



Application

01973 - 2014 Safe Routes to School Infrastructure

02301 - Forest Lake Safe Routes to School Infrastructure Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 1:02 PM

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## Primary Contact

**Name:\*** Aaron Michael Parrish  
Salutation First Name Middle Name Last Name

**Title:** City Administrator

**Department:** Administration

**Email:** aaron.parrish@ci.forest-lake.mn.us

**Address:** 1408 Lake Street South

**\*:** Forest Lake Minnesota 55025  
City State/Province Postal Code/Zip

**Phone:\*** 651-209-9750  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** FOREST LAKE, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

220 N LAKE ST

\*

FOREST LAKE

Minnesota

55025

City

State/Province

Postal Code/Zip

County:

Washington

Phone:\*

651-464-3550

Ext.

Fax:

PeopleSoft Vendor Number

0000020944A1

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## Project Information

Project Name

Forest Lake Safe Routes to School Infrastructure Project

Primary County where the Project is Located

Washington

Jurisdictional Agency (If Different than the Applicant):

The Forest Lake Safe Routes to School Infrastructure Project is located in Forest Lake, Minnesota. The primary focus of the proposed project is to fill gaps in our existing pedestrian network that surrounds Forest Lake Elementary (4-6), Forest View Elementary (K-3), Forest Lake Area Learning Center (6-12), Southwest Jr. High School (7-9), and North Lakes Academy High School (5-12). All five schools are located within 1/2 mile radius with enrollment numbers exceeding 1,970. This project lies in the heart of the City's elementary education facilities as well as within the lowest income neighborhoods. Due to close proximity and high density of housing units, low income surroundings and the age of children attending the area schools, many are walking and biking to and from school.

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

The project area lacks a continuous non-motorized route resulting in children walking and biking in the boulevard and on the road. Proposed improvements will address this void in the pedestrian system, as well as, upgrade existing curb ramps to ADA standards and properly designate safe crosswalks with signage and markings.

A SRTS Planning study is currently underway for all of the community's schools. The study process includes parent surveys and public input opportunities. Input has made it clearly apparent that current conditions root safety concerns for children walking and biking to school from parents, school and city staff.

The project consists of providing key sidewalk connections and ADA improvements along:  
3rd Ave SW at North Lakes Academy High School  
3rd Ave SW from 12th St SW to 6th St SW  
6th St SW from 3rd Avenue SW to 2nd Avenue SW

2nd Avenue SW from 6th St SW to 5th St SW

2nd Avenue SW from 4th St SW to 1st St SW

4th St SW from 3rd Ave SW to 7th Ave SW

8th Street SW from 3rd Ave SW to 7th Ave SW

7th Ave SW from 8th St SW to Southwest Jr.

High School

Secondary benefits to the proposed improvements includes accommodations for recreational users. The project includes two direct connections to the Hardwood Creek Regional Trail. This project plays a crucial role in the development of Forest Lakes vision of a continuous city-wide, non-motorized pedestrian and bicycle network. The proposed improvements align with preliminary recommendations in the 2014 Forest Lake SRTS Planning Study and the 2030 Comprehensive Plan.

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

**Project Length (Miles)** 1.22

**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**

2014 Parks, Trails & Open Space Master Plan  
page 4.12 and B.1, Forest Lake 2030  
Comprehensive Plan pg. 5-2A and 13-3, Forest  
Lake SRTS Planning Study (underway)

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## 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** \$744,892.00

**Match Amount** \$186,223.00



Minimum of 20% of project total

**Project Total** \$931,115.00

**Match Percentage** 20.0%

Minimum of 20%

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

**Source of Match Funds** Municipal State Aid and Park Dedication

**Preferred Program Year**

**Select one:** 2018

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## Project Information

**County, City, or Lead Agency** City of Forest Lake

**Zip Code where Majority of Work is Being Performed** 55025

**(Approximate) Begin Construction Date** 06/04/2018

**(Approximate) End Construction Date** 10/31/2018

### LOCATION

**From:**  
**(Intersection or Address)** 3rd Ave SW

*Do not include legal description;*

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

**To:**  
**(Intersection or Address)** 2nd Ave SW and 1st St SW

**Type of Work** SIDEWALKS, PED RAMPS, GRADE, AGG BASE, PED CROSSING SIGNS

*Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*

### BRIDGE/CULVERT PROJECTS

**(If Applicable)**

**Old Bridge/Culvert?**

**New Bridge/Culvert?**

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$39,000.00
Removals (approx. 5% of total cost)	\$84,700.00
Roadway (grading, borrow, etc.)	\$52,040.00

Roadway (aggregates and paving)	\$30,550.00
Subgrade Correction (muck)	\$4,140.00
Storm Sewer	\$51,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$60,535.00
Traffic Control	\$23,400.00
Striping	\$10,840.00
Signing	\$6,750.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$84,920.00
Bridge	\$0.00
Retaining Walls	\$46,000.00
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	\$52,560.00
Other Roadway Elements	\$31,700.00
<b>Totals</b>	<b>\$578,135.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$279,950.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$40,940.00
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	\$32,090.00
Other Bicycle and Pedestrian Elements	\$0.00

Totals

\$352,980.00

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## Specific Transit and TDM Elements

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

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## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

Total Cost	\$931,115.00
Construction Cost Total	\$931,115.00
Transit Operating Cost Total	\$0.00

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks 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 project 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**

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## **Requirements - Bicycle and Pedestrian Facilities Projects**

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

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

*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.**

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## Other Attachments

File Name	Description	File Size
CITY RESOLUTION SUPPORTING 2014 SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT APPLICATION.pdf	City of Forest Lake resolution supporting the SRTS Infrastructure Project.	96 KB
Existing Conditions Photos.pdf	Existing Conditions Photos and Descriptions.	596 KB
Forest Lake Schools letters of Support.PDF	Letters of support from schools that will benefit from the SRTS Infrastructure Project.	122 KB
TAP SRTS Project Location Map.pdf	Forest Lake SRTS Infrastructure Project Concept and Location Map.	1.7 MB

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

We understand the value in a comprehensive approach to encourage children to walk and bike to school. We have proven our capabilities with efforts put forth to secure funds for the SRTS planning study as well as an infrastructure grant obtained in April, 2014. The infrastructure project will be constructed in 2015 between our Jr. High/High School Campus, private Catholic School and Lakes International Language Academy. Currently, we are actively participating in the SRTS Planning Study. Staff at all our schools are committed to this balanced approach to improve walking and biking in our community.

Summary of 5E activities occurring at the schools:

Evaluation We are supportive of a SRTS program, proven in our planning efforts that include: SRTS student tallies and parent surveys administered in November, 2014; Submission of a 2014 SRTS Planning Assistance Grant; and completion of a 2014 Parks, Trails & Open Space Master Plan. The schools are also committed to conducting the post evaluation surveys.

Education Our School District works closely with Washington Countys SHIPs nutrition staff to support healthy eating and physical activity. We partner with Community Education and Health UP Forest Lake to provide education for walking and biking to schools. We value these partnerships because they help us to accomplish much more than we could on our own! Our goals of a walkable and bikeable community will be reached through enhanced infrastructure, social events to bring together bikers and walkers, and exploring bike sharing opportunities.

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

Encouragement Annually, over the past 20 years, the Police Department has hosted a safety camp, which includes instruction on bicycle safety, bicycle hand signals, bicycle helmet fitting and a bike rodeo. Approximately 125 2nd to 6th grade students participate. Recently we added a seasonal position to clear trails and sidewalks during the winter for year-round use.

Enforcement The Police Department has an active Bike Patrol Program that runs from April to October encouraging the importance of being safe and active. Forest Lake Elementary has crossing guards present on their property before and after school.

Engineering We are committed to engineering improvements that will provide the proper facilities to get our children out of roadways and onto dedicated walkways and trails. This is proven by our long-term vision for better connected infrastructure between residential areas, schools, parks and trails. SRTS funds will provide the funding needed to address safety concerns by providing safe, convenient, and ADA compliant pedestrian facilities.

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## Measure A: Student Population Biking or Walking to School

Average Percent of Student Population

0%

Documentation Attachment

Student Tallies and Parent Survey Status.pdf

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## Measure B: Student Population Near the School

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

0

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## 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

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

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

The SRTS Infrastructure Project is located in an area above the regional average for population in poverty or population of color. The 1/2 mile surrounding the project area is densely populated with single family homes that are lowest in value city-wide, and 21 apartment complexes, two of which are assisted public housing properties. Many of these residences house families with children who attend the surrounding schools. These populations walk and bike to the schools, as well as jobs and retail centers just outside the project area.

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

The project is centrally located in a diversified area of the community in terms of zoning. In addition to single and multi-family residences, a 1/2 mile radius of the project area encompasses highway business, light industry, neighborhood commercial, downtown mixed use, and general mixed use districts. The SRTS Infrastructure Project fills many voids in the existing pedestrian system. The project provides another step toward the City's vision of connecting all neighborhoods to schools, parks, jobs and retail centers.

Proposed improvements will benefit the above populations and avoid negative impacts. Of highest value to us is benefit to the children by providing them with a continuous off-road route to walk to and from school.

Upload Map

Socio-Economic Conditions Maps.pdf



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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Forest Lake	1.22
	1

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## Total Project Length

Total Project Length	1.22
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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Forest Lake	1.22	1.22	69.0	1.0	69.0
		1	69	1	69

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.22
Total Housing Score	69.0

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

Current deficiencies in the project area are a barrier for travel between neighborhoods and schools. Although State requirements provide minimum busing distances for elementary and secondary education students, 100% of students in our schools qualify for busing based on the school boards discretion of hazardous road crossings (Hwy 61) and lack of non-motorized connections. Walking and biking to school is currently only allowed with parental permission.

Other deficiencies within the project area include:

- Segmented pedestrian route leave children traveling in boulevards and roadways

- No ADA compliance provides no accommodations for people with disabilities

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

- Improperly designated crosswalks put children at risk when crossing the roadway. A crash occurred in the project area involving a child improperly crossing the road.

- School crossings designated where no sidewalk or curb ramp exists promotes children traveling in boulevards and roadways

The SRTS Infrastructure Project is located in a Tier 2 Bicycle Transportation Corridor. The Hardwood Creek Regional Trail runs north-south through the eastern edge of the project area and is a central feature of our trail system as a major multi-use connection through the city. The SRTS Infrastructure Project provides two direct connections to the regional trail.

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## Measure B: Project and/or School Site Improvements

One pedestrian/vehicle crash was reported within the project area (3rd Avenue SW and 12th Street SW) from 2009-2013. The crash was reported as a possible injury due to improper driving and the pedestrian failing to yield. The pedestrian was a 13 year old.

The project will allow students to walk on a continuous dedicated facility separated from the roadway. The project will improve crossing safety with ADA compliant pedestrian ramps, crossing signage, and marked crosswalks. Project improvements will greatly enhance safety conditions and should increase walking rates by making students and parents more comfortable about children walking along the corridor. This correlates with comments received through public input opportunities during the completion of a 2014 Parks, Trails & Open Space Master Plan, which included a public survey.

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

Parent survey results supporting the SRTS Infrastructure Project include:

The surveys and tallies were administered in November, 2014. We expect this to be completed in the month of December, 2014. As soon as the surveys and tallies are completed we will forward results along with a response to this question to the Met Council.

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## Measure A: Transit Connections to the SRTS Project

<b>Existing routes directly connected to the project</b>	N/A
<b>Planned transitways directly connected to the project</b>	N/A
<i>(Alignment and mode determined and identified in the 2030 TPP)</i>	
<b>Existing routes indirectly connected within a half-mile of the elementary school or one mile of a middle/high school</b>	N/A
<b>Planned transitways indirectly connected within a half-mile of the elementary school or one mile of a middle/high school</b>	N/A
<i>(Alignment and mode determined and identified in the 2030 TPP)</i>	

Forest Lake Transit Center is located at 19955 Forest Rd. N., 2 ½ miles from the project area. The Hardwood Creek Regional Trail provides a direct connection to the transit center from the project area. This transit center serves bus routes 285 and 288 that links our community with Columbus, White Bear Township, Downtown St. Paul, and Downtown Minneapolis. Low income populations within the project area use the transit center to access jobs and retail centers outside our community.

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

As stated previously, the SRTS Infrastructure Project provides two direct connections to the Hardwood Creek Regional Trail, which offers recreational and alternate transportation use to populations within the project area. Locally the regional trail is our main north-south conduit linking to local trails throughout the city. Regionally the Hardwood Creek Regional Trail is a main conduit that links local trail systems with the larger regional park and trail systems in Washington and Chisago Counties.

**Upload Map**

Transit Connections Maps.pdf

**Response**

*Met Council Staff Data Entry Only*

<b>Route Ridership Directly Connected</b>	0
<b>Transitway Ridership Directly Connected</b>	0
<b>Route Ridership Indirectly Connected</b>	0

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**Measure A: Public Engagement Process**

The SRTS Infrastructure Project aligns with and is supported by our past 10+ years planning and efforts to develop a non-motorized, city-wide network that connects neighborhoods to schools, parks and regional trails. In 2003, we adopted a Parks, Trails and Open Space Plan that was revised in 2014. These plans set the framework to support children walking to school and leading healthy and active lifestyles.

SRTS Student Tally and Parent Surveys were administered by the five schools in November. Results were not compiled by the submission deadline. Further coordination efforts, meetings and individuals/groups to be involved include:

- Our SRTS Team includes: Business Director for Forest Lake Schools (ISD 831); principals from the high school, junior high, private Catholic school, Lakes International Language Academy; our city engineer and city administrator; and a local police officer.

- Public Involvement: All planning efforts have been public, including council meetings in which plans are discussed.

- Partnership with the schools will continue.

- Neighborhood meetings to discuss impacts will occur as project progresses.

Input received from SRTS coordination and previous planning efforts will be used to develop infrastructure and programs that address concerns

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

of parents and school and city officials.

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## 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**

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## Measure A: Risk Assessment

### 1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

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 10/31/2014

### 3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM 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

06/01/2017

#### 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

Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

04/03/2017

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 waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

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

Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

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**

12/01/2017

### **9)Letting**

**Anticipated Letting Date**

03/01/2018

**CITY OF FOREST LAKE**  
**RESOLUTION NO. 11-24-14-01**

**SUPPORTING THE 2014 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) SAFE ROUTES TO SCHOOL (SRTS) APPLICATION**

**WHEREAS:** The Metropolitan Council administers the Regional Solicitation program which supports locally-initiated highway, road, transit and other transportation improvements in the seven-county metro, and

**WHEREAS:** the Regional Solicitation includes the Transportation Alternatives Program (TAP) which funds Safe Routes to Schools (SRTS) projects in fiscal year 2018 and 2019, and

**WHEREAS:** the City of Forest Lake is in process of completing a SRTS planning study that encompasses all schools in the community, and

**WHEREAS:** The City of Forest Lake has established the vision of providing an off-street sidewalk system that fills existing gaps in the areas surrounding North Lakes Academy High School, Southwest Jr High School, Forest Lake Area Learning Center, Central Montessori Elementary School, Forest Lake Elementary and Forest View Elementary, and

**WHEREAS:** The project would include construction of critical sidewalk connections along:

- 3<sup>rd</sup> Ave SW at North Lakes Academy High School
- 3<sup>rd</sup> Ave SW from 12<sup>th</sup> St SW to 6<sup>th</sup> St SW
- 6<sup>th</sup> St SW from 3<sup>rd</sup> Avenue SW to 2<sup>nd</sup> Avenue SW
- 2<sup>nd</sup> Avenue SW from 6<sup>th</sup> St SW to 5<sup>th</sup> St SW
- 2<sup>nd</sup> Avenue SW from 4<sup>th</sup> St SW to 1<sup>st</sup> St SW
- 4<sup>th</sup> St SW from 3<sup>rd</sup> Ave SW to 7<sup>th</sup> Ave SW
- 8<sup>th</sup> Street SW from 3<sup>rd</sup> Ave SW to 7<sup>th</sup> Ave SW
- 7<sup>th</sup> Ave SW from 8<sup>th</sup> St SW to Southwest Jr. High School

**WHEREAS:** the project would also include construction of ADA compliant pedestrian ramps and crosswalk markings, and

**WHEREAS:** the sidewalk segments will complete the pedestrian network in this part of the community and enhance safety conditions for children walking and biking to and from the previously named schools and community resources, and

**WHEREAS:** the improvements are consistent with the City of Forest Lake's Parks, Trails & Open Space Master Plan adopted in 2014, and

**WHEREAS:** City staff have coordinated with representatives of all previously named schools regarding the project and the associated SRTS Infrastructure grant application, and

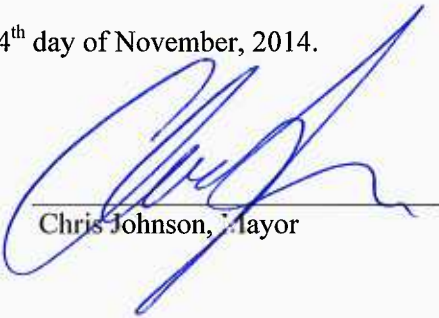
**WHEREAS:** the sidewalk segments align well with the goals of the SRTS funding program, and

**WHEREAS:** the City is responsible for a 20% match to the construction costs of the project, as well as the project development and delivery costs, and

**WHEREAS:** Federal Highway Administration (FHWA) requires that Forest Lake agrees to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from FHWA; and

**THEREFORE BE IT RESOLVED,** that the City of Forest Lake hereby agrees to assume full responsibility for the design, construction, operation and maintenance of property and facilities related to the aforementioned SRTS Project.

Adopted by the Forest Lake City Council this 24<sup>th</sup> day of November, 2014.



Chris Johnson, Mayor

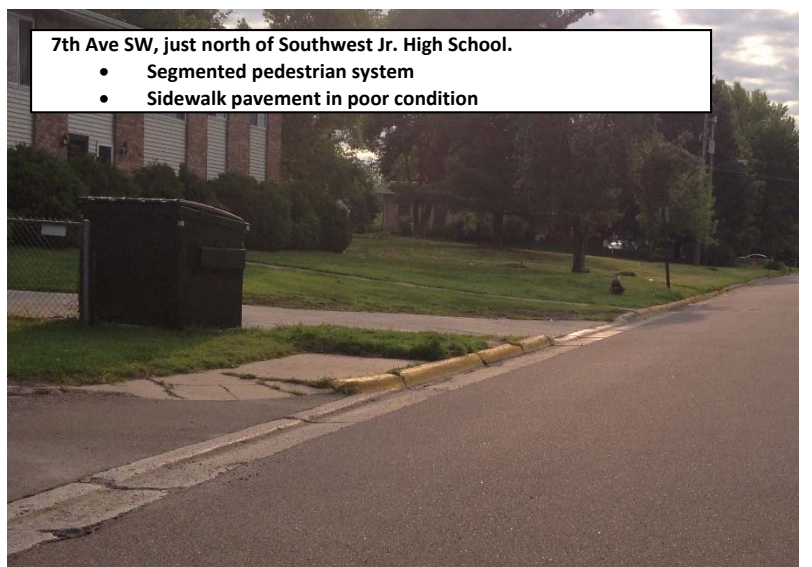
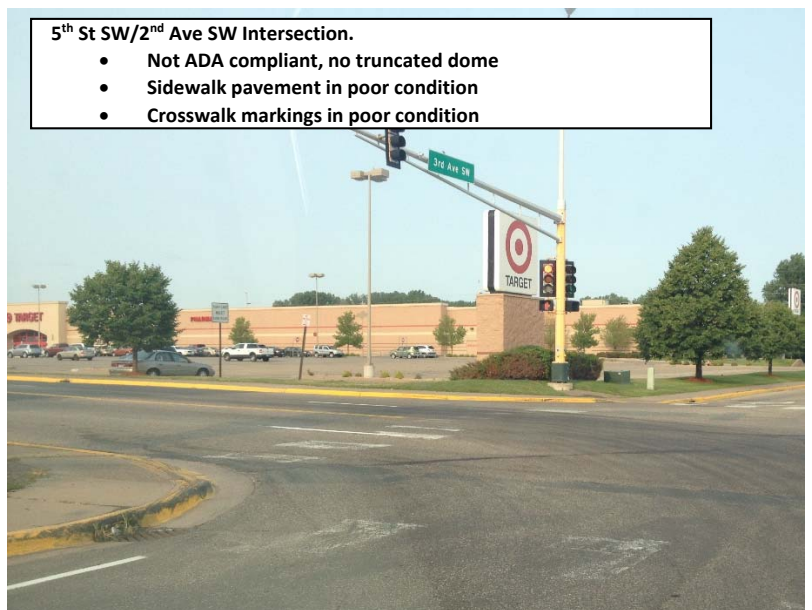
ATTEST:



Aaron Parrish  
City Clerk/Administrator



# Existing Conditions Photos





**FOREST LAKE AREA SCHOOLS**

6100 N 210th St • Forest Lake MN 55025

(651) 982-8100 • [www.flaschools.org](http://www.flaschools.org)

---

*Superintendent.....Dr. Linda M. Madsen*  
*Administration & Human Resources..... Donna M. Friedmann*  
*Business Services..... Lawrence A. Martini*  
*Community Education..... Julie A. Ohman*  
*Special Education..... Kelly J. Lessman*  
*Teaching & Learning..... Jennifer S. Tolzmann*

November 19, 2014

Mr. Jeff Ion, Principal  
Forest Lake Elementary  
408 SW 4<sup>th</sup> Street  
Forest Lake, MN 55025

Ms. Mao Yang  
State Aid Division  
Transportation Building  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang:

As principal of Forest Lake Elementary School, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of Forest Lake. The improvements will enhance our pedestrian facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of Forest Lake will be taking the lead on the grant implementation.

Thank you for your consideration of the grant request. If you have any questions please feel free to contact me at 651-982-3201 or [jion@flaschools.org](mailto:jion@flaschools.org).

Sincerely,

Jeff Ion  
Principal  
Forest Lake Elementary School

---

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Community Education.....Julie A. Ohman  
Special Education.....Kelly J. Lessman  
Teaching & Learning.....Jennifer S. Tolzmann*

November 19, 2014

Mr. Scott Geary  
Principal, Southwest Junior High  
943 SW 9<sup>th</sup> Street  
Forest Lake, MN 55025

Ms. Mao Yang  
State Aid Division  
Transportation Building  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang:

As principal of Southwest Junior High, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of Forest Lake. The improvements will enhance our pedestrian facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of Forest Lake will be taking the lead on the grant implementation.

Thank you for your consideration of the grant request. If you have any questions please feel free to contact me at 651-982-8701 or [sgeary@flaschools.org](mailto:sgeary@flaschools.org).

Sincerely,

Scott Geary  
Principal  
Southwest Junior High School

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(651) 982-8100 • [www.flaschools.org](http://www.flaschools.org)

*Superintendent.....Dr. Linda M. Madsen  
Administration & Human Resources..... Donna M. Friedmann  
Business Services..... Lawrence A. Martini  
Community Education..... Julie A. Ohman  
Special Education..... Kelly J. Lessman  
Teaching & Learning..... Jennifer S. Tolzmann*

November 19, 2014

Ms. Kelly Tschudy-Lafean, Principal  
Central Montessori & Area Learning Center  
200 SW 4<sup>th</sup> Street  
Forest Lake, MN 55025

Ms. Mao Yang  
State Aid Division  
Transportation Building  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang:

As principal of both the Central Montessori and Forest Lake Area Learning Center, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of Forest Lake. The improvements will enhance our pedestrian facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of Forest Lake will be taking the lead on the grant implementation.

Thank you for your consideration of the grant request. If you have any questions please feel free to contact me at 651-982-3171 or [ktschudy@flaschools.org](mailto:ktschudy@flaschools.org).

Sincerely,

Kelly Tschudy-Lafean  
Principal  
Central Learning Center

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**FOREST LAKE AREA SCHOOLS**

6100 N 210th St • Forest Lake MN 55025

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*Superintendent.....Dr. Linda M. Madsen*  
*Administration & Human Resources..... Donna M. Friedmann*  
*Business Services.....Lawrence A. Martini*  
*Community Education.....Julie A. Ohman*  
*Special Education..... Kelly J. Lessman*  
*Teaching & Learning..... Jennifer S. Tolzmann*

November 19, 2014

Mr. Scott Urness, Principal  
Forest View Elementary  
620 SW 4<sup>th</sup> Street  
Forest Lake, MN 55025

Ms. Mao Yang  
State Aid Division  
Transportation Building  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang:

As principal of Forest View Elementary School, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of Forest Lake. The improvements will enhance our pedestrian facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of Forest Lake will be taking the lead on the grant implementation.

Thank you for your consideration of the grant request. If you have any questions please feel free to contact me at 651-982-8201 or [surness@flaschools.org](mailto:surness@flaschools.org).

Sincerely,

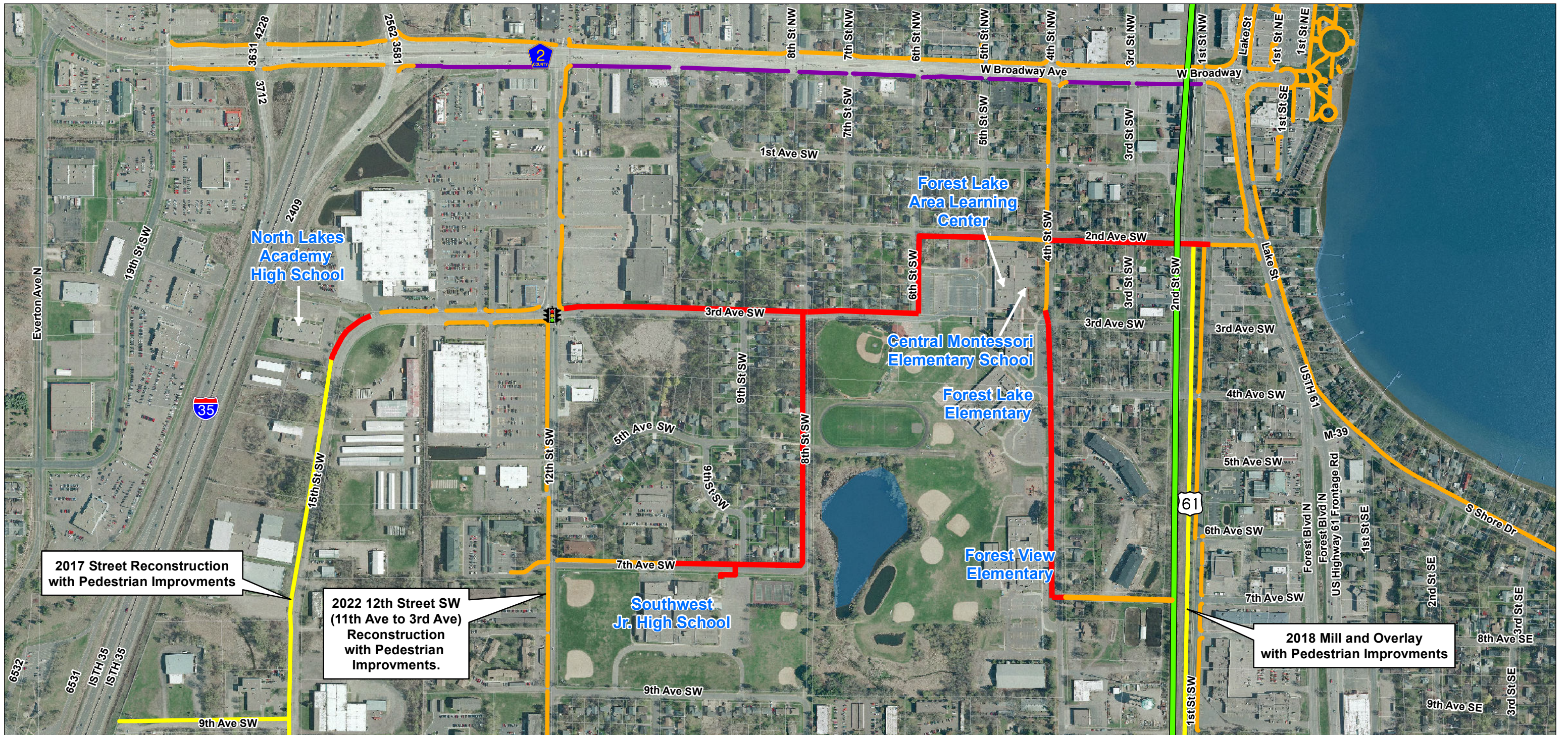
Scott Urness  
Principal  
Forest View Elementary School

---

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Legend	
	Safe Routes to School Project
	Planned Municipal State Aid Projects
	Existing Concrete Path
	Existing Bituminous Path
	Hardwood Creek Regional Trail
	Signalized Intersection

Source: City of Forest Lake, MnDOT

## TRANSPORTATION ALTERNATIVES PROGRAM SAFE ROUTES TO SCHOOL CITY OF FOREST LAKE

### Project Location Map

November, 2014

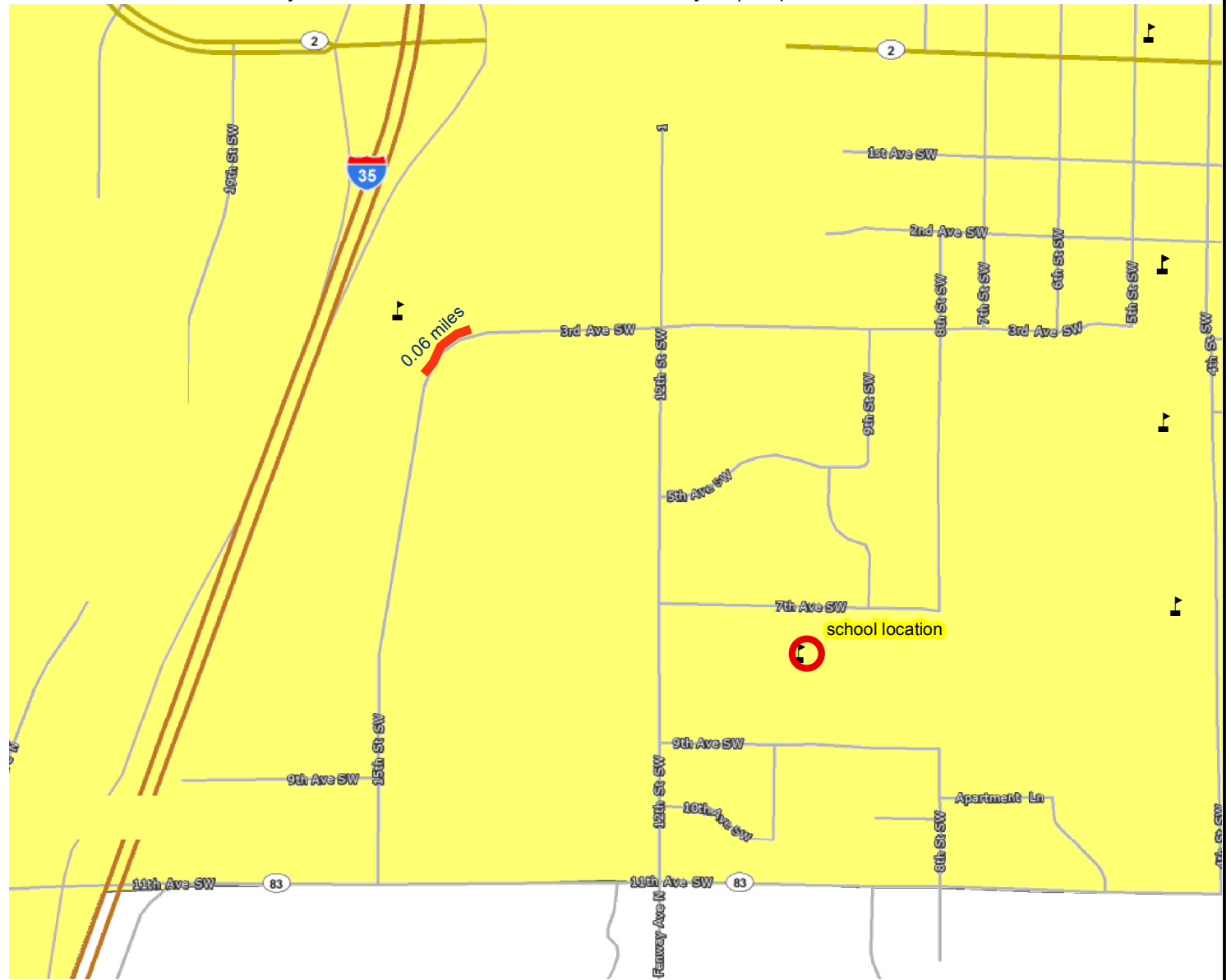










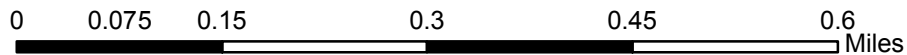
**The surveys and tallies were administered in November, 2014. We expect this to be completed in the month of December, 2014. As soon as the surveys and tallies are completed we will forward results along with a response to questions 2A and 2B to the Met Council.**

Results

Project IN area of above average concentration of race or poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 12/1/2014  
LandscapeRSA2

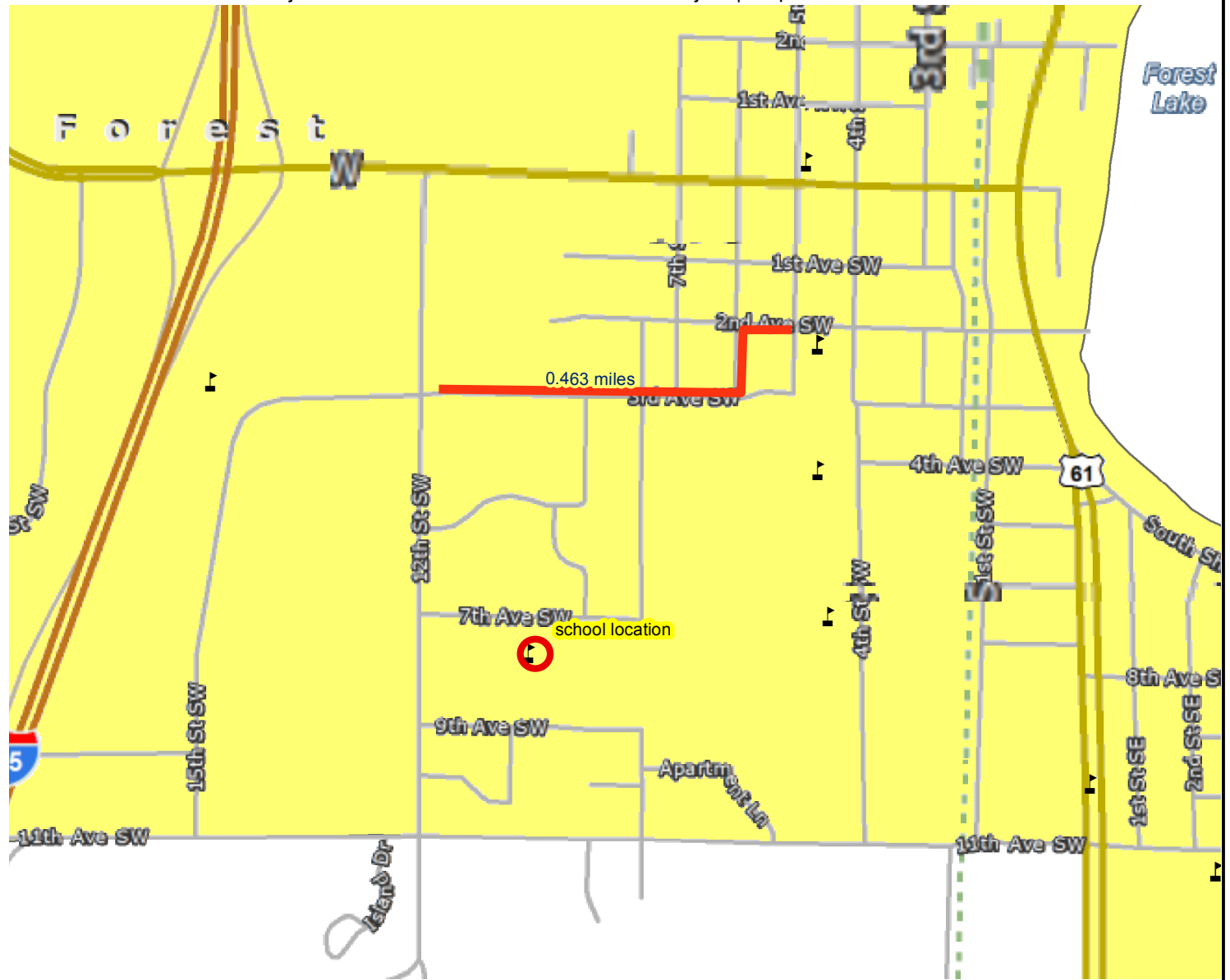








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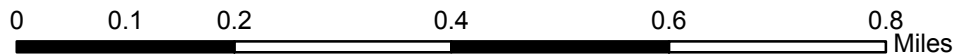


Results

Project IN area of above average concentration of race or poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 12/1/2014  
LandscapeRSA2

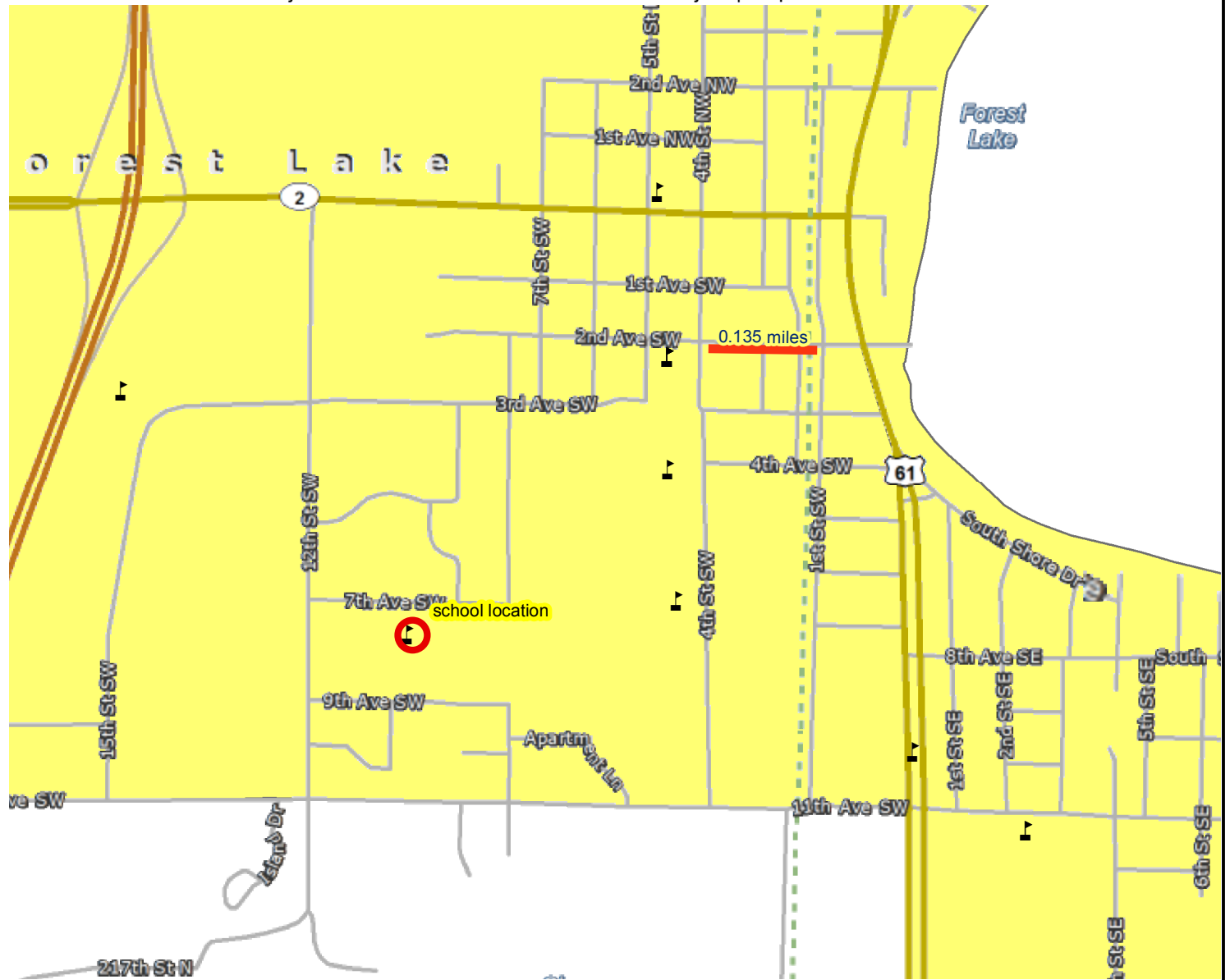


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

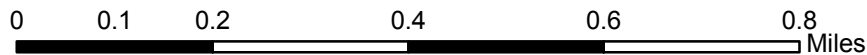


Results

Project IN area of above average concentration of race or poverty.



- Project Points
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty
- Project
- 🏫 School



Created: 12/1/2014  
LandscapeRSA2

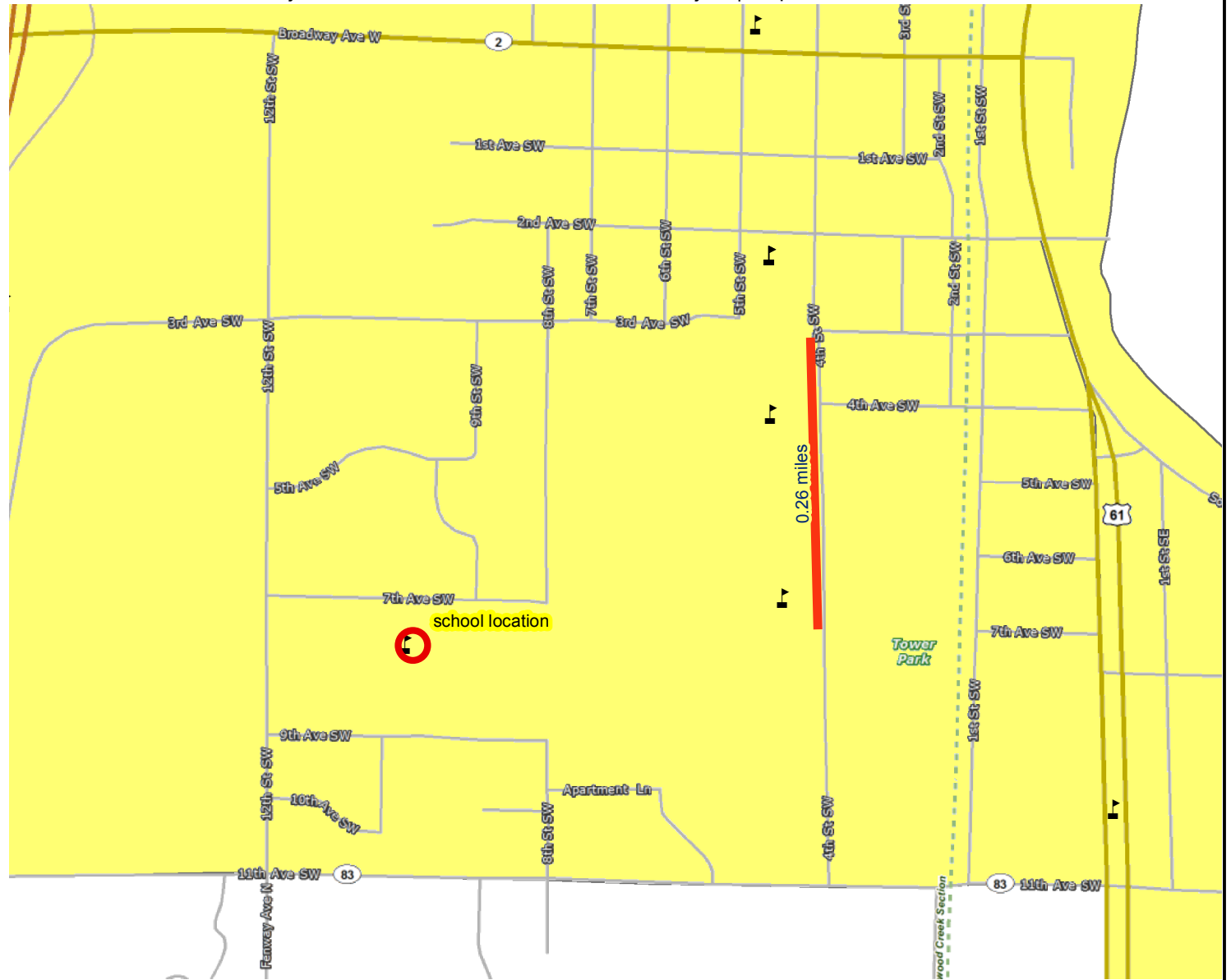








For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

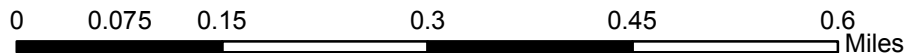


Results

Project IN area of above average concentration of race or poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 12/1/2014  
LandscapeRSA2

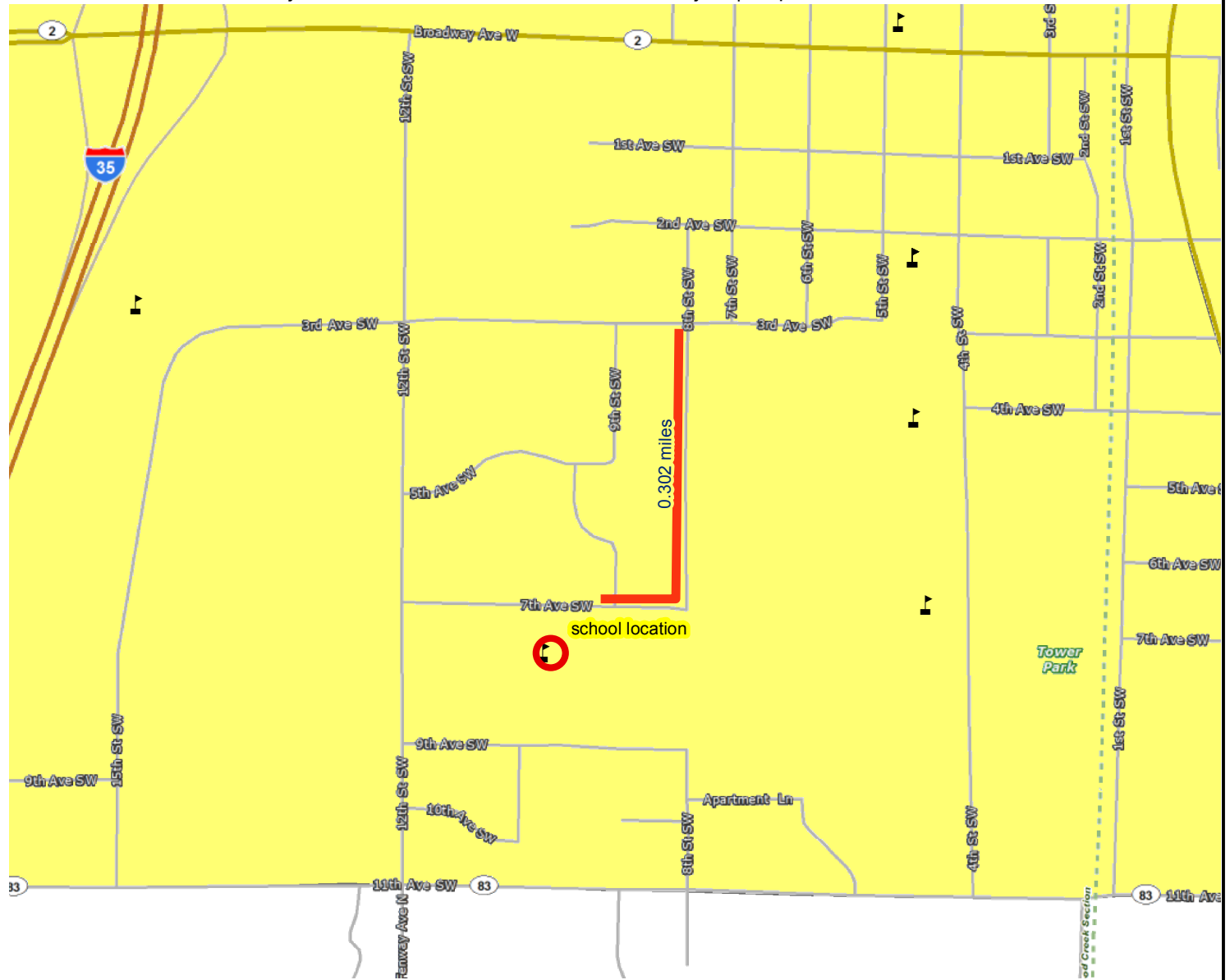








For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

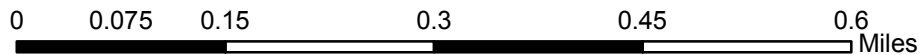


Results

Project IN area of above average concentration of race or poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 12/1/2014  
LandscapeRSA2



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









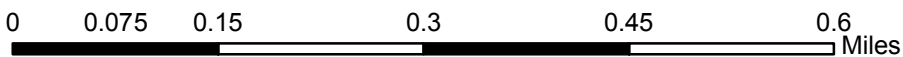
# RBTN Evaluation and Major Barriers

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 12/1/2014  
LandscapeRSA1



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



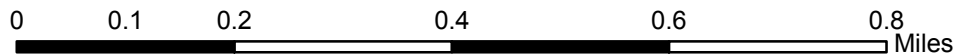
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 2 Bicycle Transport Corridor.



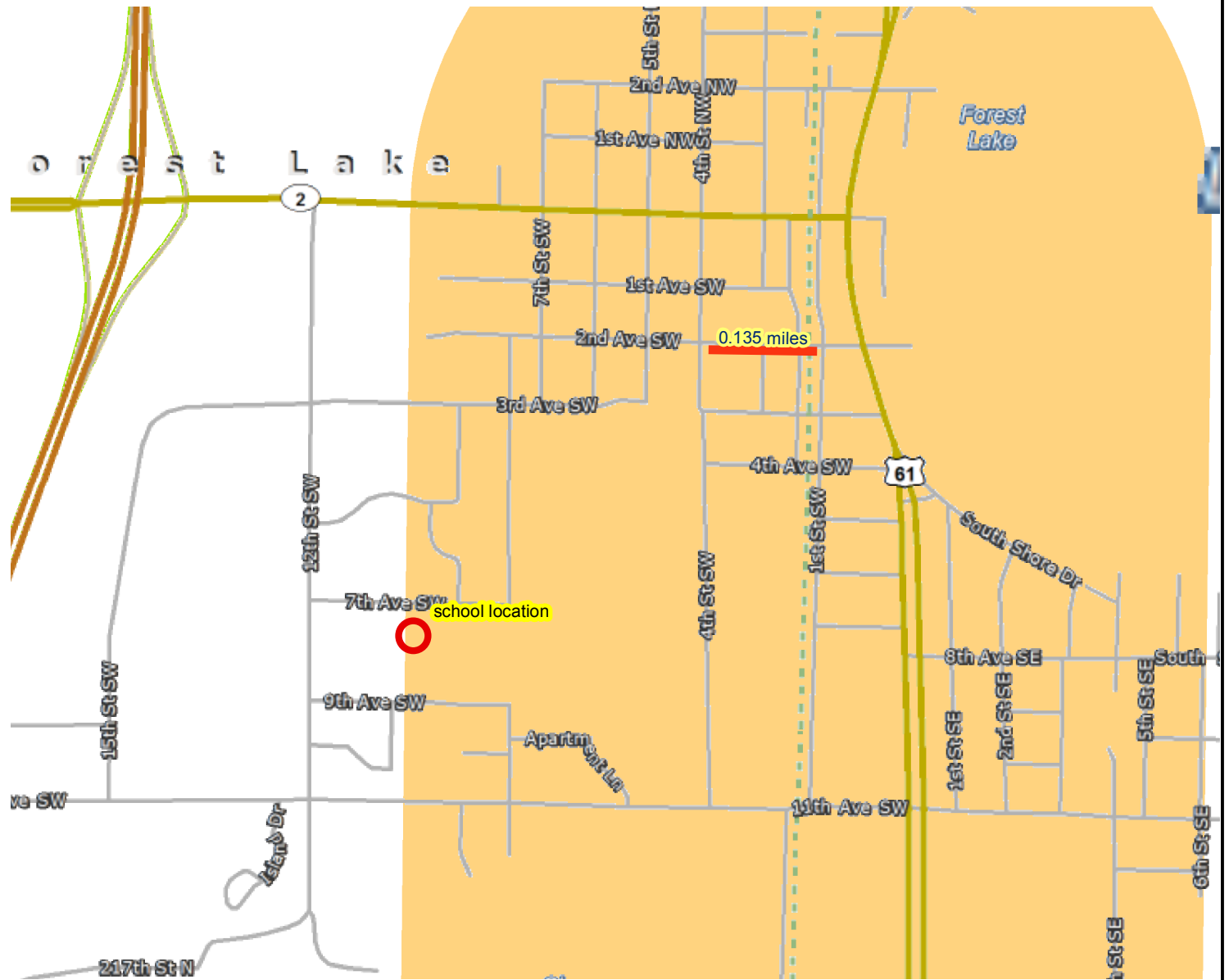
- Project Points
- RBTN Tier 2
- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials



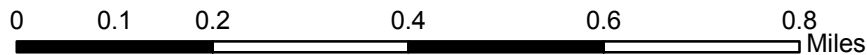
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 2 Bicycle Transport Corridor.



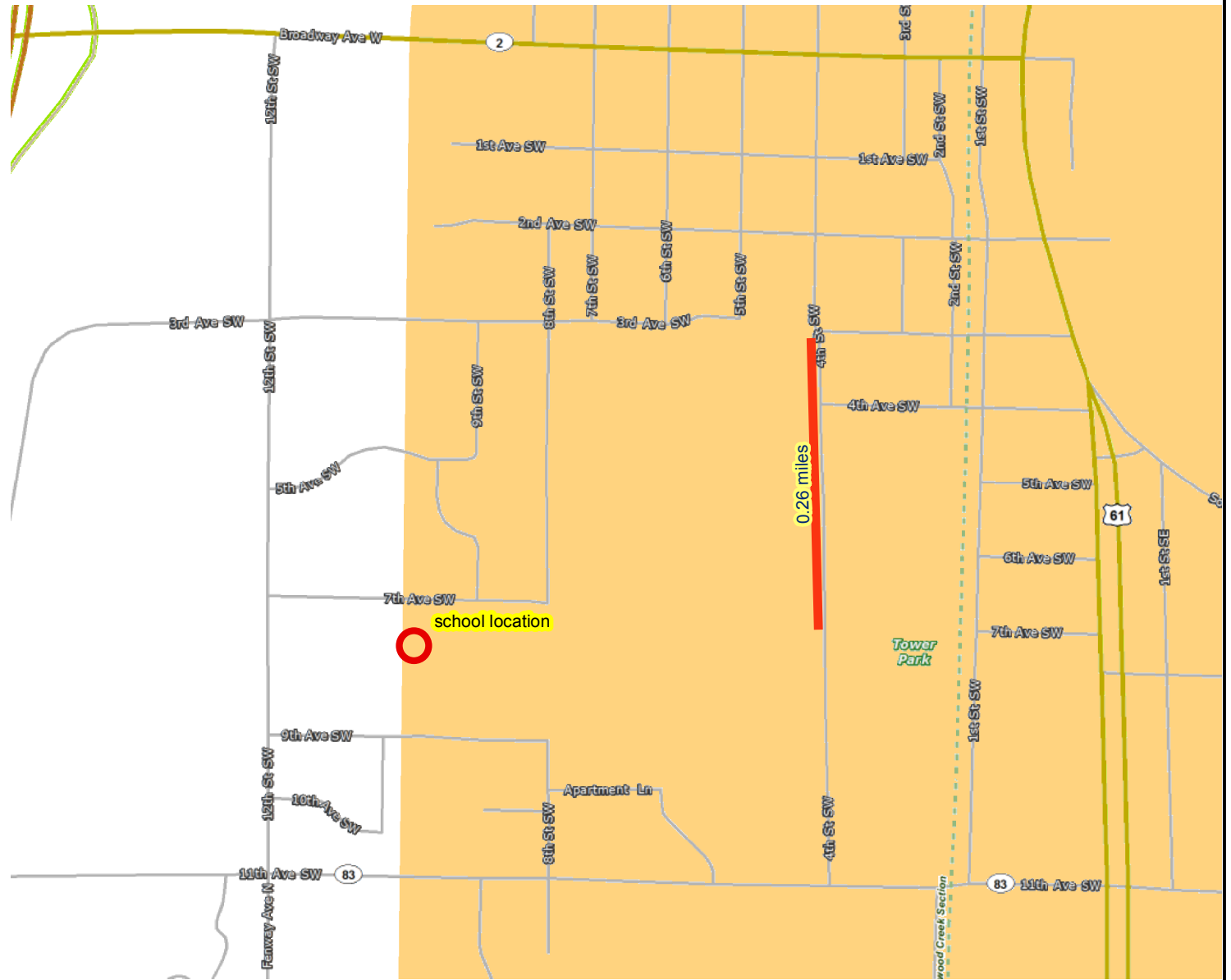
- Project Points
- RBTN Tier 2
- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials









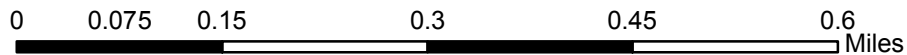
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 2 Bicycle Transport Corridor.



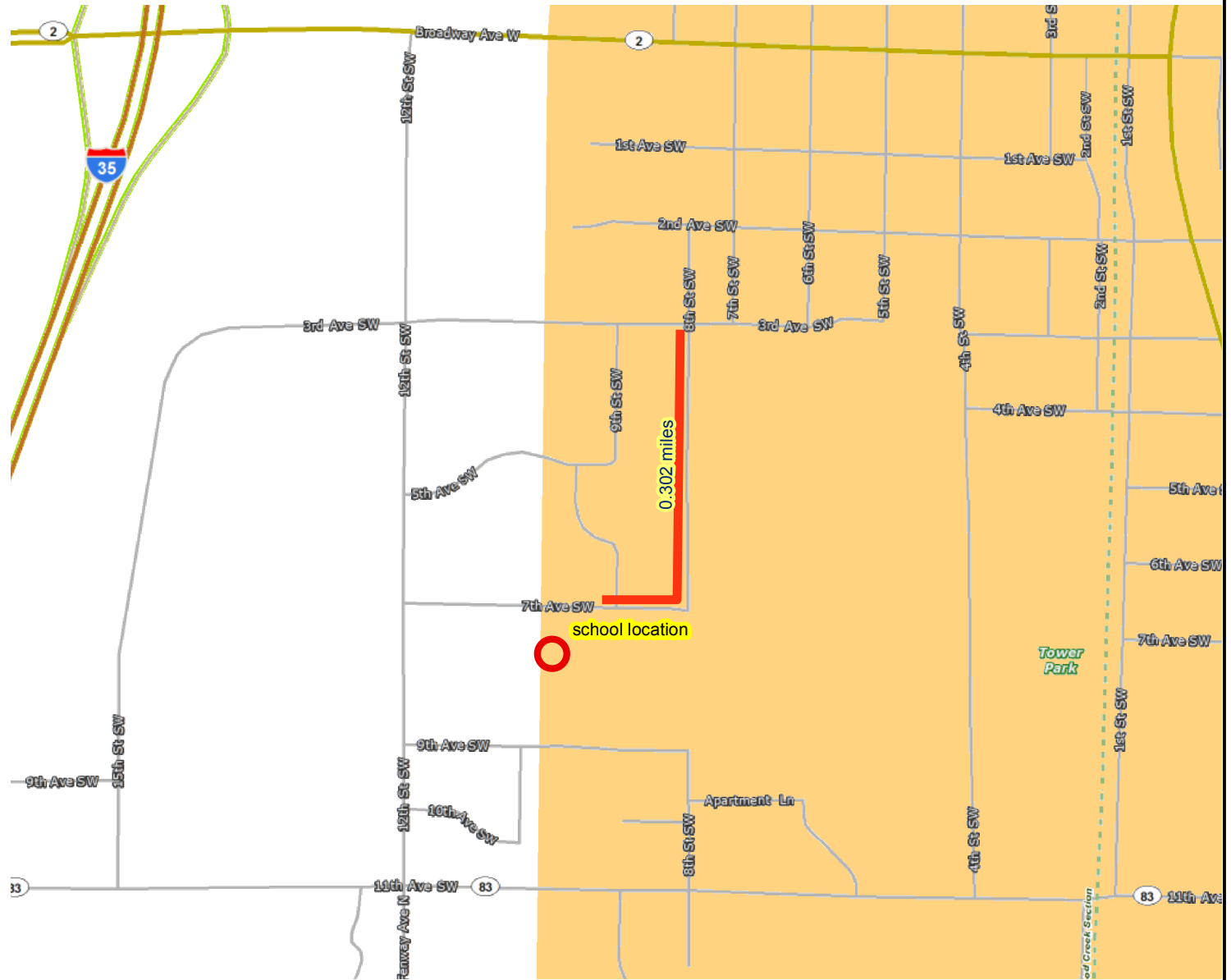
-  Project Points
-  RBTN Tier 2
-  Project
-  Principal Arterials
-  RBTN Tier 1
-  Minor Arterials



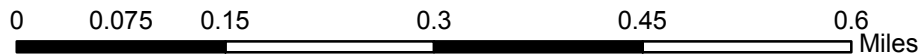
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 2 Bicycle Transport Corridor.



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



Results

Transit within QTR mile of project:

-- NONE --

Transit within HALF mile of project:





-- NONE --

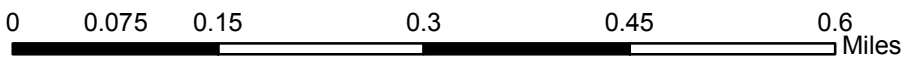
Transit within ONE mile of project:

-- NONE --

\*indicates Planned Alignments



-  Project Points
-  Active Stop
-  Project
-  School



Created: 12/1/2014  
LandscapeRSA3



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





Results

Transit within QTR mile of project:

-- NONE --





Transit within HALF mile of project:

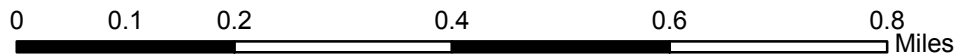
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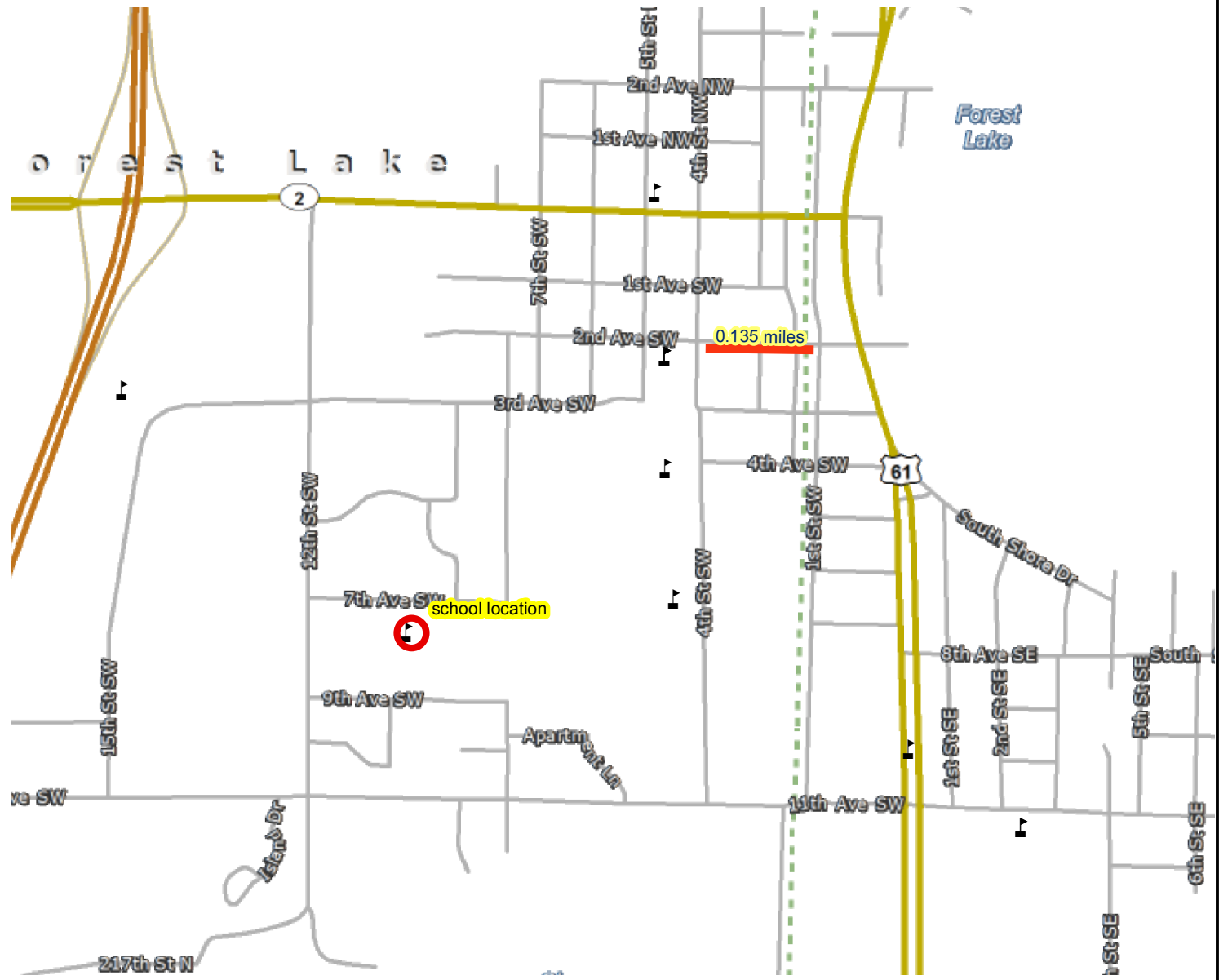
Transit within ONE mile of project:

-- NONE --

*\* indicates Planned Alignments*

-  Project Points
-  Active Stop
-  Project
-  School





Results

Transit within QTR mile of project:

-- NONE --





Transit within HALF mile of project:

-- NONE --

Transit within ONE mile of project:

-- NONE --

\*indicates Planned Alignments

-  Project Points
-  Active Stop
-  Project
-  School





Results

Transit within QTR mile of project:

-- NONE --

Transit within HALF mile of project:





-- NONE --

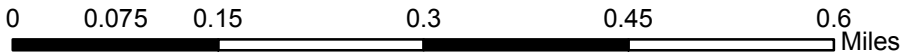
Transit within ONE mile of project:

-- NONE --

\*indicates Planned Alignments



-  Project Points
-  Active Stop
-  Project
-  School



Results

Transit within QTR mile of project:

-- NONE --

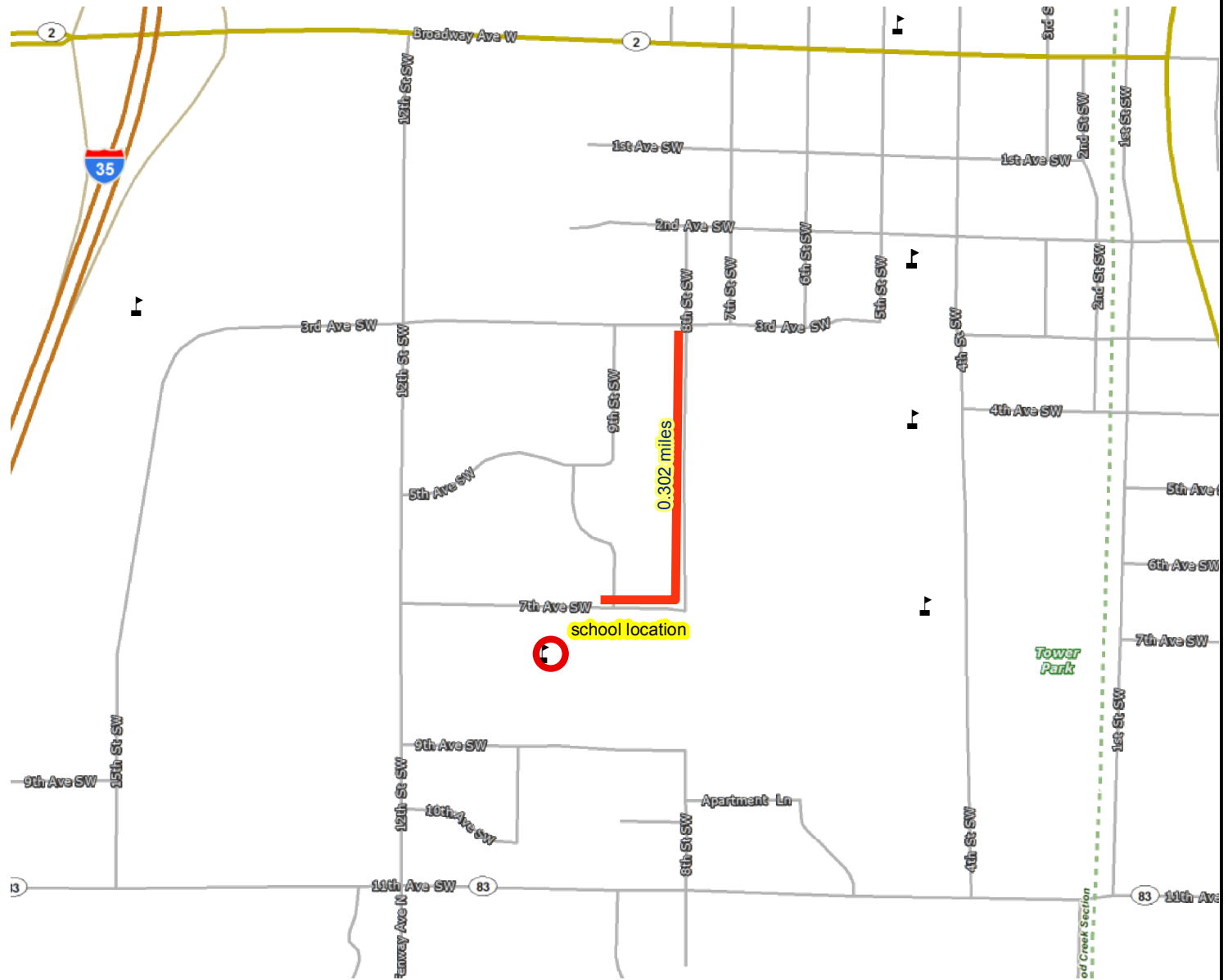
Transit within HALF mile of project:

-- NONE --

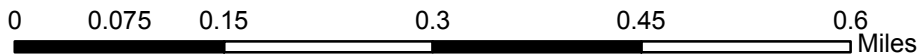
Transit within ONE mile of project:

-- NONE --

*\* indicates Planned Alignments*



- Project Points
- Active Stop
- Project
- ♣ School



On behalf of Forest Lake and their recent submittal of a Regional Solicitation SRTS Infrastructure Grant Application, attached are the results of the Student Tallies for the following schools:

- Forest Lake Area Learning Center
- Central Montessori Elementary School
- Forest Lake Elementary School
- Forest View Elementary School
- Southwest Jr. High School

Parent Surveys are currently out and will be collected in February. As soon as the surveys are completed we will forward results to the Met Council.

Responses to Questions 2A and 2B include (and are attached):

**Measure A: Student Population Biking or Walking to School**

Average Percent of Student Population = **An average of 3% of the student population of the five schools are walking to school**

**Measure B: Student Population Near the School**

Student population within a half-mile or mile of the school = **1,936 students attend the five schools**

Campus, private Catholic School and Lakes International Language Academy. Currently, we are actively participating in the SRTS Planning Study. Staff at all our schools are committed to this balanced approach to improve walking and biking in our community.

Summary of 5E activities occurring at the schools:

**Evaluation** – We are supportive of a SRTS program, proven in our planning efforts that include: SRTS student tallies and parent surveys administered in November, 2014; Submission of a 2014 SRTS Planning Assistance Grant; and completion of a 2014 Parks, Trails & Open Space Master Plan. The schools are also committed to conducting the post evaluation surveys.

**Education** – Our School District works closely with Washington County’s SHIP’s nutrition staff to support healthy eating and physical activity. We partner with Community Education and Health UP Forest Lake to provide education for walking and biking to schools. We value these partnerships because they help us to accomplish much more than we could on our own! Our goals of a walkable and bikeable community will be reached through enhanced infrastructure, social events to bring together bikers and walkers, and exploring bike sharing opportunities.

**Encouragement** – Annually, over the past 20 years, the Police Department has hosted a safety camp, which includes instruction on bicycle safety, bicycle hand signals, bicycle helmet fitting and a bike rodeo. Approximately 125 2nd to 6th grade students participate. Recently we added a seasonal position to clear trails and sidewalks during the winter for year-round use.

**Enforcement** – The Police Department has an active Bike Patrol Program that runs from April to October encouraging the importance of being safe and active. Forest Lake Elementary has crossing guards present on their property before and after school.

**Engineering** – We are committed to engineering improvements that will provide the proper facilities to get our children out of roadways and onto dedicated walkways and trails. This is proven by our long-term vision for better connected infrastructure between residential areas, schools, parks and trails. SRTS funds will provide the funding needed to address safety concerns by providing safe, convenient, and ADA compliant pedestrian facilities.



## ***Measure A: Student Population Biking or Walking to School***

---

<b>Average Percent of Student Population</b>	0% <b>An average of 3% of the student population of the five schools are walking</b>
<b>Documentation Attachment</b>	Student Tallies and Parent Survey Status.pdf

## ***Measure B: Student Population Near the School***

---

<b>Student population within a half-mile or mile of the school*</b>	0 <b>1,936 students attend the five schools</b>
---	---

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Forest Lake Area Learning Center

**Set ID:** 16843

**School Group:** Forest Lake Schools

**Month and Year Collected:** October 2014

**School Enrollment:** 90

**Date Report Generated:** 01/08/2015

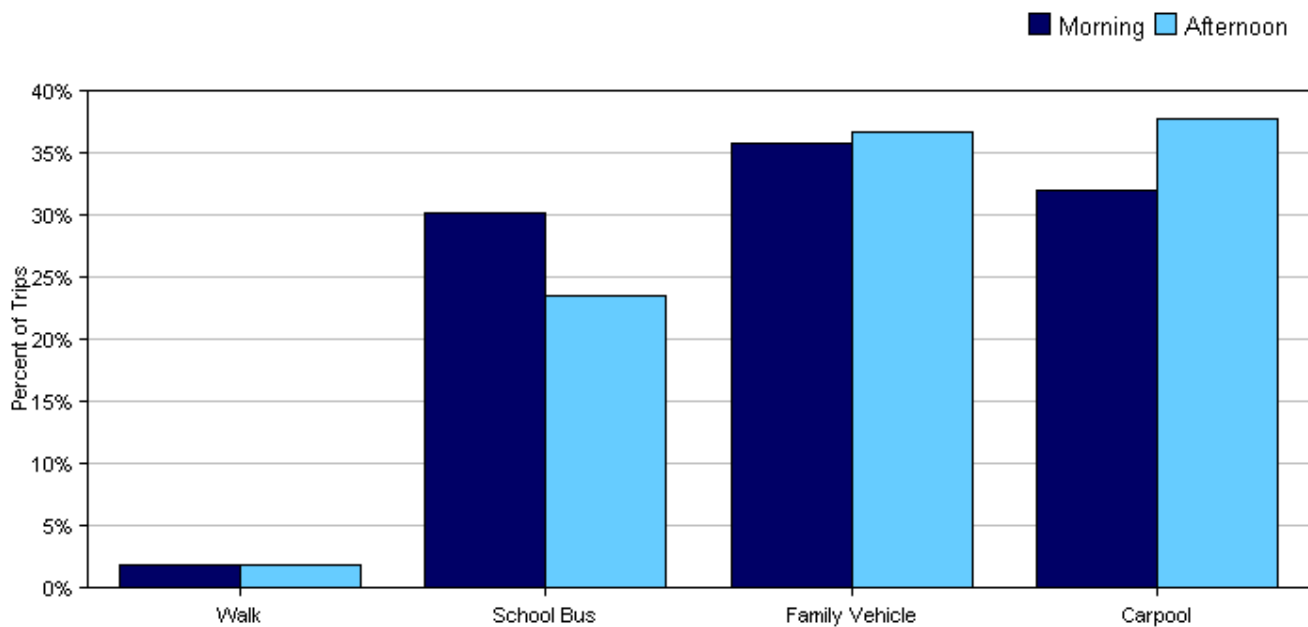
**% of Students reached by SRTS activities:** 51-75%

**Tags:** Sidewalk - construct or improve

**Number of Classrooms  
Included in Report:** 5

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

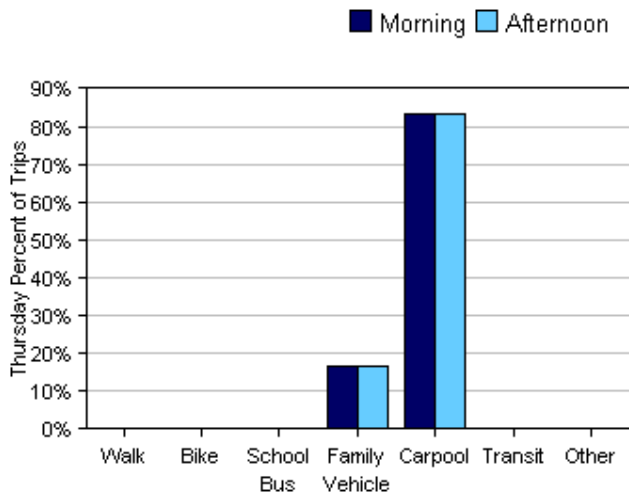
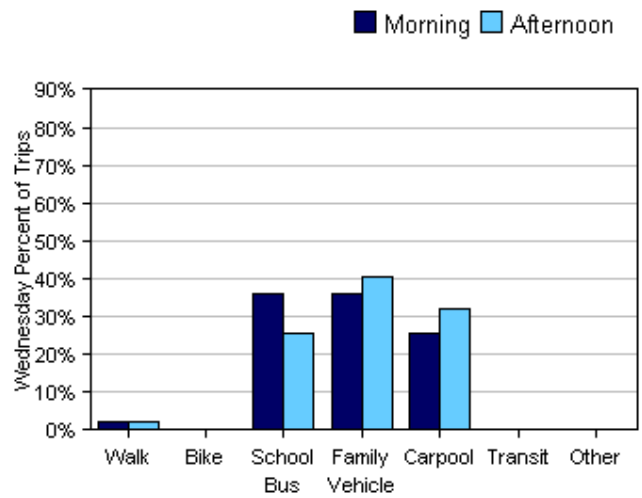
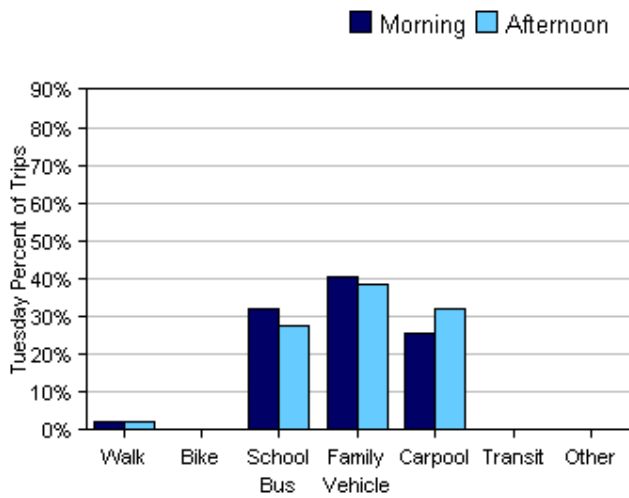


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	106	2%	0%	30%	36%	32%	0%	0%
Afternoon	106	2%	0%	24%	37%	38%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

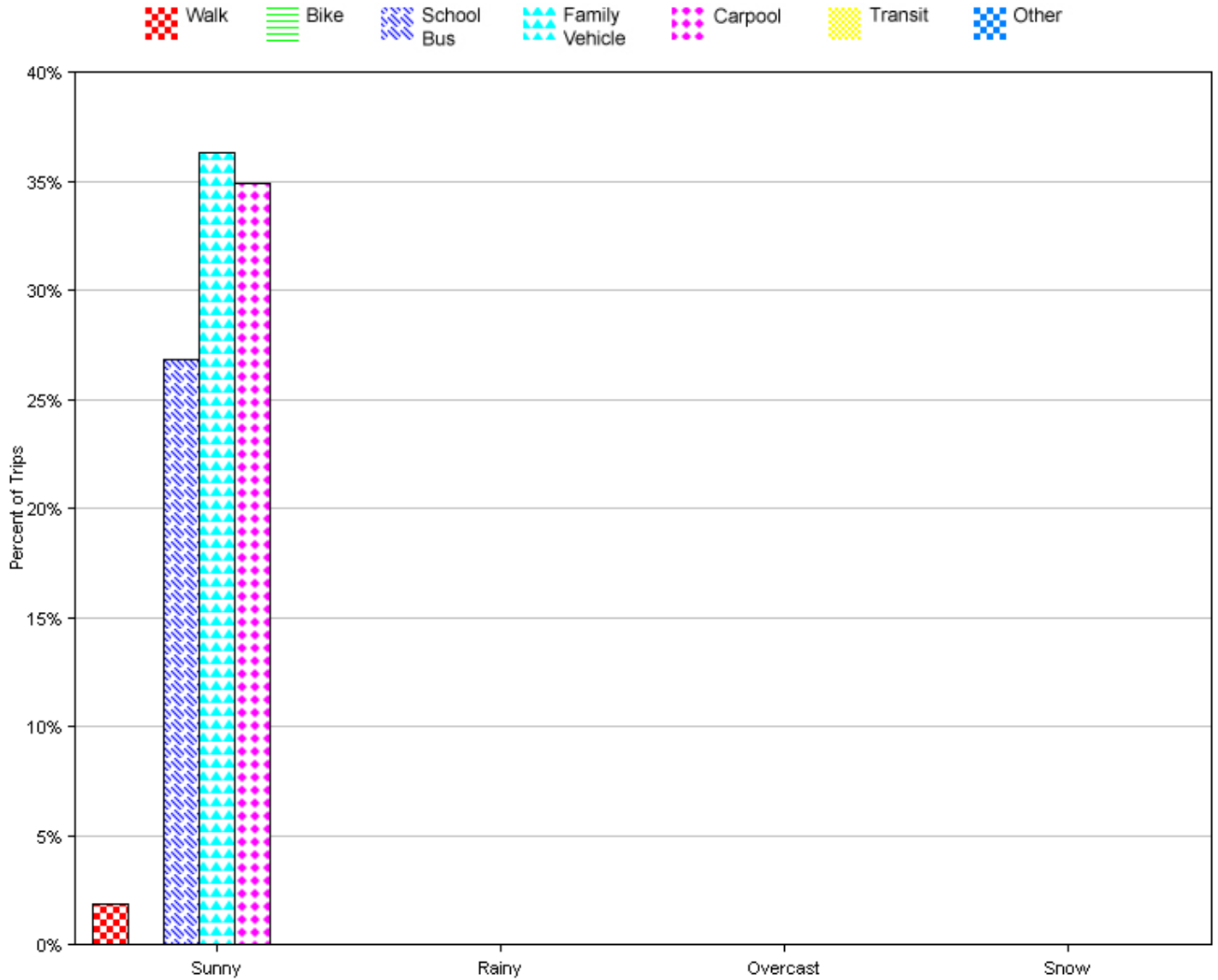


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	47	2%	0%	32%	40%	26%	0%	0%
Tuesday PM	47	2%	0%	28%	38%	32%	0%	0%
Wednesday AM	47	2%	0%	36%	36%	26%	0%	0%
Wednesday PM	47	2%	0%	26%	40%	32%	0%	0%
Thursday AM	12	0%	0%	0%	17%	83%	0%	0%
Thursday PM	12	0%	0%	0%	17%	83%	0%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	212	2%	0%	27%	36%	35%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Central Montessori Elementary School

**Set ID:** 16805

**School Group:** Forest Lake Schools

**Month and Year Collected:** October 2014

**School Enrollment:** 123

**Date Report Generated:** 01/14/2015

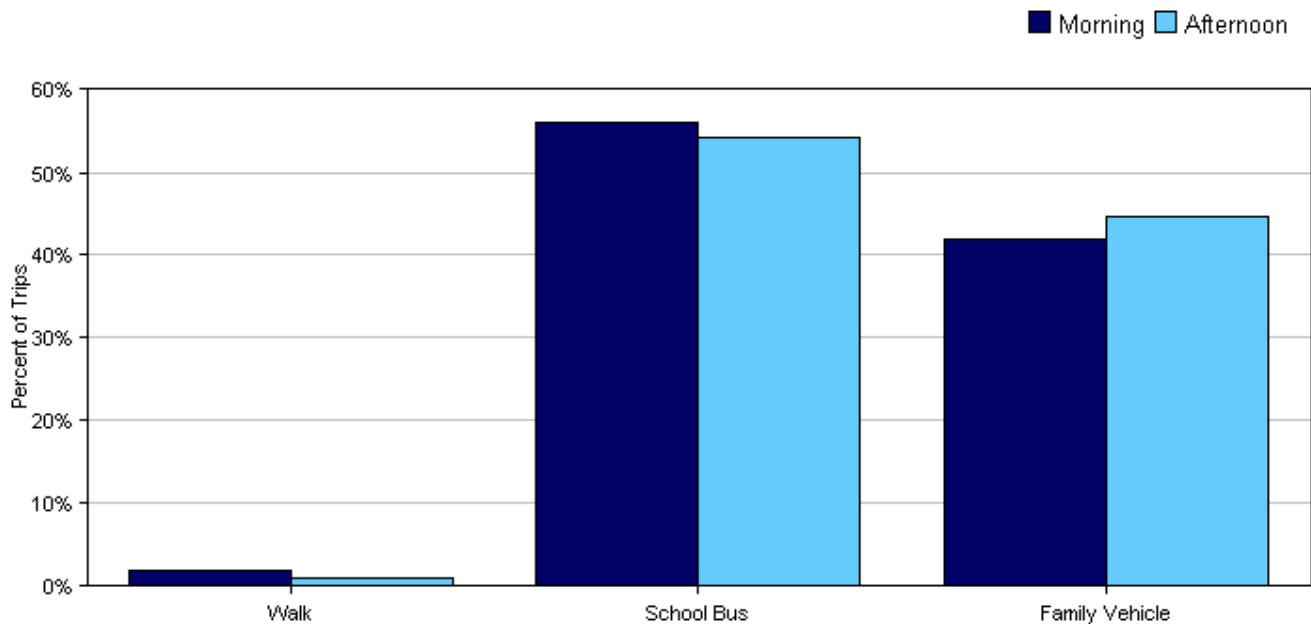
**% of Students reached by SRTS activities:** Not Applicable

**Tags:** ADA improvements - install or improve, Sidewalk - construct or improve

**Number of Classrooms Included in Report:** 4

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison



## Morning and Afternoon Travel Mode Comparison

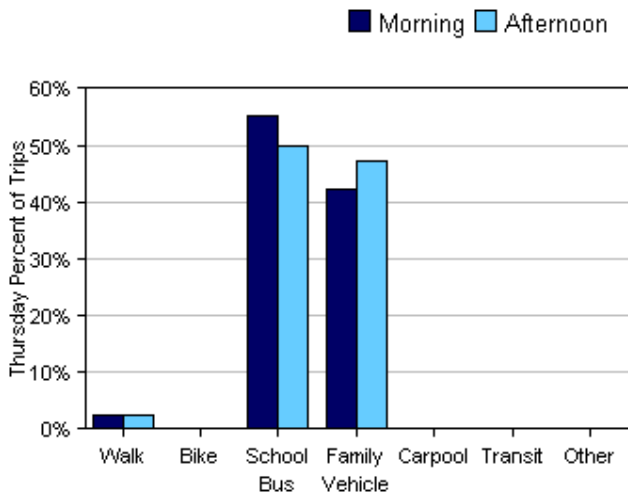
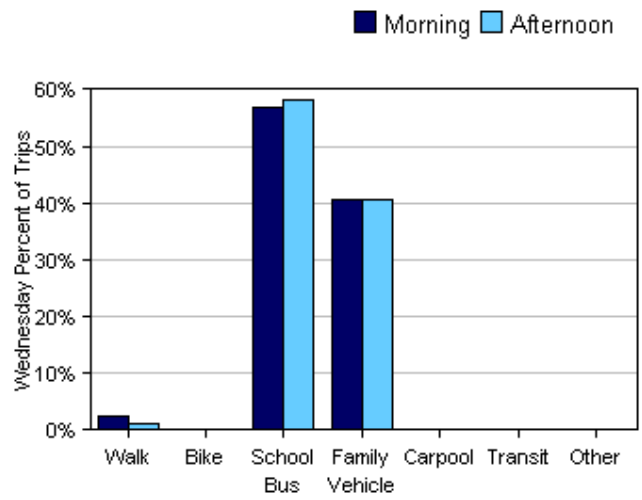
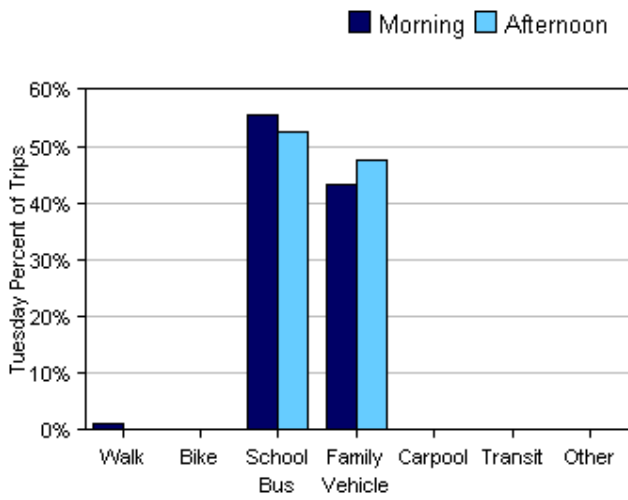
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	200	2%	0%	56%	42%	0%	0%	0%
Afternoon	199	1%	0%	54%	45%	0%	0%	0%

Percentages may not total 100% due to rounding.





## Morning and Afternoon Travel Mode Comparison by Day

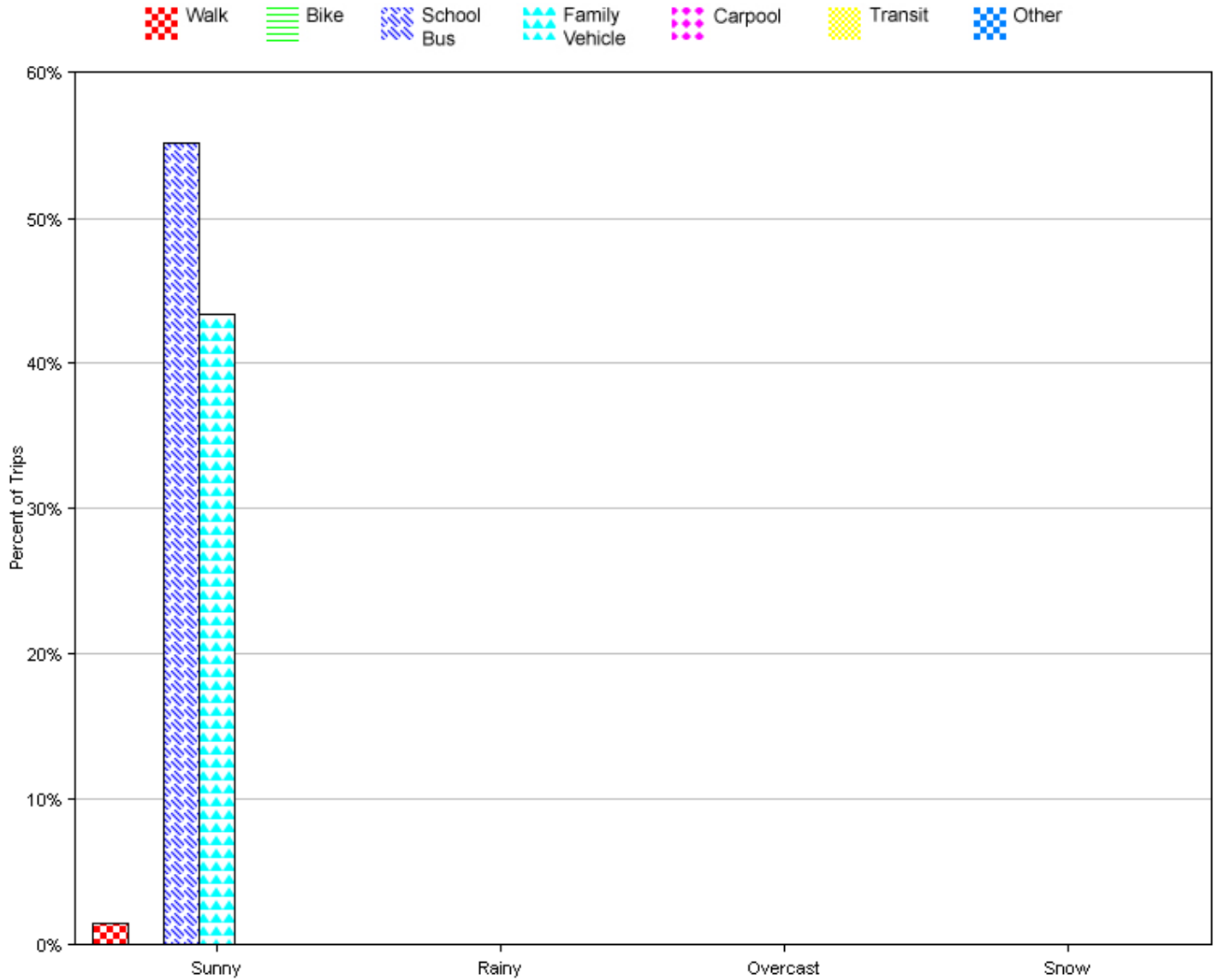


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	81	1%	0%	56%	43%	0%	0%	0%
Tuesday PM	80	0%	0%	53%	48%	0%	0%	0%
Wednesday AM	81	2%	0%	57%	41%	0%	0%	0%
Wednesday PM	81	1%	0%	58%	41%	0%	0%	0%
Thursday AM	38	3%	0%	55%	42%	0%	0%	0%
Thursday PM	38	3%	0%	50%	47%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	399	2%	0%	55%	43%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Forest Lake Elementary School

**Set ID:** 16292

**School Group:** Forest Lake Schools

**Month and Year Collected:** October 2014

**School Enrollment:** 424

**Date Report Generated:** 01/08/2015

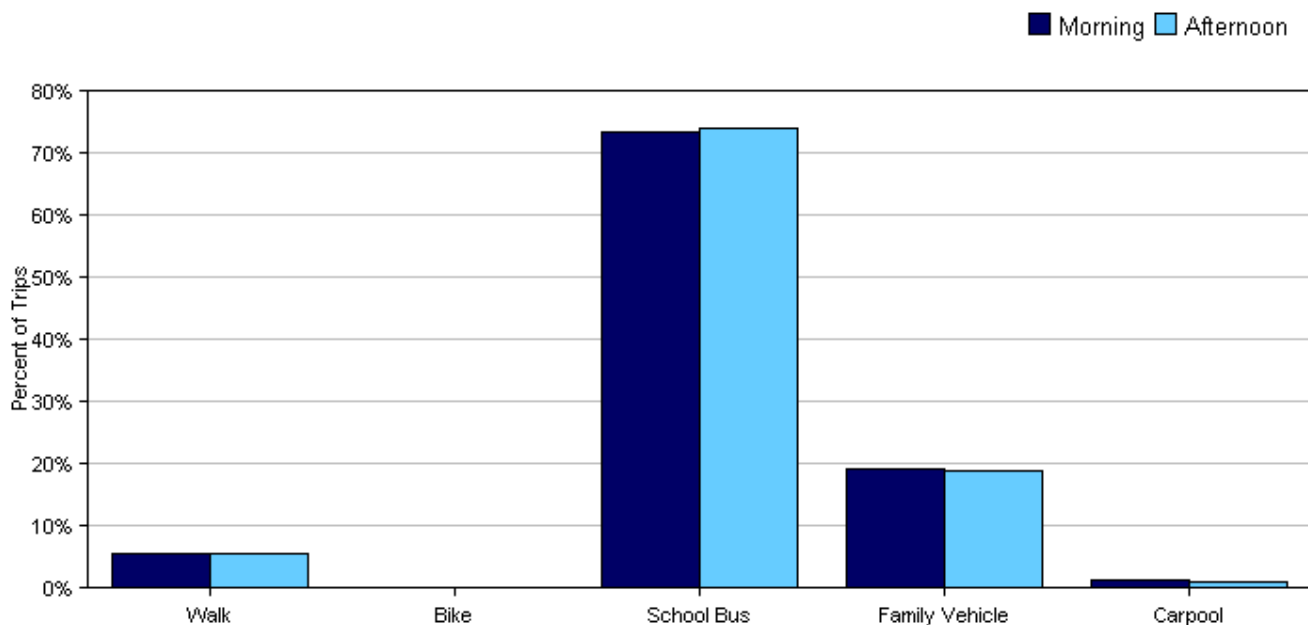
**% of Students reached by SRTS activities:** Don't Know

**Tags:**

**Number of Classrooms  
Included in Report:** 13

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

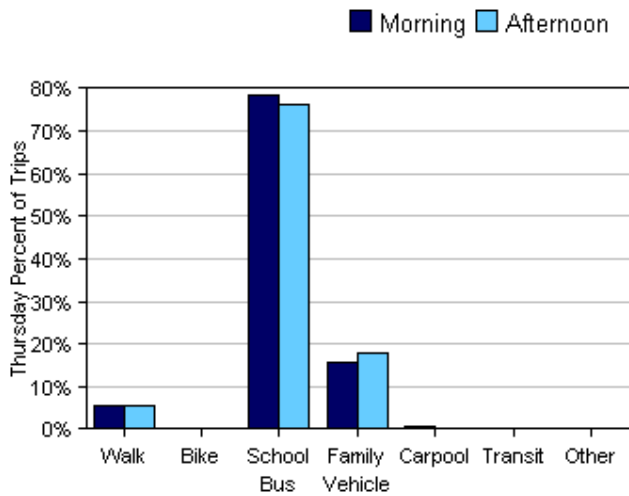
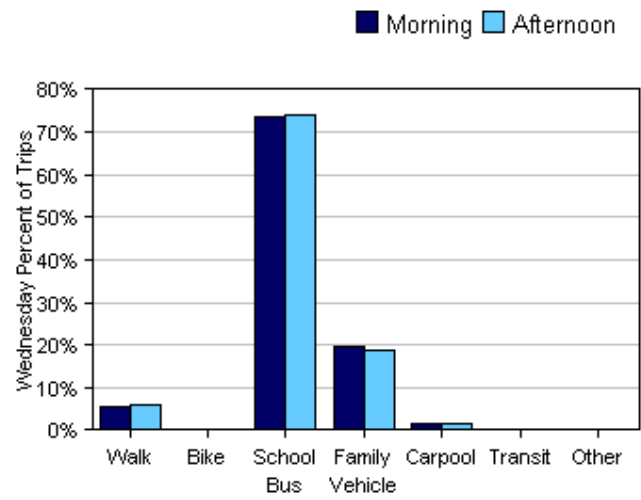
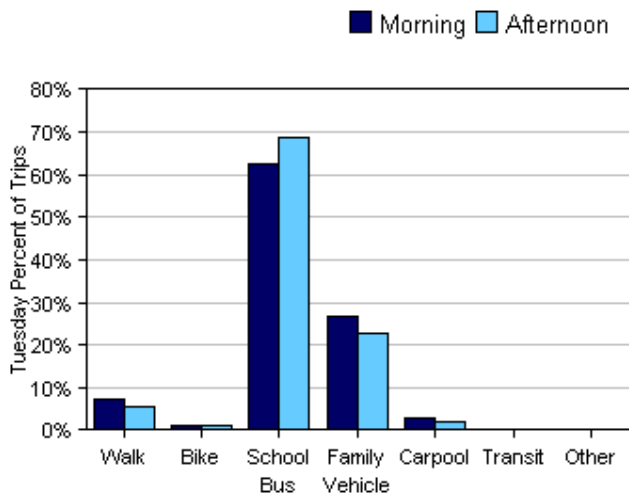


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	708	6%	0.1%	73%	19%	1%	0%	0%
Afternoon	681	6%	0.1%	74%	19%	1%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

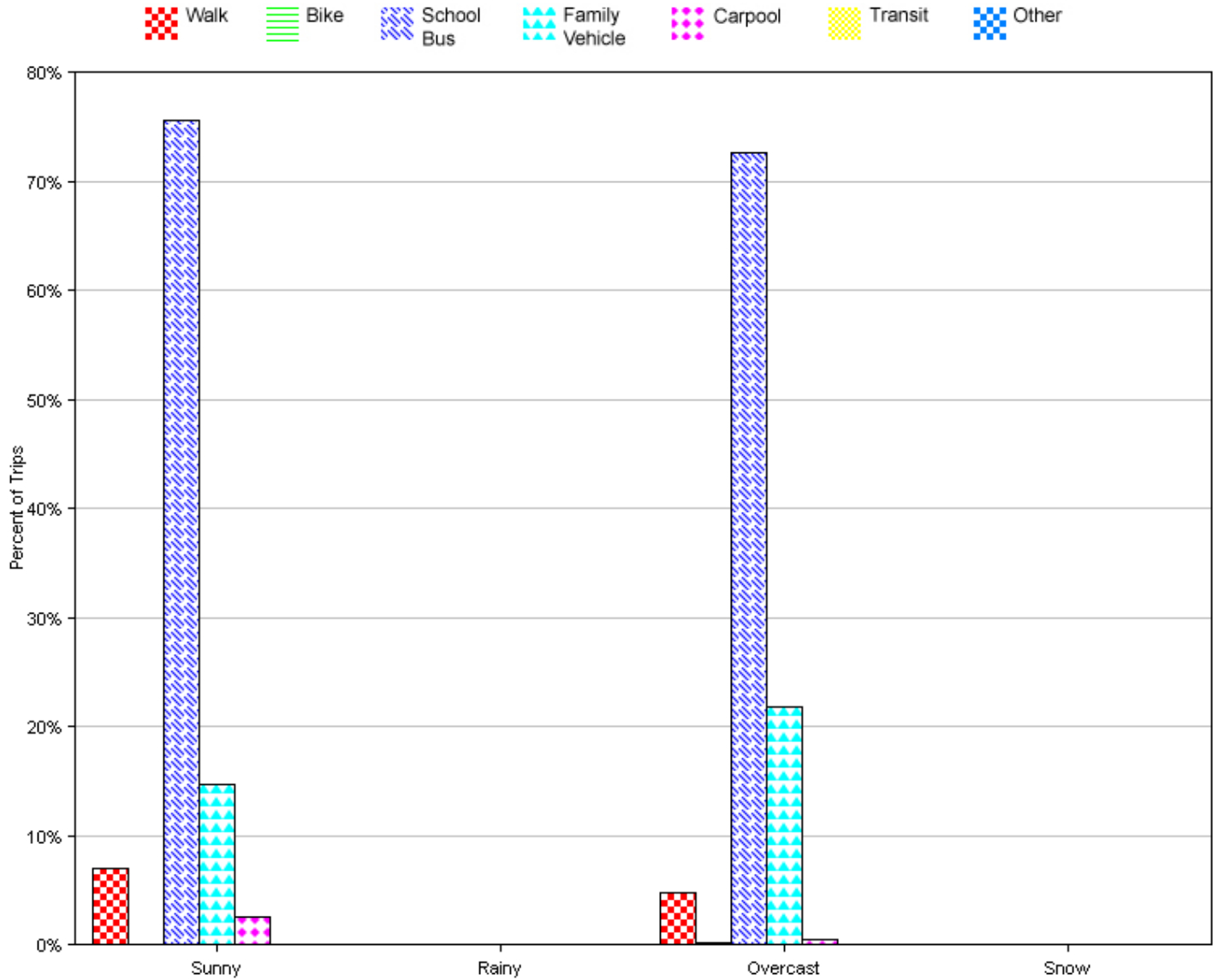


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	109	7%	0.9%	62%	27%	3%	0%	0%
Tuesday PM	109	6%	0.9%	69%	23%	2%	0%	0%
Wednesday AM	354	5%	0%	73%	20%	1%	0%	0%
Wednesday PM	328	6%	0%	74%	19%	2%	0%	0%
Thursday AM	245	5%	0%	78%	16%	0.8%	0%	0%
Thursday PM	244	5%	0%	76%	18%	0.4%	0%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	509	7%	0%	76%	15%	3%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	880	5%	0.2%	73%	22%	0.6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Forest View Elementary School

**Set ID:** 16806

**School Group:** Forest Lake Schools

**Month and Year Collected:** October 2014

**School Enrollment:** 532

**Date Report Generated:** 01/08/2015

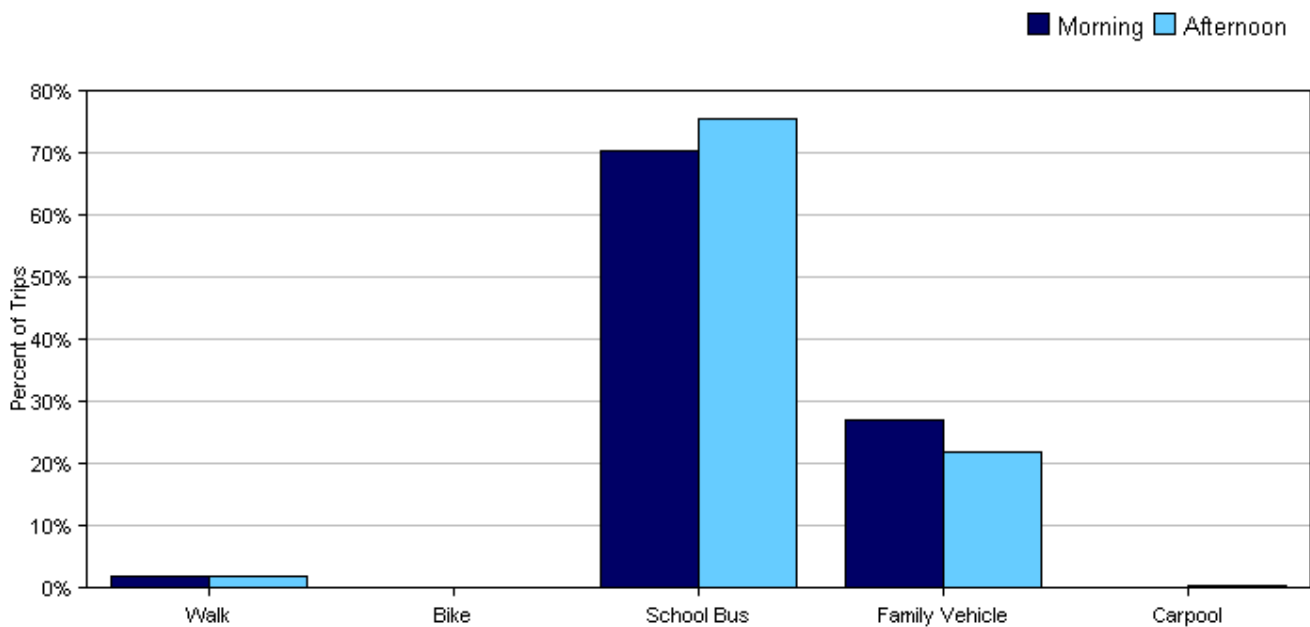
**% of Students reached by SRTS activities:** Not Applicable

**Tags:** Sidewalk - construct or improve

**Number of Classrooms  
Included in Report:** 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

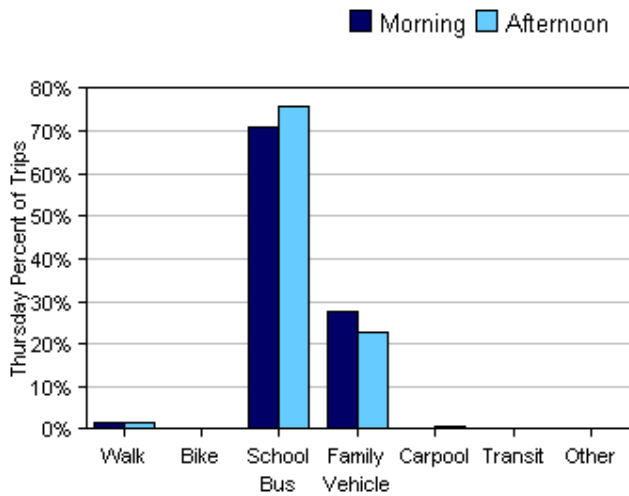
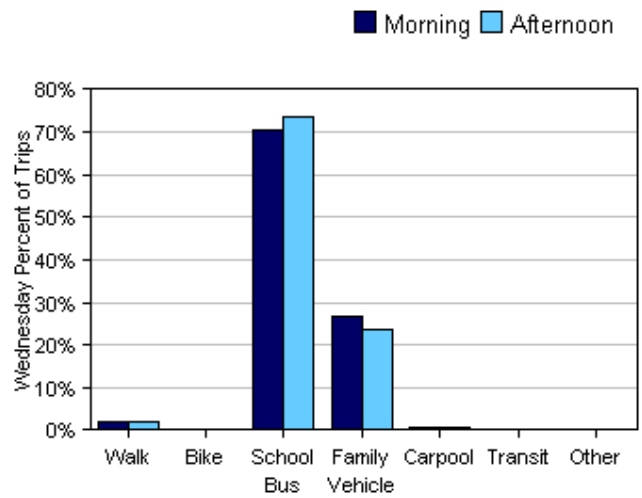
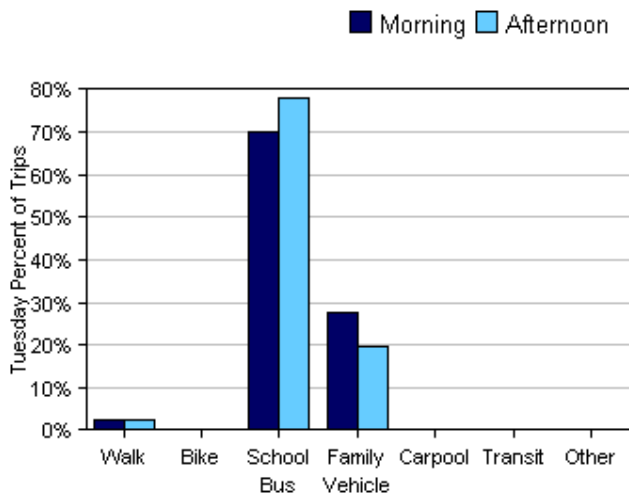


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1051	2%	0.1%	71%	27%	0.2%	0%	0%
Afternoon	983	2%	0.1%	76%	22%	0.3%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day



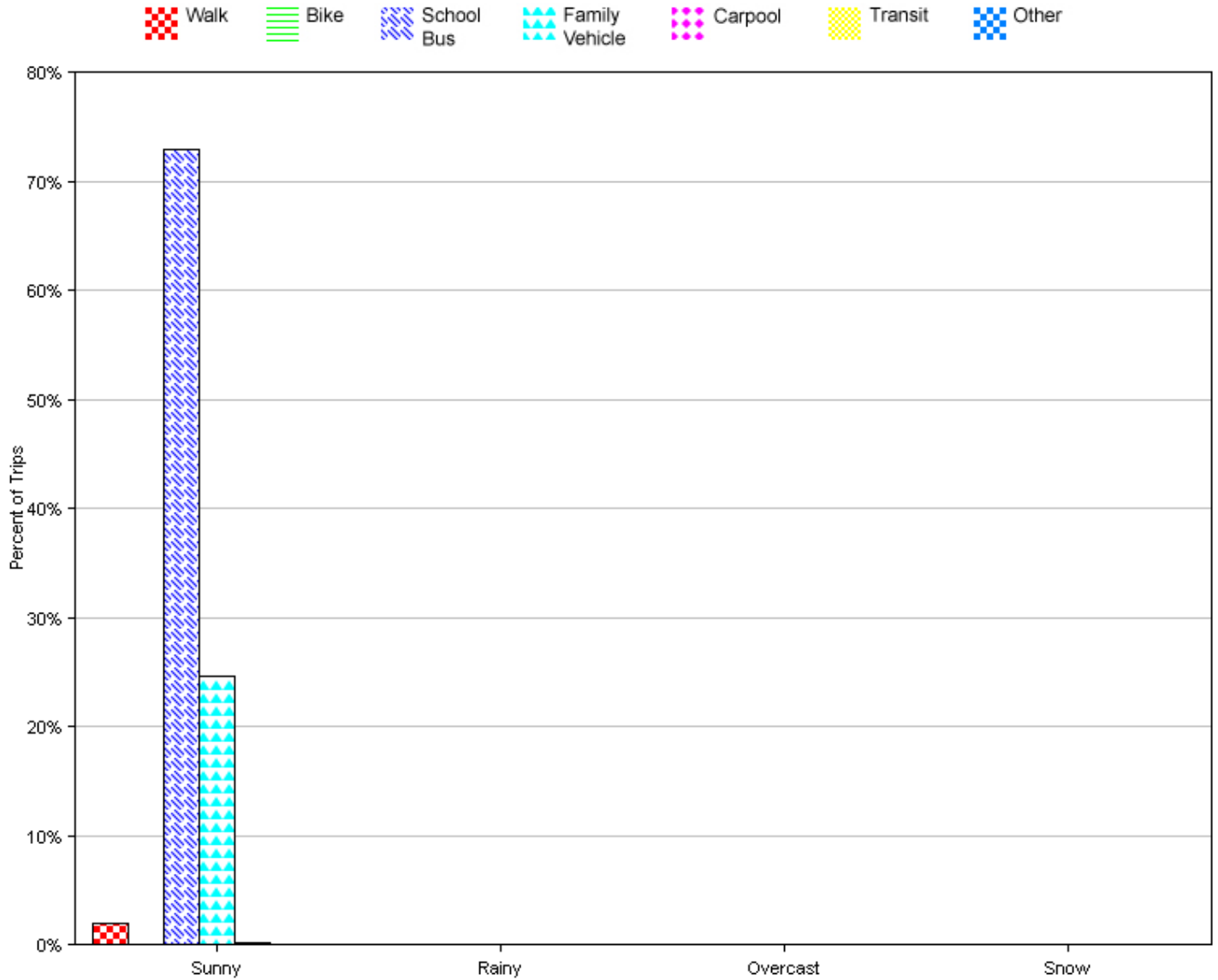
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	361	2%	0%	70%	28%	0%	0%	0%
Tuesday PM	338	2%	0%	78%	20%	0%	0%	0%
Wednesday AM	443	2%	0.2%	71%	27%	0.5%	0%	0%
Wednesday PM	419	2%	0.2%	74%	24%	0.5%	0%	0%
Thursday AM	247	2%	0%	71%	28%	0%	0%	0%
Thursday PM	226	1%	0%	76%	23%	0.4%	0%	0%

Percentages may not total 100% due to rounding.



## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2034	2%	0.1%	73%	25%	0.2%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Southwest Junior High School

**Set ID:** 16807

**School Group:** Forest Lake Schools

**Month and Year Collected:** October 2014

**School Enrollment:** 767

**Date Report Generated:** 01/14/2015

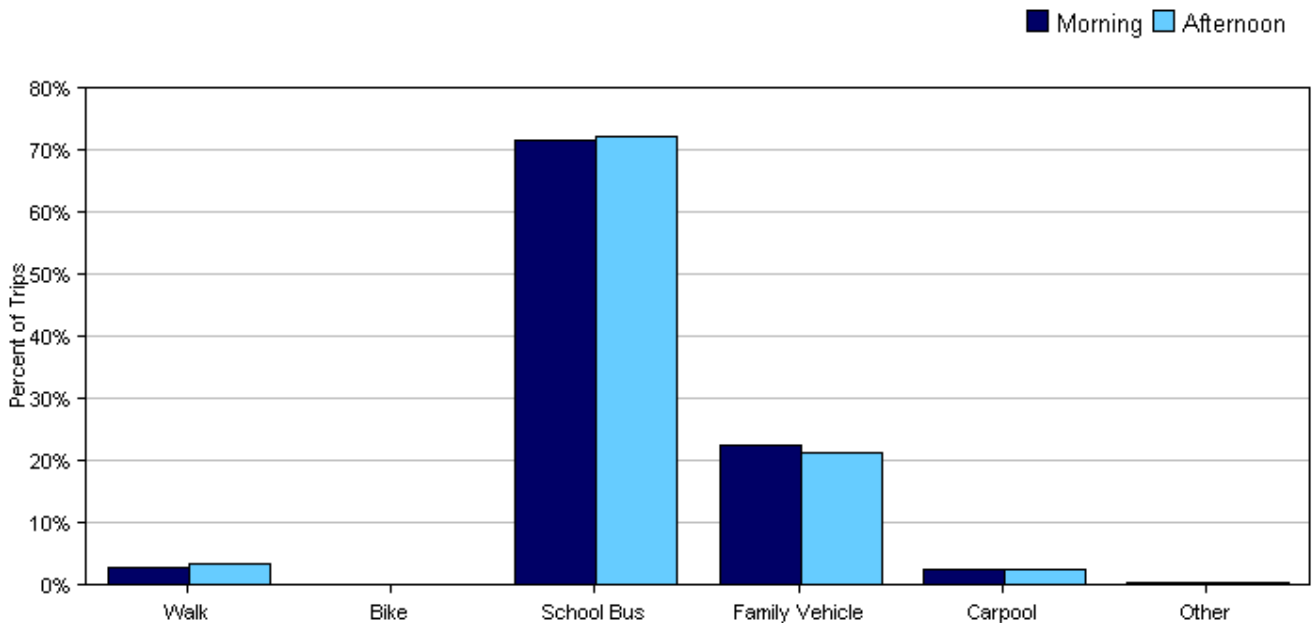
**% of Students reached by SRTS activities:** Not Applicable

**Tags:** ADA improvements - install or improve, Sidewalk - construct or improve

**Number of Classrooms Included in Report:** 34

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison



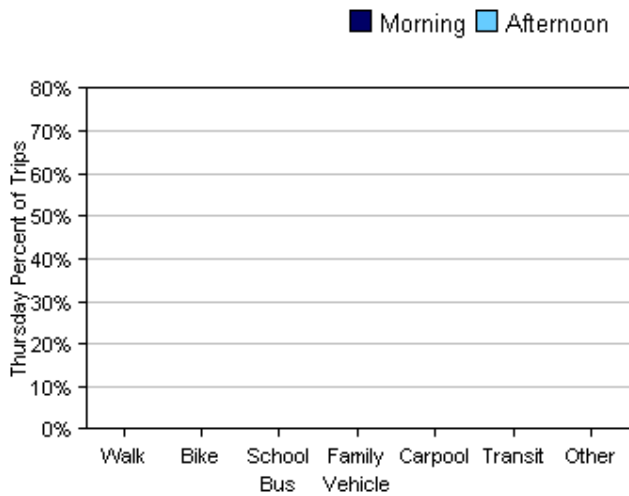
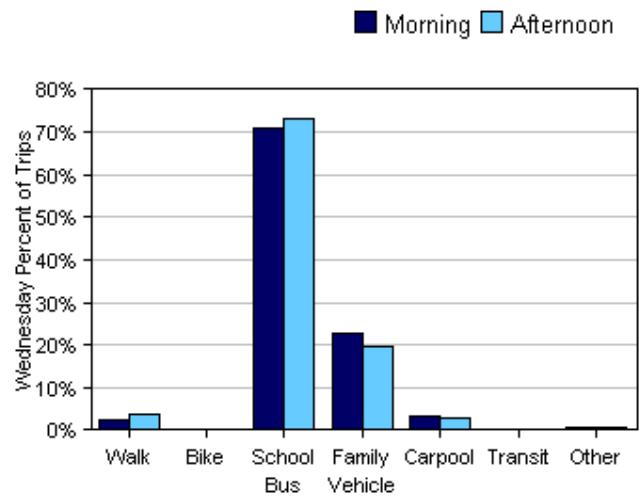
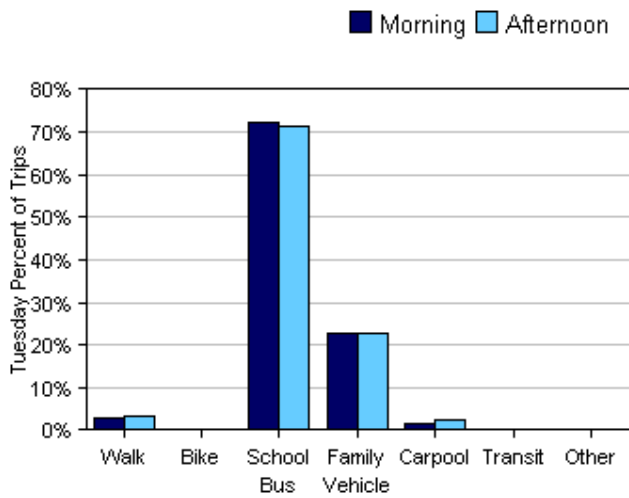
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1430	3%	0.1%	72%	23%	2%	0%	0.4%
Afternoon	1436	3%	0.1%	72%	21%	3%	0%	0.3%

Percentages may not total 100% due to rounding.



## Morning and Afternoon Travel Mode Comparison by Day

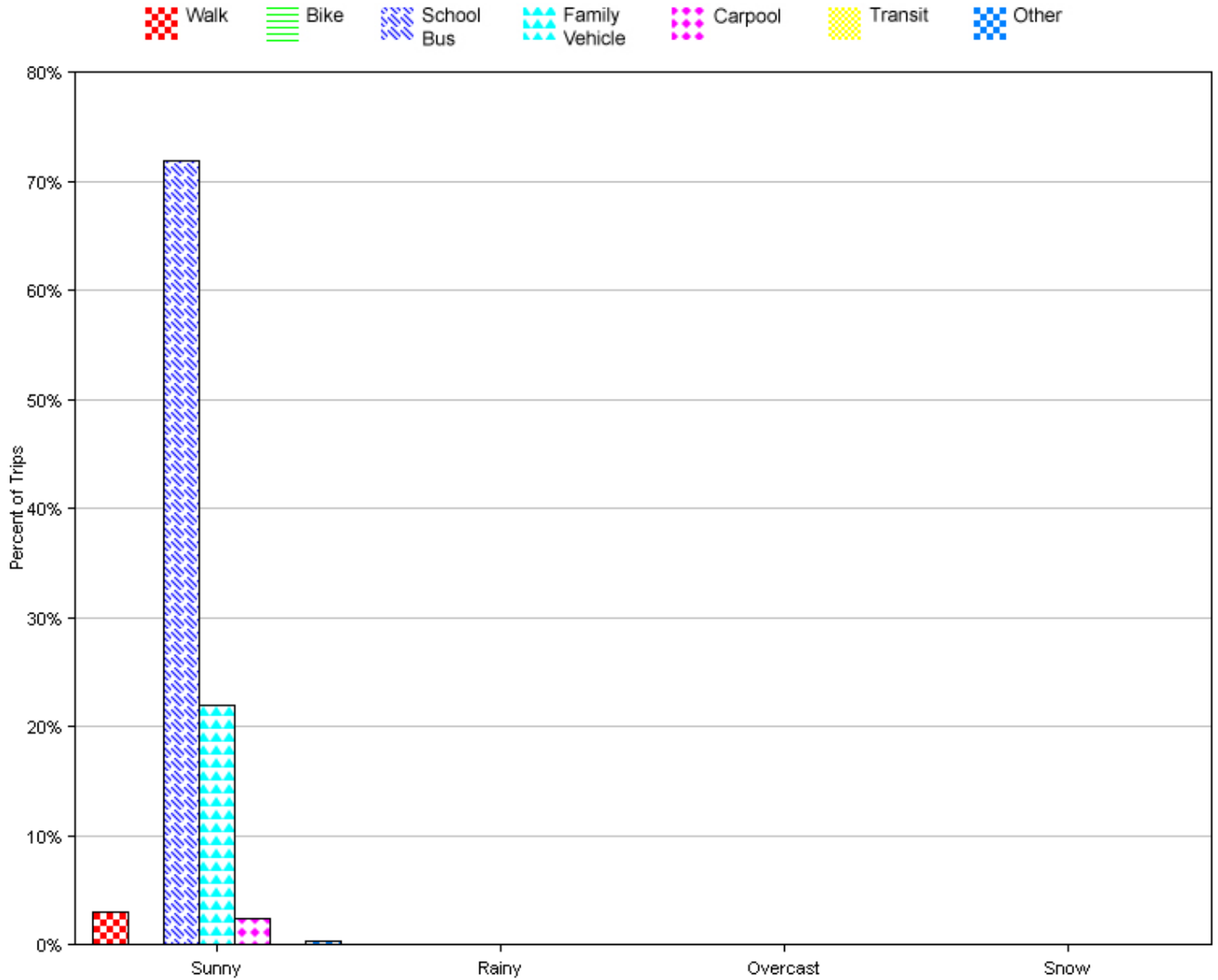


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	709	3%	0.1%	72%	23%	2%	0%	0.3%
Tuesday PM	706	3%	0.1%	71%	23%	2%	0%	0.1%
Wednesday AM	721	3%	0.1%	71%	23%	3%	0%	0.6%
Wednesday PM	730	4%	0.1%	73%	20%	3%	0%	0.5%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2866	3%	0.1%	72%	22%	3%	0%	0.4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.