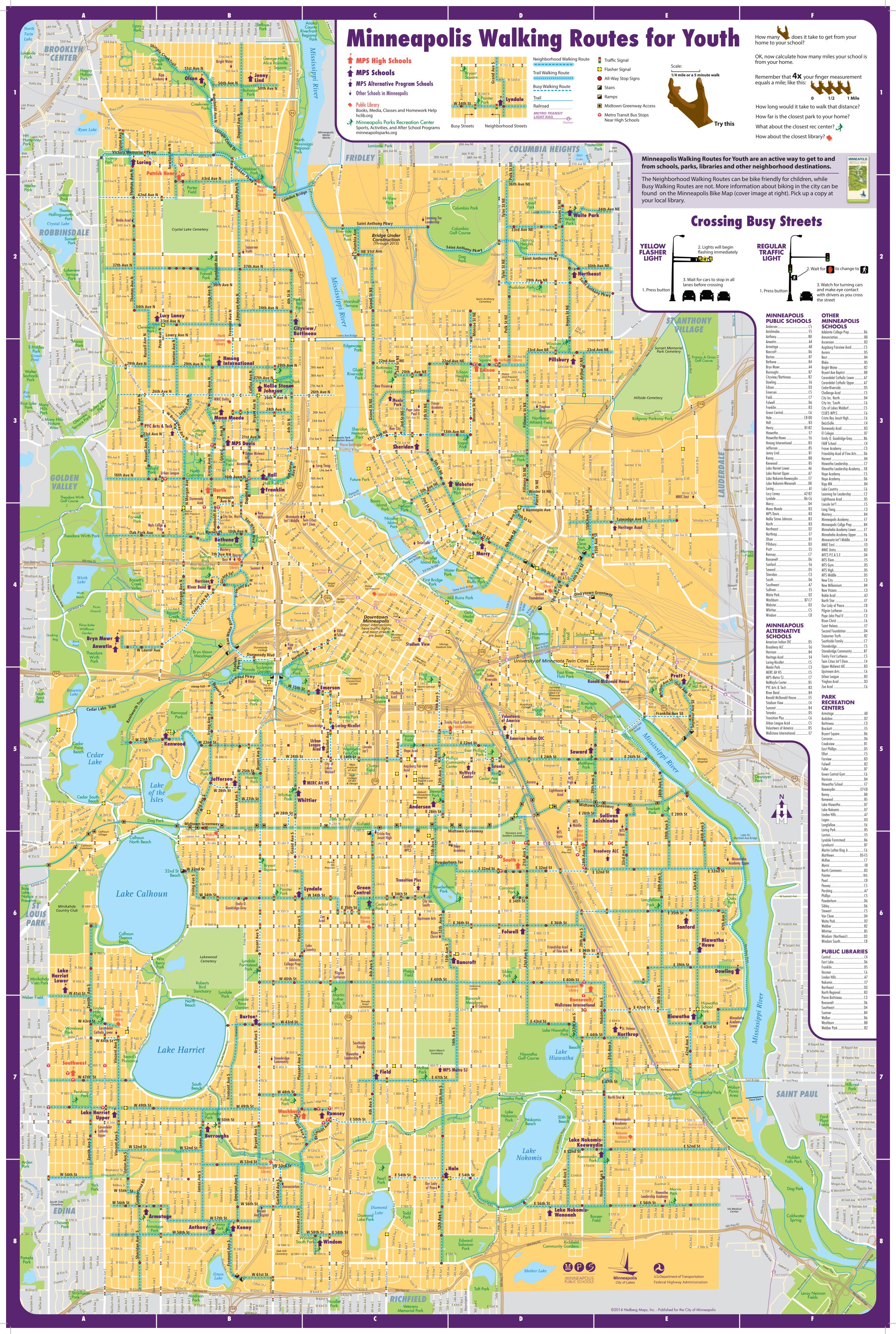








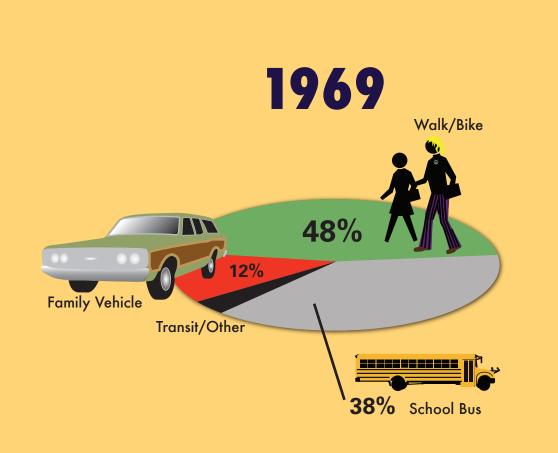


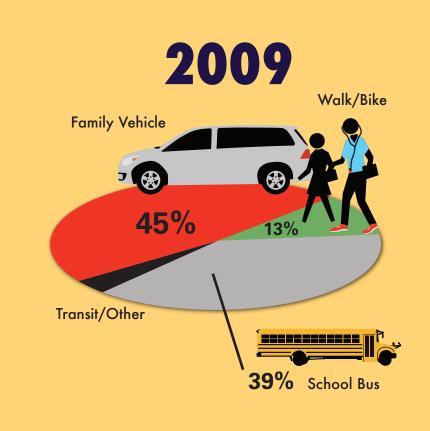


Walk Together Walk Benefits Children learn through experience. Walking with parents or other caregivers is an important way for children to practice crossing real streets and picking safe places to walk. There is no magic age when children are old enough to walk without an adult. Parents should decide when their child has the skill and experience to deal with traffic safely without them. **Vibrant Neighborhoods** When children are ready to walk on their own, walking with a friend or a group of friends is fun a way to start the school day. The National Center for Safe for Everyone Routes to School provides pedestrian and bicycling safety tip sheets and more **Locking Your Bike** on its website, saferoutesinfo.org. Everyone benefits when children walk or bike to school. Lock to bike racks or street sign posts. Neighbors get to know each other and look out for one Don't lock to trees, handrails or another. Drivers expect to see children walking and biking, and drive more carefully. There is less congestion around schools making the air fresher and the streets quieter. Cable lock: Better than nothing, **Correct way to lock a bike: U-lock:** Best protection Children and families walking and biking to school helps create a vibrant, connected, happy and healthy community. but can be cut through in seconds Lock frame and one wheel to rack against thieves **Safe Routes to School**



Over the past 45 years our reliance on the automobile has had a dramatic impact on the way children get to school. The same trend can be seen in levels of inactivity and declining health in US children. Safe Routes to School is a national and international movement that helps reverse the decline in children walking and bicycle to schools by supporting safe, convenient, and fun opportunities for children to actively commute to school. These efforts make it easier to walk and bike to school again, especially in historically built cities like Minneapolis.







Start a Walking School Bus

A walking school bus is a group of children walking to school together with one or more adults. It's like a carpool—without the car—with the added benefits of exercise and visits with friends and neighbors. When beginning a walking school bus, remember that the program can always grow. Begin by picking a route and taking a test walk. Then invite nearby families to walk along. Decide how often the group will walk together and rotate leaders, if necessary. Administrators, physical education teachers, family liaisons, health office staff, school patrol organizers, and school resource officers are good places to find support at the school. MPS Safe Routes to School staff can also

More info can be found at walkingschoolbus.org and sss.mpls.k12.mn.us/sr2s



Why Walk or Bike to School?

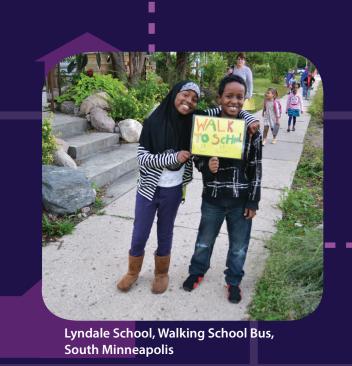
To increase academic achievement: Walking or biking to school provides a concentration boost that lasts more than half the school day (1).

To help the environment: One child walking or biking to school rather than driving can save one pound of CO² emissions per mile (2).

To increase health and happiness: The Center for Disease Control recommends that children get 60 minutes of physical activity every day. Physical activity has been linked to better mood, health, and overall quality of life by numerous studies (3).

To improve safety conditions around school: Walking and biking to school reduces traffic congestion at arrival & dismissal times, which in turn increases safety for those that walk or bike to school.

To increase independence in children: Children who walk or bike to school are more likely to walk to other neighborhood destinations (4).



Live Too Far to Walk?

Start a bus stop and walk This innovative strategy allows many more children to experience the joys and reap the benefits of walking to school. Quite simply, in a bus stop & walk, school buses unload the children away from school and the children walk along a designated route to school with classmates, staff and volunteers. Contact Minneapolis Public Schools Safe Routes to School for help organizing a bus stop & walk at your school.

Organize a bike train Two miles is about a twelve minute bike ride!

A bike train is a group of children and adult leaders biking together to school. Bike trains should stick to calmer neighborhood streets or off-street trails. For more information on bike trains, see "Bike Trains, Fire Up Your Feet," http://fireupyourfeet.org/resources/bike-trains.

Park and walk If your only option is to drive your student, consider parking away from the school and walking the final leg together. You'll reduce traffic congestion around the school and enjoy some quality time with your child.

Walk to other destinations You may also use this map to find the best route to your local park, library or community center. Fifty percent of daily trips are three miles or less, providing plenty of opportunities to incorporate active transportation into the day.



U.S.Department of Transportation

Federal Highway Administration

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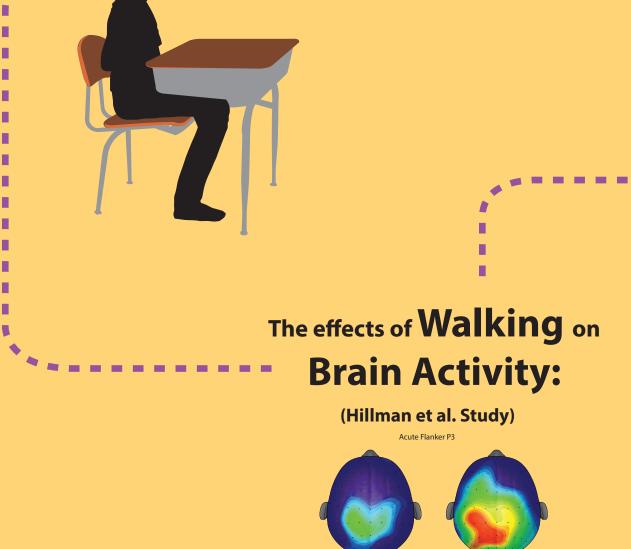
Published for the City of Minneapolis



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Cartography & design by Nat Case & Nate Sievers. Graphic design & illustration by Forrest Hardy, City of Minneapolis.

We welcome updates and corrections. To leave feedback, visit hedbergmaps.com. For comments on the route network or to find out more information about Safe Routes to School programs in Minneapolis, email: Forrest.Hardy@MinneapolisMN.gov.

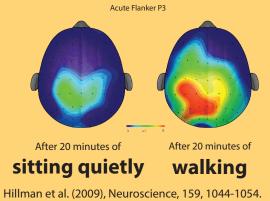


1 http://hastebc.org/blog/omar/link-between-kids-who-walk-or-bike-school-and-concentration-pt-2

3 http://journals.lww.com/co-psychiatry/Abstract/2005/03000/Exercise_and_well_being_a_review_of_mental_and.13.aspx

2 http://www.epa.gov/climatestudents/calc/index.html

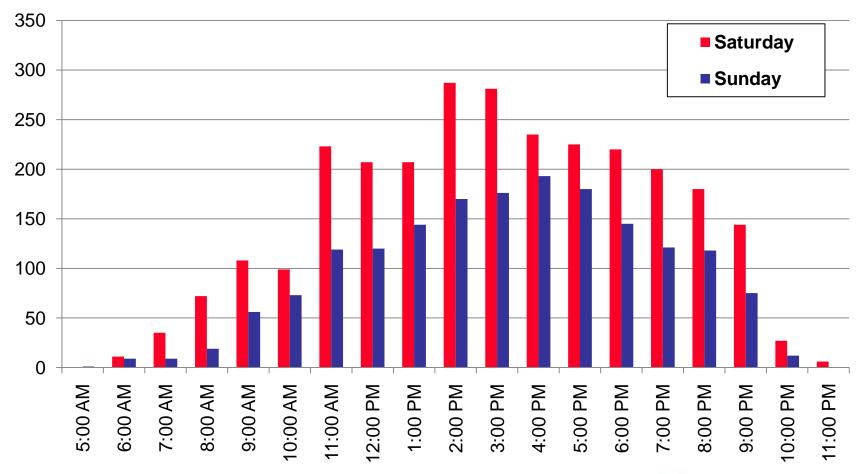
4 Merom et. al. (2006), Health Place, 12(4), 678-87



Minneapolis **Walking Routes** for Youth Map



Weekend Tags by Hour -- October 6-7





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