



Application

10352 - 2018 Safe Routes to School Infrastructure

10964 - 97/Goodview Ave Pedestrian Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 2:03 PM

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## Primary Contact

**Name:\*** David Thomas Adams  
Salutation First Name Middle Name Last Name

**Title:** Public Works Superintendent

**Department:** Public Works

**Email:** dave.adams@ci.forest-lake.mn.us

**Address:** 1408 Lake Street South

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

**Phone:\*** 651-209-9736  
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:** 1408 LAKE ST S  
  
\* 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** Hwy 97/Goodview Ave Pedestrian Underpass  
**Primary County where the Project is Located** Washington  
**Cities or Townships where the Project is Located:** Forest Lake  
**Jurisdictional Agency (If Different than the Applicant):**

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

Forest Lake is a growing community in northern Washington County, with several major roadways intersecting the City, including I-35, TH 8, TH 61 and TH 97. Forest Lake Area High School and Century Junior High School are located along the south side of TH 97, on the west and east sides of Goodview Avenue. Together, these schools serve over 2,700 students. Currently, there are no continuous sidewalks or trails connecting these schools to the surrounding neighborhoods. Children currently walk and bike on the shoulders of TH 97, and must wait for a gap in traffic to use the crosswalk on TH 97 between Goodview Ave and 8th Street segments. This crossing has several challenges: the long crossing distance (120' to 135'), high speed traffic, and distracted drivers who fail to yield to pedestrians in the marked crosswalk. These conditions result in an unsafe environment for students. There have been three bicycle and two pedestrian crashes at this intersection since 2013, including one fatal crash and one possible injury crash. Because of the danger at this intersection, there is a relatively low volume of students walking or biking to school.

The trail connections in this project were identified as first priority improvements in the City's 2014 Parks and Trails Master Plan, to connect regional amenities, schools, and neighborhoods. Segments of the trail have been completed on 8th Street, but these improvements do not connect to existing trails south of the intersection, leaving a critical gap in the trail network. The SRTS Parent Survey also identified this project as a high priority.

The project includes the following improvements:

- A grade-separated pedestrian underpass along the west side of the intersection.

- Trail along the west side of 8th Street from the intersection/underpass to the existing sidewalk connection.
- Trail along the south side of TH 97 west of the intersection/underpass, connecting to existing regional trail facilities at Hwy 61.
- Trail along both sides of TH 97 east of the intersection, merging into on-street trails.
- Trails along both sides of Goodview Ave connecting the junior high and high schools.
- Shorter crossing distances for the north, east and south legs of the intersection, which are not grade separated.

The project completes gaps in the pedestrian system to provide safe access to the schools, which will increase the number of students walking/biking to school. The project also provides links to the city and regional trail systems, including Hardwood Creek Trail.

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

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

Forest Lake TH 97/Goodview Avenue/8th Street Pedestrian Improvements

**Project Length (Miles)**

0.6

*to the nearest one-tenth of a mile*

## Project Funding

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

No

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

**Federal Amount**

\$1,000,000.00

**Match Amount**

\$260,000.00

*Minimum of 20% of project total*

**Project Total**

\$1,260,000.00

**Match Percentage**

20.63%

*Minimum of 20%*

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

**Source of Match Funds**

Municipal State Aid, Park Dedication Fees

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

**Preferred Program Year****Select one:** 2022

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

**Additional Program Years:** 2020, 2021

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

**Project Information****County, City, or Lead Agency**

City of Forest Lake

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

55025

**(Approximate) Begin Construction Date**

05/04/2020

**(Approximate) End Construction Date**

11/30/2020

**Name of Trail/Ped Facility:**

: TH 97/Goodview Avenue/8th Street Trail and Underpass

(i.e., CEDAR LAKE TRAIL)

**TERMINI:(Termini listed must be within 0.3 miles of any work)****From:****(Intersection or Address)****To:****(Intersection or Address)**

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

**Or At:**

Intersection of TH 97 with Goodview Ave and 8th Street

**Primary Types of Work**GRADE, AGG BASE, BIKE PATH/TRAIL, BOX CULVERT  
UNDERPASS, PED RAMPS

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

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)****Old Bridge/Culvert No.:****New Bridge/Culvert No.:**

TBD

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

Under TH 97

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

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

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

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

Goal: Access to Destinations (pg 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. E) Improve multimodal travel options for people of all ages & abilities to connect to jobs & other opportunities, particularly for historically underrepresented populations.(pg 62)

Strategies: 16) Regional transportation partners should fund projects that provide bicycle & pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.(pg 2.10)

Goal: Competitive Economy (pg 64)

Objectives: B) Invest in a multimodal transportation system to attract & retain businesses & residents (pg 64).

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

Strategies: 1) The Council and its transportation partners will identify & pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages & eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects & enhances communities, and shares benefits and impacts equitably among all communities and users.(pg 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract & retain businesses & workers in the region on the

established transit corridors.(pg 2.11)

Goal: Healthy Environment (pg 66)

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

Strategies: 1)Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities that promotes active lifestyles and cohesive communities. Special emphasis should be placed on promoting the environmental & health benefits of alternatives to single-occupancy vehicle travel.(pg 2.12)

Goal: Leveraging Transportation Investment to Guide Land Use (pg 70)

Objectives: C)Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.(pg 70)

Strategies: 2)Local governments should include bicycle & pedestrian elements in local comprehensive plans.(pg 2.15)

*(Limit 2500 characters; approximately 750 words)*

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

City of Forest Lake Parks, Trails and Open Space Master Plan (2014): Vision, Goals, and Objectives.

Trail Recommendations:

- Focus on safe connections to schools, parks, and other frequently visited community destinations (pg 2.3).
- Provide trails throughout Forest Lake for various skill levels (pg 3.14).

Trail Improvement Priorities: First Priority Improvements

- 8th Street SE to Highway 97 with highway crossing to Middle/High School
- Highway 97 between 8th Street SE and High School driveway
- Highway 97 from High School to Highway 61 crossing and connection to Hardwood Creek Trail

List the applicable documents and pages:

City of Forest Lake 2030 Comprehensive Plan (2008): Parks, Trails, and Open Space Goals and Policies (pg 5-4)

TH 97 at Goodview Avenue/8th Street Intersection Control Evaluation (pg 9 and Appendix F)

- Explored options for grade-separation of pedestrian crossing in conjunction with the intersection traffic analysis.
- Effort included representatives from the City, State, and school district.
- Additional outreach included a neighborhood meeting, city council presentation, and school

board presentation.

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

01/29/2018

Date plan adopted by governing body

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

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$80,000.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$190,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$50,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$286,000.00
Retaining Walls	\$360,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$197,000.00
Other Roadway Elements	\$42,000.00
<b>Totals</b>	<b>\$1,205,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$12,000.00
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)	\$0.00
Pedestrian-scale Lighting	\$25,000.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$18,000.00
<b>Totals</b>	<b>\$55,000.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

Total Cost	\$1,260,000.00
Construction Cost Total	\$1,260,000.00
Transit Operating Cost Total	\$0.00

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

**Response:**

Engineering: The schools and community are committed to SRTS efforts evidenced by their long-term vision for better connected infrastructure between residential areas, schools, parks and regional trails. According to ESRI Business Analyst, there are more than 2,000 households within 1 mile of this intersection. This project will provide the proper facilities to accommodate safe walking and biking trips to school for the residents of those households. This project completes the gap between the existing sidewalks/trails in place on TH 97 and 8th Street, and provides a grade-separated crossing for TH 97. The project will also provide a link to the city and regional trail systems, including a safe connection across both TH 61 and 97, two of the busiest roads in the City of Forest Lake, to Harwood Regional Trail without interacting with vehicles. Trail users can move between neighborhoods, regional trail facilities, and other destinations separately from vehicular traffic, improving safety and user experience. Finally, the project develops trail connections meeting ADA requirements.

Education: Forest Lake School District has worked closely with Washington County's SHIP's nutrition grant to support healthy eating and physical activity and supports a school wellness policy focused on the same. With the improved safety resulting from this project, the City and the School District are in a position to encourage biking and walking to school. According to the recent parent survey, 100% of junior high students and 18% of high school students living within a mile of the school have asked to walk/bike to school. Parents have indicated their willingness to support this, once safety improvements are in place.

Enforcement: Police are present during school start and release hours to ensure vehicular traffic

stopping at pedestrian crossing locations. This enforcement will continue as long as safety is an issue at this intersection.

Encouragement: The Police Dept also has an active Bike Patrol Program that runs from April to October to provide encouragement to both children and adults as to the importance of being active and healthy living. Additionally, the City and School District will encourage and promote walking and bicycling to school in the following ways: Host a communitywide bike-to-school event; Develop a SRTS section on their website; Conduct a citywide bike/pedestrian safety public education campaign by publicizing MnDOT's "Share the Road" materials.

Evaluation: The School District and City are supportive of the SRTS program, proven in planning efforts that include student tallies and parent surveys. The School District is committed to conducting the post-evaluation surveys required. Findings will help modify pedestrian/bike strategies and initiatives.

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

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## Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population	10.0%
Documentation Attachment	1531329978562_97 Goodview SRTS Student Tally.pdf

*Please upload attachment in PDF form.*

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## Measure B: Student Population Near the School

Student population within one mile of the school	1017.0
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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

**Select one:**

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

*(up to 100% of maximum score)*

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

*(up to 80% of maximum score )*

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

Yes

*(up to 60% of maximum score )*

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

*(up to 40% of maximum score )*

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

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

This SRTS project is built upon years of outreach and communications with the community regarding needs for safety improvements. Past outreach includes the Parks and Trails Master Plan (2014), workshops for the Safe Routes study (2014), Safe Routes to School Plan (2015), and the 2040 Comprehensive Planning process, which included community surveys and open houses. The issues and concerns about pedestrian and bicycle safety to and from the school have been raised repeatedly and consistently throughout these meetings and conversations.

**Response:**

The Parent Survey identified safety improvements at this location as a high priority. The City and the School District have identified this project at length to determine the best solution to an unsafe situation. As the project moves forward, the City will work with the School District and community to identify the benefits of the project, and to understand potential concerns.

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

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

This project is located in a census tract that is above the regional average for race/poverty. Additionally, households within one-mile of the site have average incomes less than the Forest Lake average.

Forest Lake is a growing City. There is a new, fully leased, apartment building with 70 units just north of the project intersection, shown in the Current Conditions Map. The area south of Hwy 97 has also seen and is expecting more residential development. Hwy 97 creates a distinct barrier between residential areas in the City. Proposed project improvements will significantly reduce this barrier, creating a passage and fostering community cohesion between two large, growing residential areas of the City.

The safety benefits of the proposed project cannot be overemphasized. In 2016, there was a pedestrian fatality at this intersection involving a student traveling home from school. Vehicles traveling at high speeds on TH 97 and the lack of continuous trail connections create dangerous walking and biking conditions for students. ADA-compliant facilities will ensure that facilities are safe and accessible for all residents. The project will benefit both public and private schools in the area; St. Peter's Church and School is located about .3 miles to the north of the project along 8th Avenue, and Lakes International Language Academy (LILA) is about .5 miles northwest of the intersection.

This project not only provides access to the schools, it also provides access to local and regional trails in the City. This grade separation will allow residents east of TH 61 and north of TH 97 an opportunity to get to the Hardwood Creek Trail (west of 61) without interacting with vehicles on either 61 or 97 (two of the busiest routes in the

**Response:**

city).

The SRTS project fills many gaps in the existing pedestrian system, and the execution of this project provides another step toward the City's vision of connecting all neighborhoods to schools, parks, jobs, and retail centers. This project will also bolster recent investments in the Hwy 61 pedestrian bridge by providing needed local trail connections east of the intersection, tying into the city's existing system.

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

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

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

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

*Increased noise.*

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

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

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

*Removed or diminished safe bicycle access.*

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

*Displacement of residents and businesses.*

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

*Other*

**Response:**

There are few negative externalities anticipated from this project. This project will improve the ability for pedestrians to cross streets safely, add bicycle and pedestrian facilities where there are existing gaps, remedy ADA deficiencies in the existing system, and complete key gaps in the city's trail network. There will be a temporary disruption of access to some community amenities and bicycle and pedestrian facilities during the construction phase. These disruptions will be minimized to the extent possible.

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

**Upload Map**

1531330141062\_SRTS 97 Goodview Socio Econ  
Compiled.pdf

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## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Forest Lake	0.6	1.0	85.0	85.0

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### Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.6

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### Affordable Housing Scoring

Total Project Length (Miles) or Population 0.6  
Total Housing Score 85.0

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### Affordable Housing Scoring

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

Highway 97 is a high volume, two lane arterial that is not designed to safely accommodate pedestrian traffic. The speed limit on Highway 97 is 45 mph, and average daily traffic volumes are nearly 16,000. Goodview Ave and 8th St are also important major collector routes for the City with 30-35 mph speed limits and ADTs 3,500 and 2,000, respectively.

This project will overcome these barriers through the grade separated pedestrian underpass. Students will no longer need to interact with vehicles to cross Hwy 97 to travel to either the junior high or high school. Additionally, this project will fill critical gaps in the city's trail network along Hwy 97, which connects to the Hardwood Creek Regional Trail, and along 8th Street, which is part of an established neighborhood network. Current trails on 97 stop just short of the high school and do not connect to the junior high school, and 8th Street trails stop at the project intersection.

**Response:**

Alternative crossings and routes to school are severely limited; there are no other controlled intersections on Hwy 97 east of Hwy 61. Neighborhoods north of the intersection would have to travel an additional two miles to access Hardwood Creek Regional Trail to travel to school to avoid crossing Hwy 97. This path, traveling on sidewalks along 11th Ave SW to access Hardwood Creek Regional Trail and the pedestrian bridge creates a larger barrier of crossing Hwy 61 at-grade at 11th Ave SW, which has higher ADTs than Hwy 97 and is a greater crossing distance (five lanes of traffic at Hwy 61/11th Ave intersection versus two lanes at the project intersection).

While neither roadway is designated in the RBTN network, this project will directly connect to Hardwood Creek Regional Trail, an RBTN Tier 1

alignment, by tying into existing facilities.

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

**Upload Map**

1531330465250\_SRTS 97 Goodview RBTN Compiled.pdf

*Please upload attachment in PDF form.*

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

A crash review at this intersection indicated 13 crashes between 2013-2015, including 4 right angle crashes, 3 bicycle crashes, and 6 rear end crashes. Two of the bicycle crashes resulted in non-incapacitating injuries, while one resulted in a possible injury. Both rear-end crashes resulted in possible injuries. In 2016, a fatal crash involving student returning home from school occurred. Parent surveys identified unsafe intersections (most notably the project intersection) and high traffic speeds and volumes as barriers to walking and biking to school. Comments also include testimony from two families who had children hit by cars while traveling to/from school. Other project deficiencies include non-compliant ADA facilities and segmented pedestrian routes. These deficiencies are significant barriers for travel between neighborhoods and schools.

**Response:**

This project will address safety concerns through: (1) providing a separated crossing for bicyclists and pedestrians; (2) adding in missing bicycle and sidewalk connections where there are gaps in the planned network; (3) improving pedestrian crossings in areas with a history of bike/pedestrian crashes; (4) improving the circulation pattern around the school campus during drop off/pick up times through a combination of infrastructure and operations improvements; (5) provide ADA compliant facilities. Project improvements will greatly enhance safety conditions and should increase walking and biking rates by making students and parents feel more comfortable about children walking or biking to and from school.

Replacing the existing at-grade crossing with an underpass eliminates the conflict between pedestrians and bicycles and vehicles while crossing TH 97 and greatly reduces the number of non-motorized conflicts overall. Providing a safe alternative for pedestrian crossings away from the

vehicles will also greatly reduce the risk of rear end and other vehicle crashes occurring because of the need to make a quick stop. Overall, this project should result in a safer intersection.

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

---

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

SRTS student tallies and parent surveys were conducted in January 2014. Results of these efforts include:

- 432 parent surveys collected, the majority being from High School parents, citing safety at intersections, traffic speed, and sidewalk conditions as key reasons children do not walk to school.
- Student tallies collected over 3 consecutive days counted between 90 and 140 students walking or biking to/from school on any given day, which is notable given that the survey was conducted in the middle of winter, creating less than ideal walking and biking conditions.

#### Response

An online community survey conducted as part of the 2040 Comprehensive Plan update asked respondents what would encourage them to walk or bike more often. Overwhelmingly, the respondents indicated they would walk or bike more often if sidewalks were improved, if there were more sidewalks and trails, if there were easier access to trails and parks, and if local roads were improved for bikers and walkers. As a result of these comments, the City has included a plan for an expanded system of trails and sidewalks as part of the 2040 Comprehensive Plan, including Hwy 97 and other neighborhood trails that would be serviced by the propose project.

In March 2018, the City held a neighborhood meeting to discuss the proposed project with residents. The proposed project has also been formally presented to both the Forest Lake School Board and City Council. The City will continue outreach throughout the planning process and construction phases to ensure the voices of all stakeholders are included. Moving forward, the City will continue to engage the community on the need

for pedestrian and bicycle facilities. As new development occurs, the City will evaluate the need for trails and sidewalks to access new and existing parks.

Please note that due to document size, parent survey results from Forest Lake Area High School are included as an "Other Attachment," along with received written comments.

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

**Survey Attachment**

1531499463421\_SRTS\_CenturyJuniorHigh\_ParentSurvey.pdf

*Please upload attachment in PDF form.*

---

## Transit Projects Not Requiring Construction

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

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

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

---

## Measure A: Risk Assessment - Construction Projects

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

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

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

100%

**Attach Layout**

1531500356046\_SRTS Layout with Letters.pdf

*Please upload attachment in PDF form.*

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

50%

**Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

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

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

100%

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

100%

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

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

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

0%

**Project is located on an identified historic bridge**

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

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

100%

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

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

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

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

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,260,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,260,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
97 Goodview SRTS Current Conditions.pdf	Map of current conditions at project intersection	361 KB
97 Goodview SRTS Met Council Maps Compiled.pdf	Compilation of all maps made through Metropolitan Council Make-a-Map application	4.2 MB
97 Goodview SRTS One Page Description.pdf	One page project description	212 KB
97 Goodview SRTS Student Tally.pdf	Student travel tallies for SRTS program for Century Junior High and Forest Lake High Schools	127 KB
Comments from SRTS Parent Surveys.pdf	Received written comments for SRTS parent surveys for Century Junior High School and Forest Lake Area High School	148 KB
Highway 97 and Goodview Ave Existing Conditions.pdf	Existing conditions photos of Highway 97 and Goodview Ave/8th Street intersection	6.3 MB
Hwy 97 SRTS Combined Letter of Support.pdf	Letters of Support	1.7 MB
SRTS Application Layout 8.5x11.pdf	Project layout for 97 and Goodview Intersection underpass	2.4 MB
SRTS_CenturyJuniorHigh_ParentSurvey.pdf	SRTS parent survey results from Century Junior High School	206 KB
SRTS_ForestLakeHS_ParentSurvey.pdf	Survey results from SRTS parent survey for Forest Lake Area High School.	206 KB

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

**School Name:** Century Junior High

**Set ID:** 14170

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1000

**Date Report Generated:** 01/28/2014

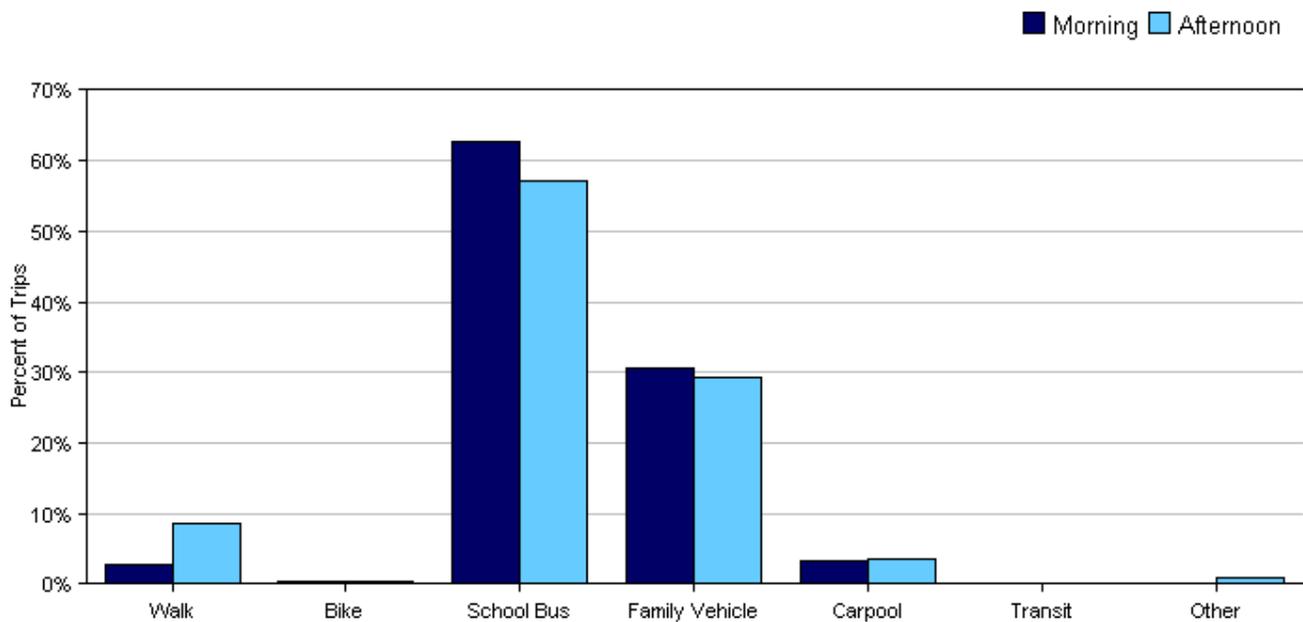
**% of Students reached by SRTS activities:** Not Applicable

**Tags:** Off-road paths - construct or improve

**Number of Classrooms  
Included in Report:** 30

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

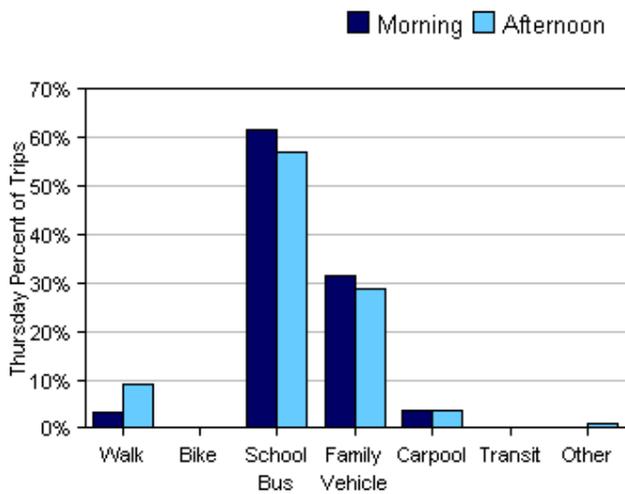
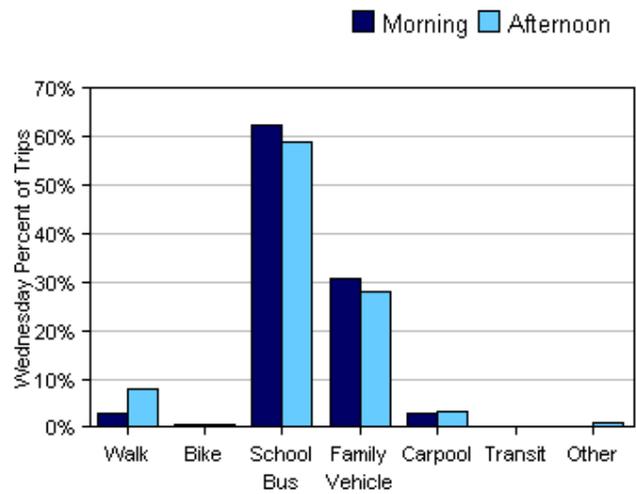
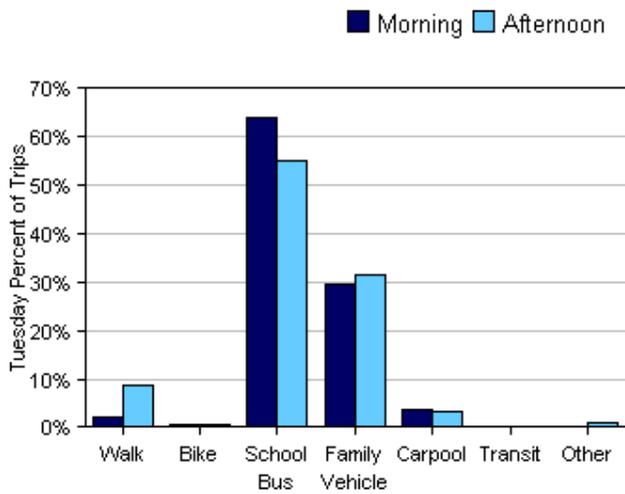


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1310	3%	0.4%	63%	31%	3%	0.1%	0%
Afternoon	1276	9%	0.4%	57%	29%	3%	0.2%	0.9%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

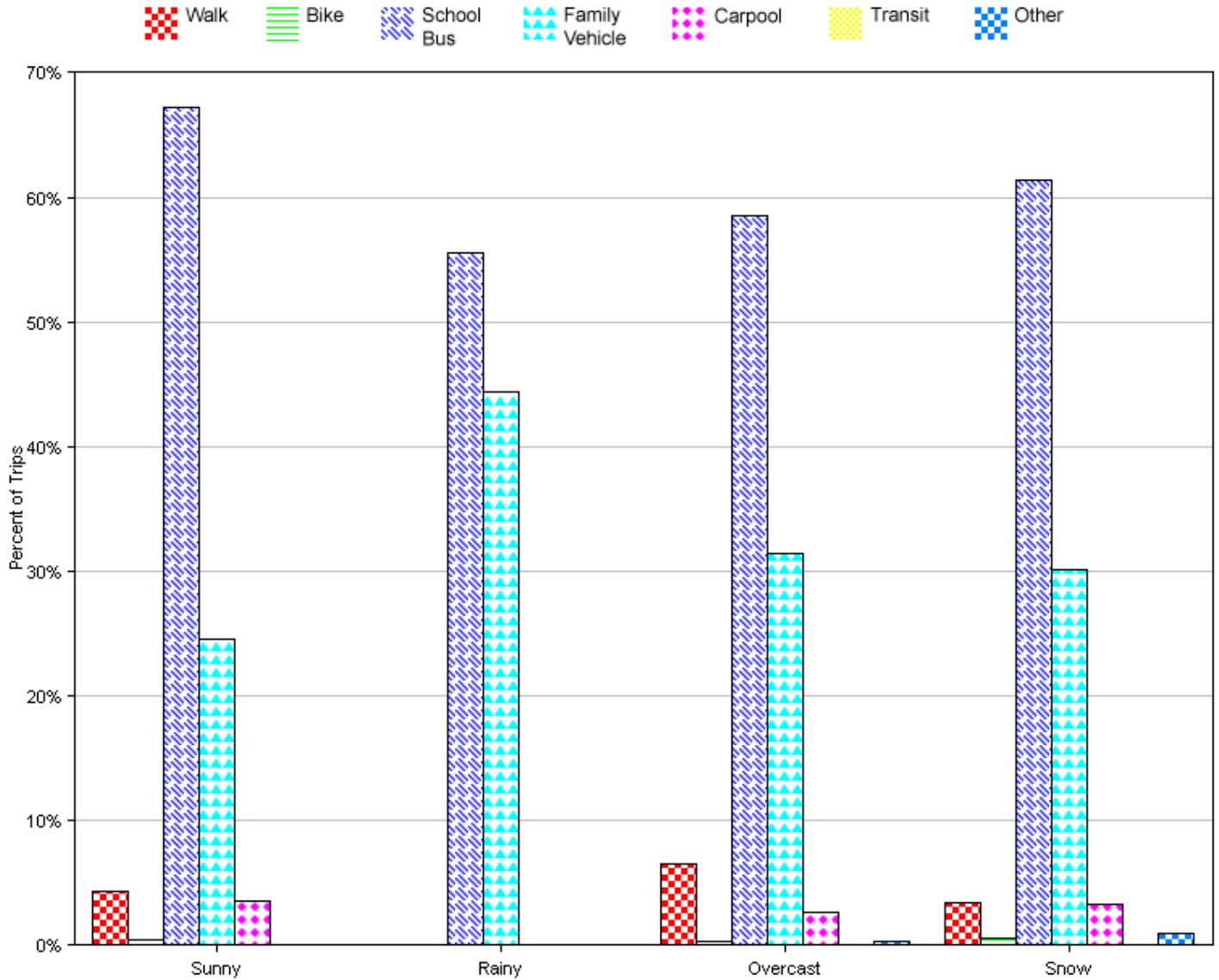


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	400	2%	0.5%	64%	30%	4%	0%	0%
Tuesday PM	399	9%	0.5%	55%	31%	3%	0%	1%
Wednesday AM	460	3%	0.4%	63%	31%	3%	0.2%	0%
Wednesday PM	462	8%	0.4%	59%	28%	3%	0.2%	0.9%
Thursday AM	450	3%	0.2%	62%	32%	4%	0%	0%
Thursday PM	415	9%	0.2%	57%	29%	4%	0.2%	1.0%

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	256	4%	0.4%	67%	25%	4%	0%	0%
Rainy	18	0%	0%	56%	44%	0%	0%	0%
Overcast	1170	7%	0.3%	59%	31%	3%	0.1%	0.3%
Snow	805	3%	0.6%	61%	30%	3%	0%	1.0%

Percentages may not total 100% due to rounding.

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

**School Name:** Forest Lake Area High School

**Set ID:** 14171

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1770

**Date Report Generated:** 01/28/2014

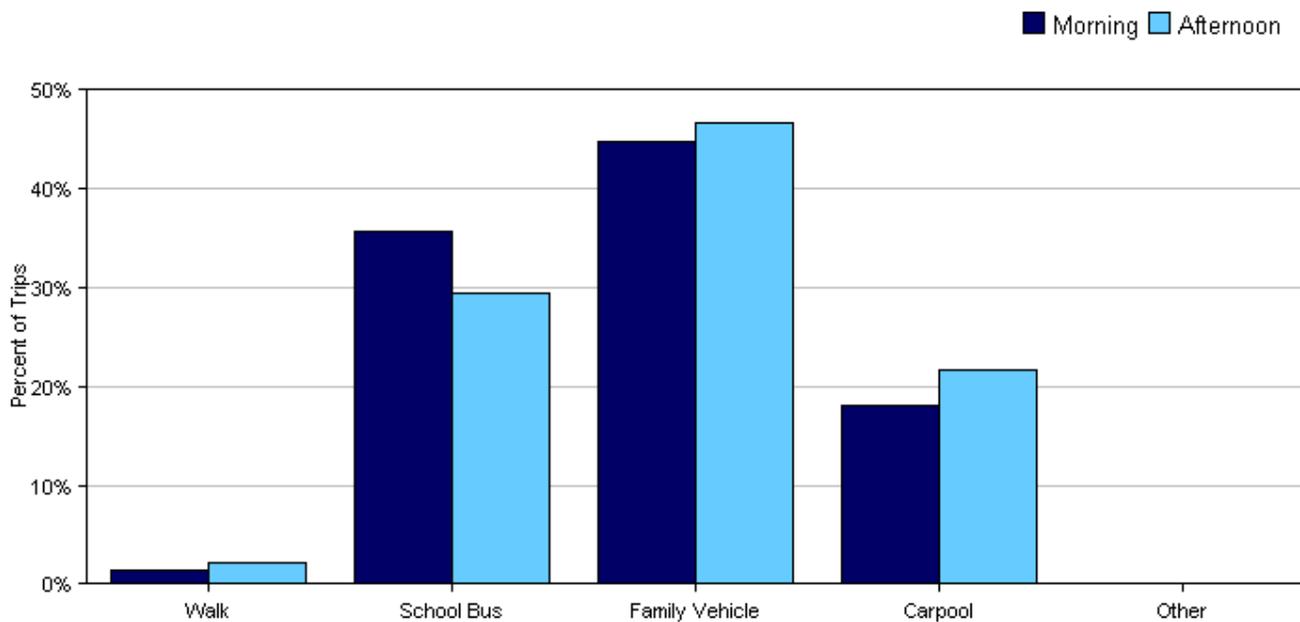
**% of Students reached by SRTS activities:** Don't Know

**Tags:** Off-road paths - construct or improve

**Number of Classrooms  
Included in Report:** 44

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

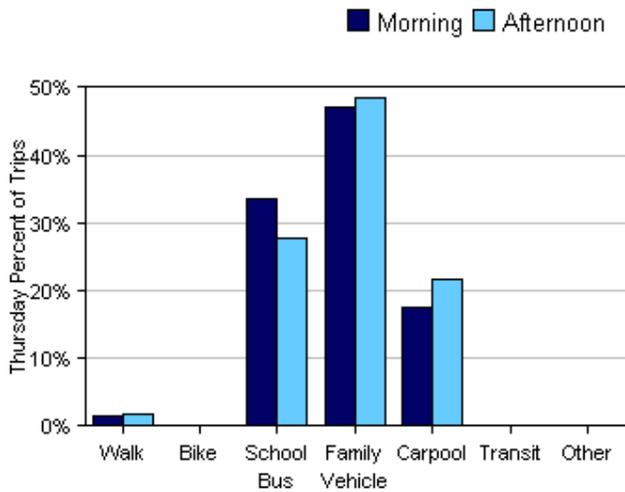
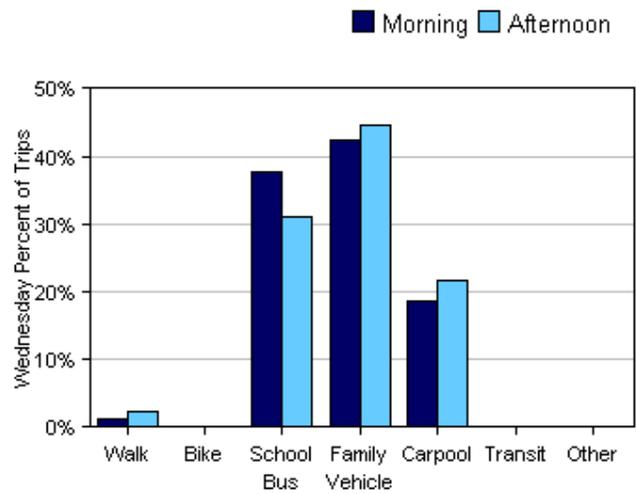
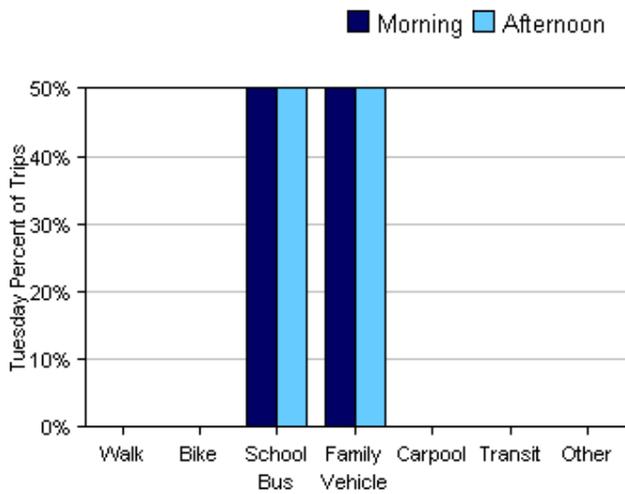


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1836	1%	0%	36%	45%	18%	0%	0.1%
Afternoon	1589	2%	0%	29%	47%	22%	0%	0.2%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

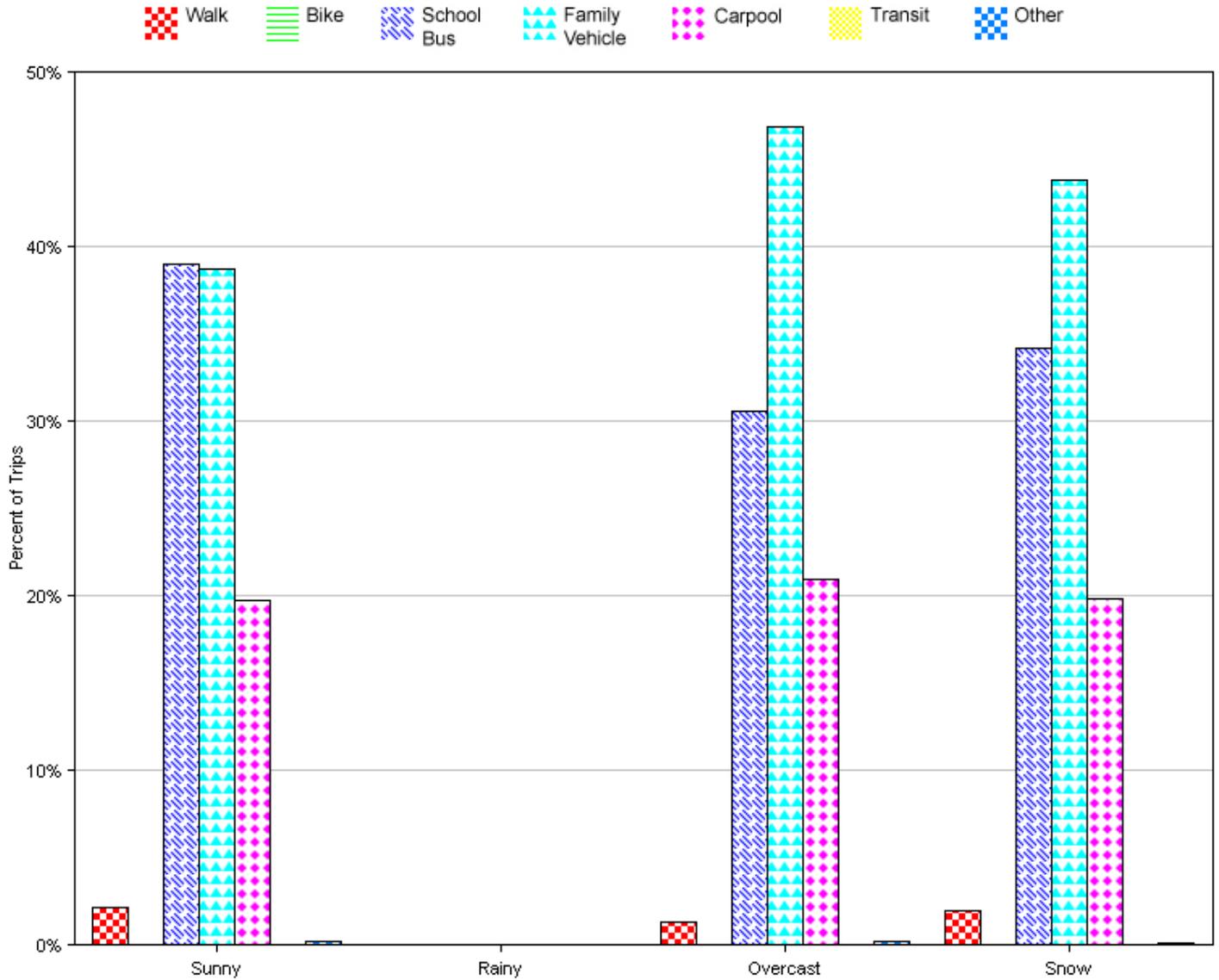


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	2	0%	0%	50%	50%	0%	0%	0%
Tuesday PM	2	0%	0%	50%	50%	0%	0%	0%
Wednesday AM	949	1%	0%	38%	42%	19%	0%	0.1%
Wednesday PM	790	2%	0%	31%	45%	22%	0%	0.3%
Thursday AM	885	2%	0%	34%	47%	18%	0%	0.1%
Thursday PM	797	2%	0%	28%	49%	22%	0%	0.1%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

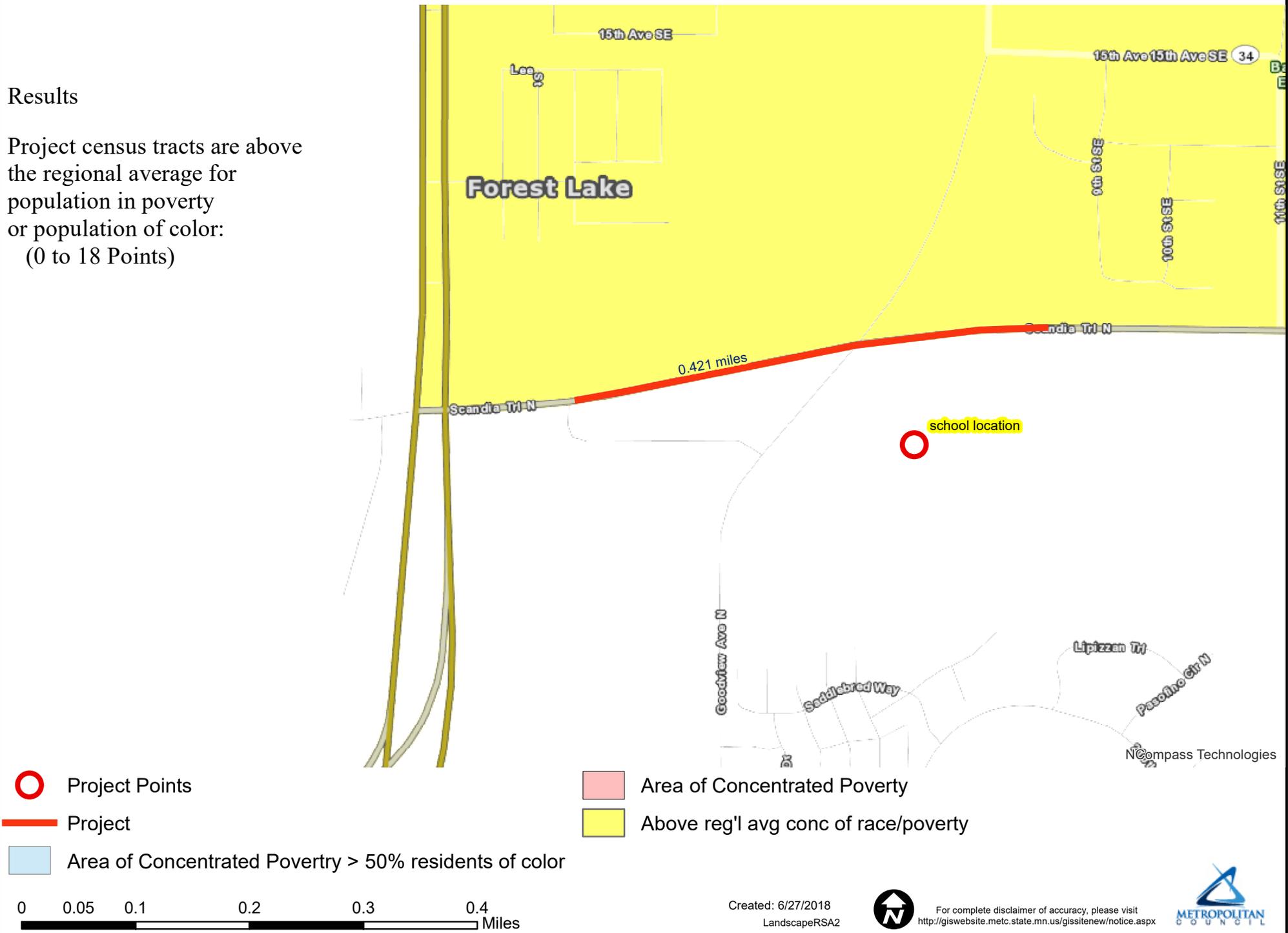
Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	369	2%	0%	39%	39%	20%	0%	0.3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	977	1%	0%	31%	47%	21%	0%	0.2%
Snow	1022	2%	0%	34%	44%	20%	0%	0.1%

Percentages may not total 100% due to rounding.

# Socio-Economic Conditions

## Results

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



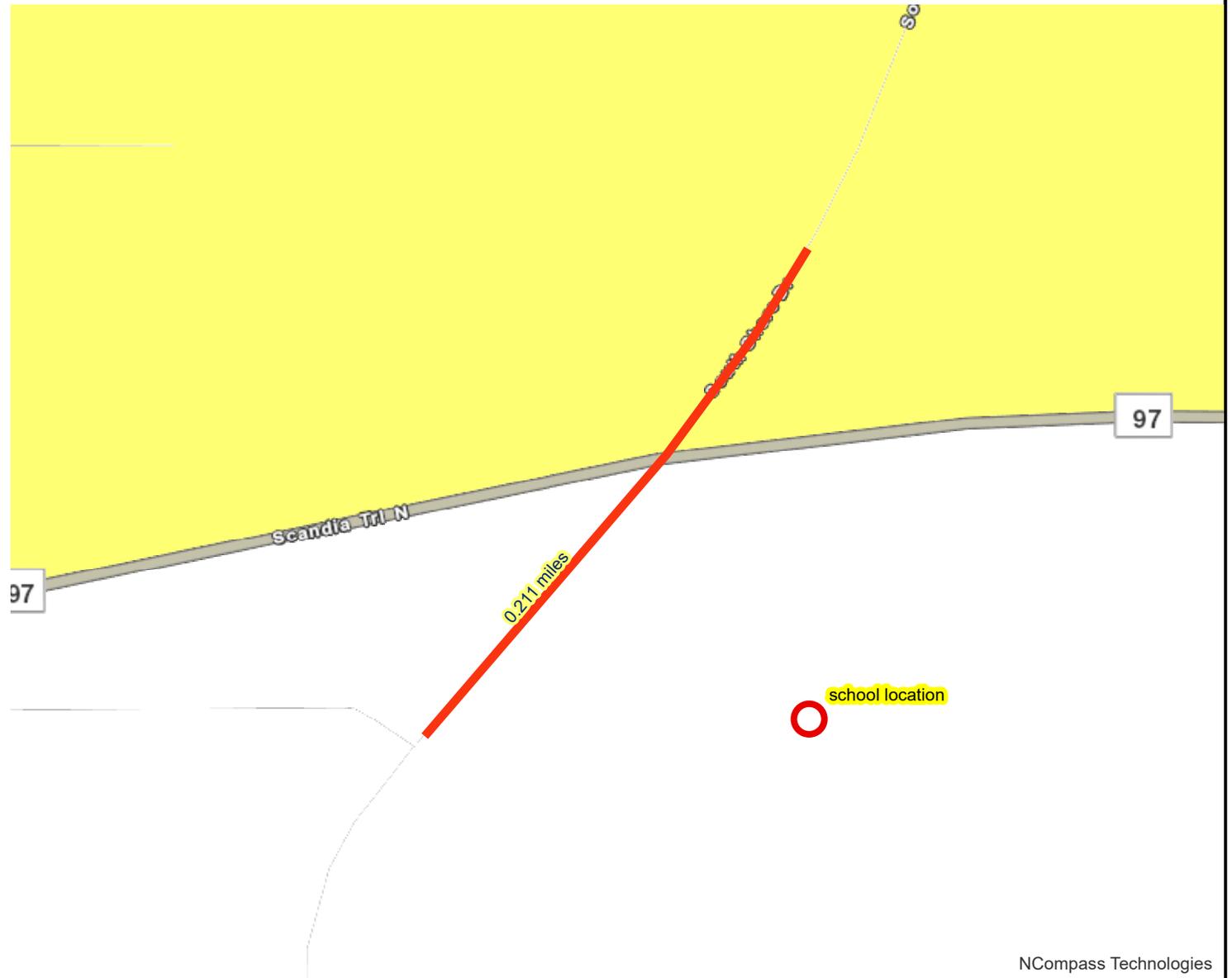
- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty

# Socio-Economic Conditions

## Results

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



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



Created: 6/27/2018  
LandscapeRSA2



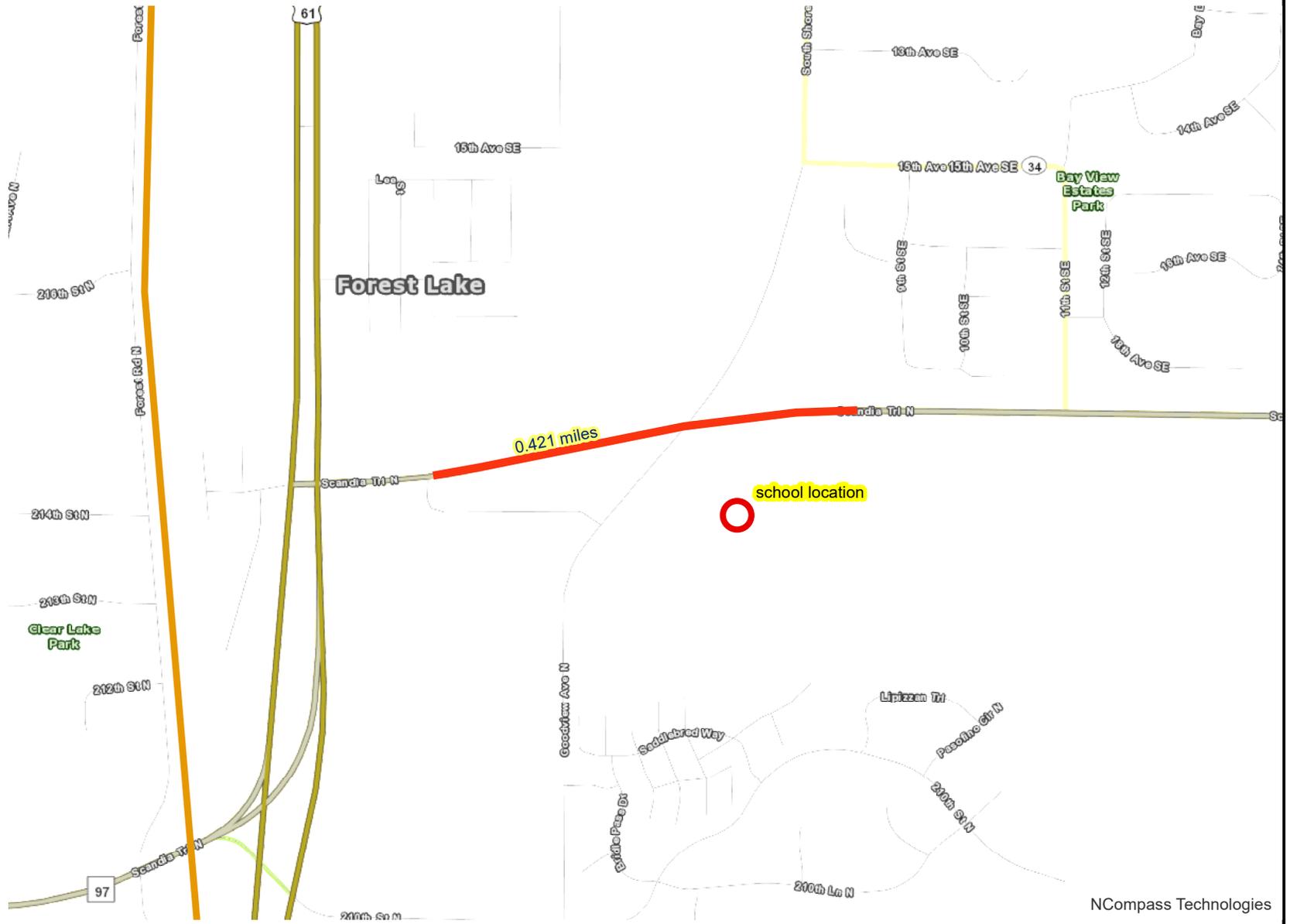
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



# Project to RBTN Orientation

Safe Routes to Schools Project: Forest Lake SRTS TH 97 Goodview/8th Seg 1 | Map ID: 1530112644471



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



Created: 6/27/2018  
LandscapeRSA6



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



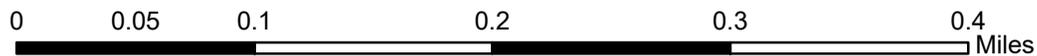
NCompass Technologies

# Project to RBTN Orientation

Safe Routes to Schools Project: Forest Lake SRTS TH 97 Goodview/8th Seg 2 | Map ID: 1530112900141



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



Created: 6/27/2018  
LandscapeRSA6



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

NCompass Technologies



# Parent Survey Report: One School in One Data Collection Period

**School Name:** Century Junior High

**Set ID:** 10976

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1000

**Date Report Generated:** 01/28/2014

**% Range of Students Involved in SRTS:** Don't Know

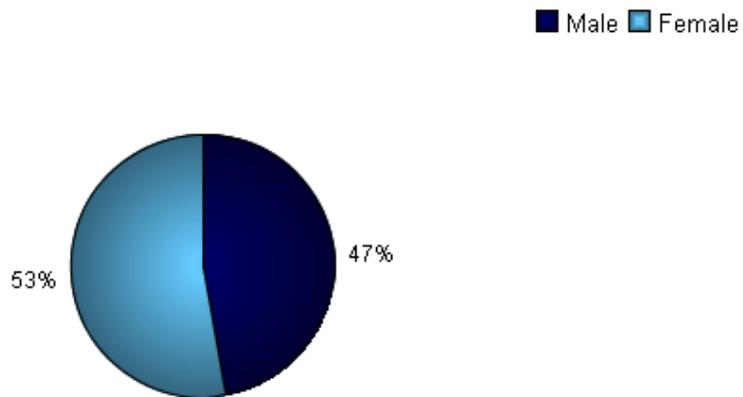
**Tags:** Off-road paths - construct or improve

**Number of Questionnaires Distributed:** 0

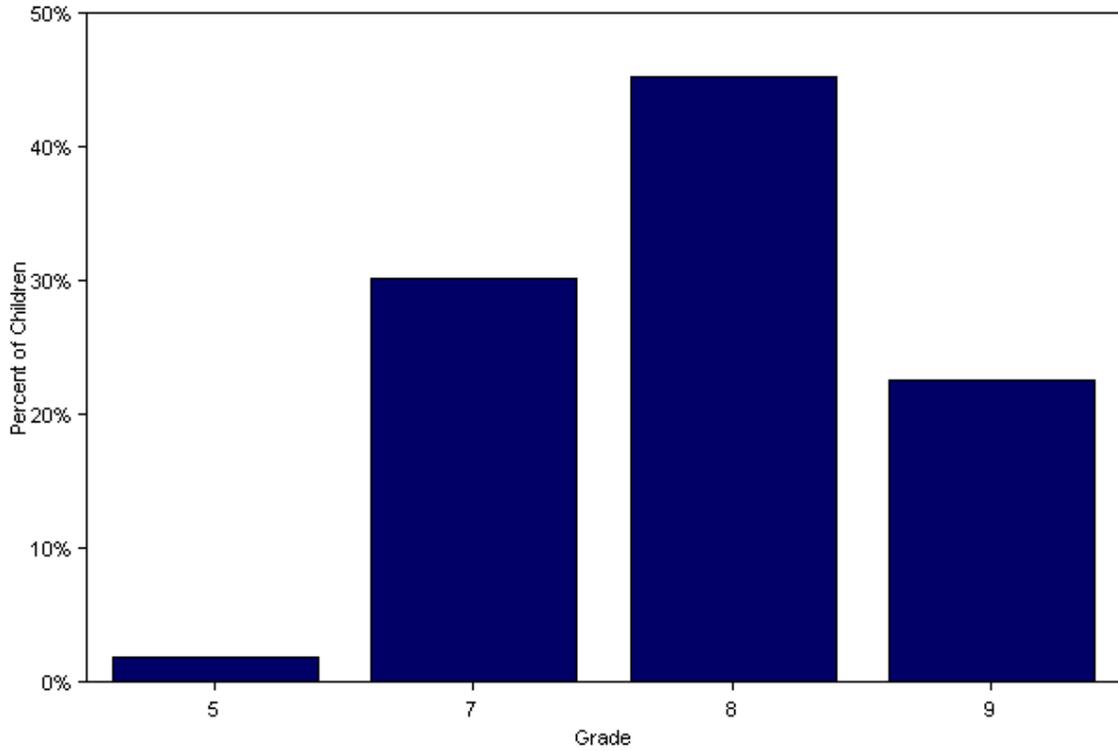
**Number of Questionnaires Analyzed for Report:** 53

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

## Sex of children for parents that provided information



### Grade levels of children represented in survey



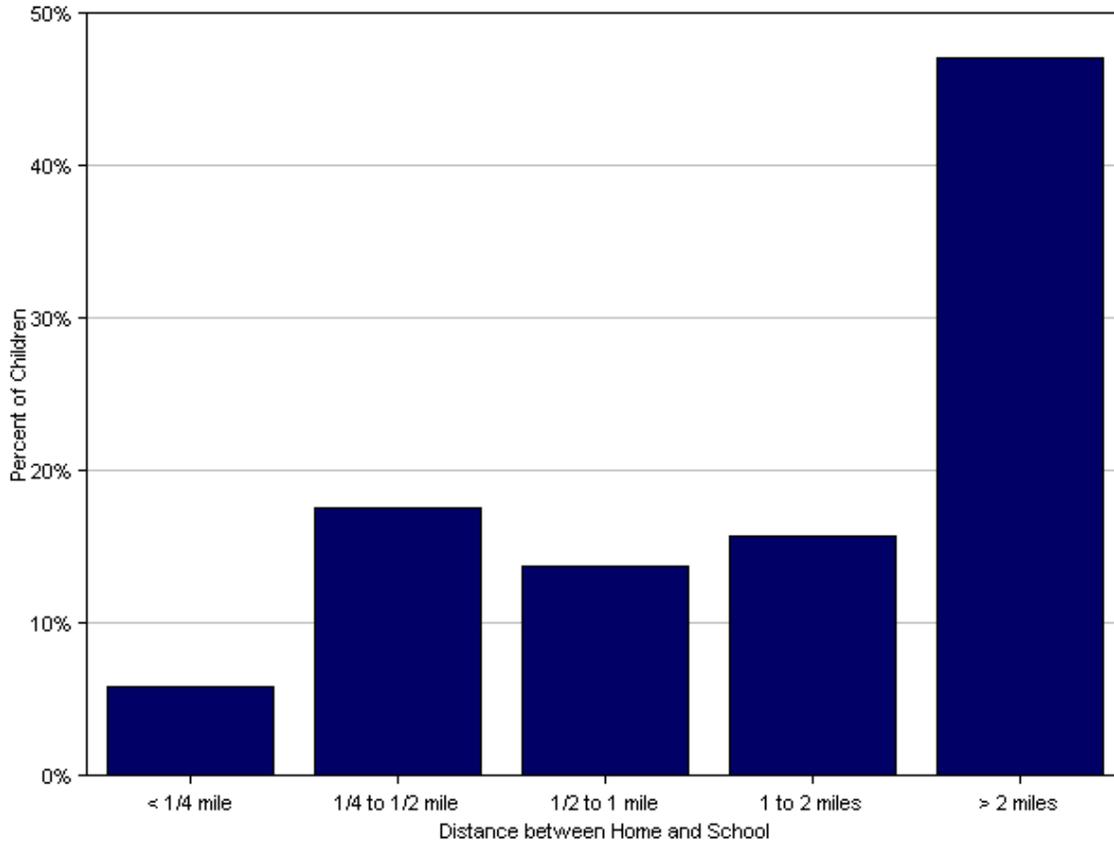
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	1	2%
7	16	30%
8	24	45%
9	12	23%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school



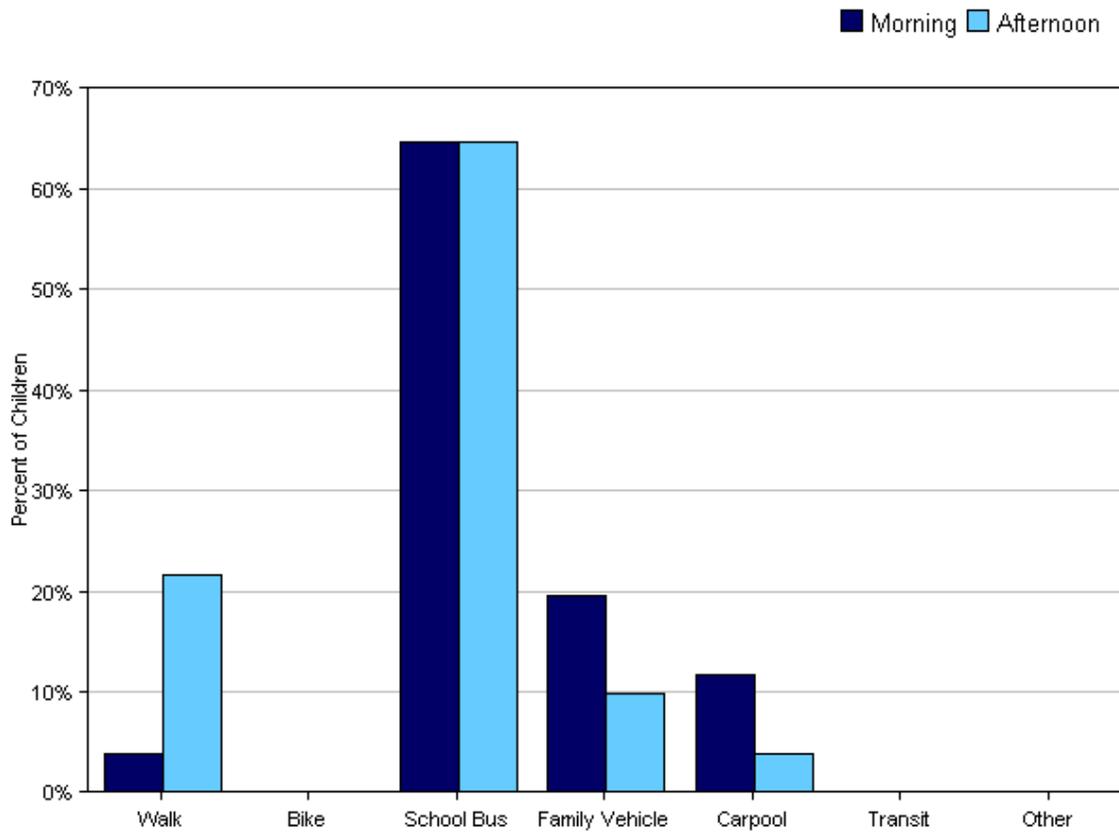
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	6%
1/4 mile up to 1/2 mile	9	18%
1/2 mile up to 1 mile	7	14%
1 mile up to 2 miles	8	16%
More than 2 miles	24	47%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

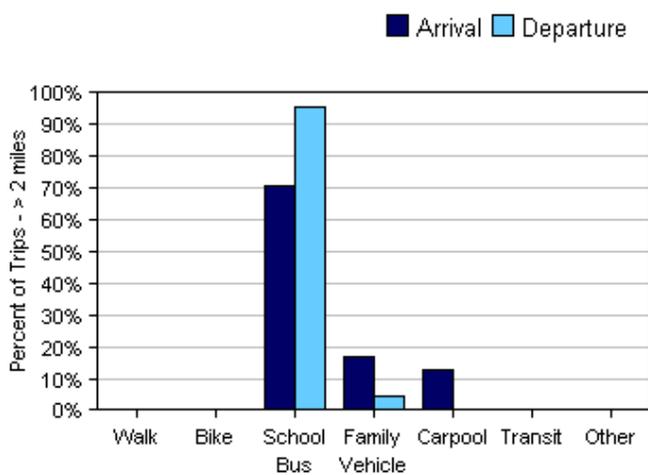
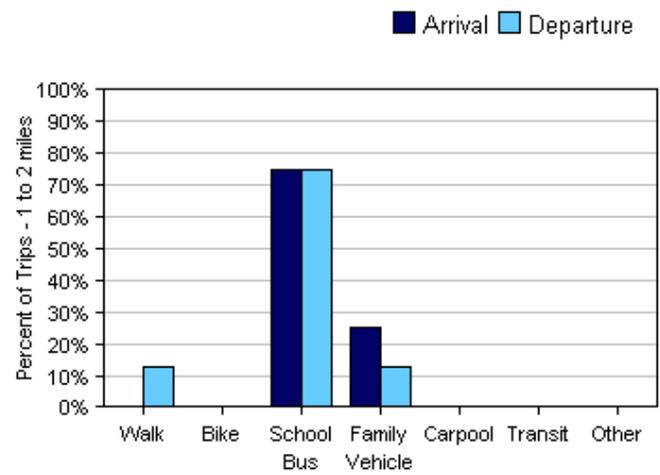
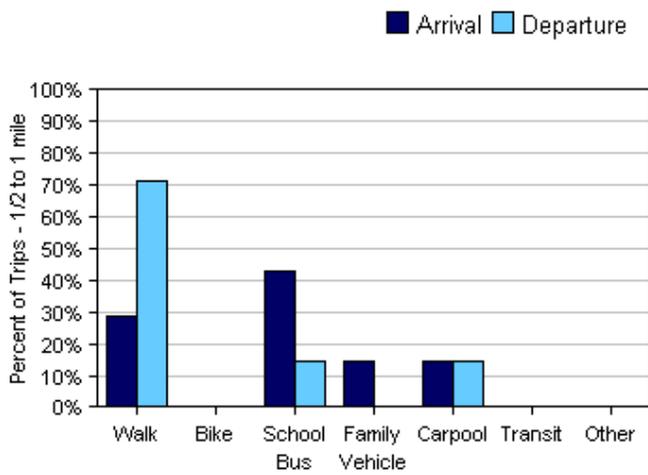
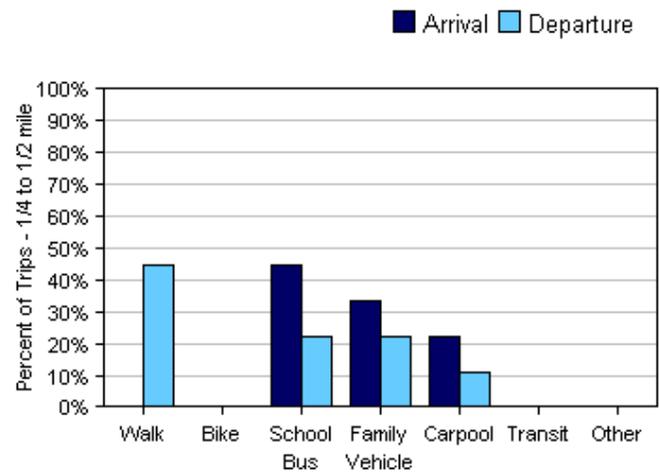
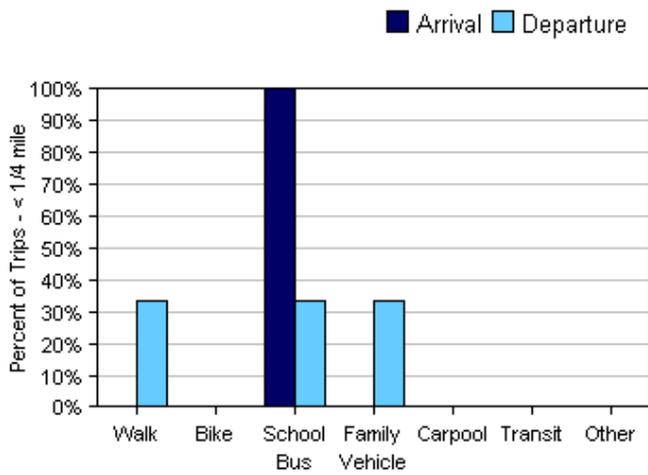
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	51	4%	0%	65%	20%	12%	0%	0%
Afternoon	51	22%	0%	65%	10%	4%	0%	0%

No Response Morning: 2

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	100%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	9	0%	0%	44%	33%	22%	0%	0%
1/2 mile up to 1 mile	7	29%	0%	43%	14%	14%	0%	0%
1 mile up to 2 miles	8	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	24	0%	0%	71%	17%	13%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

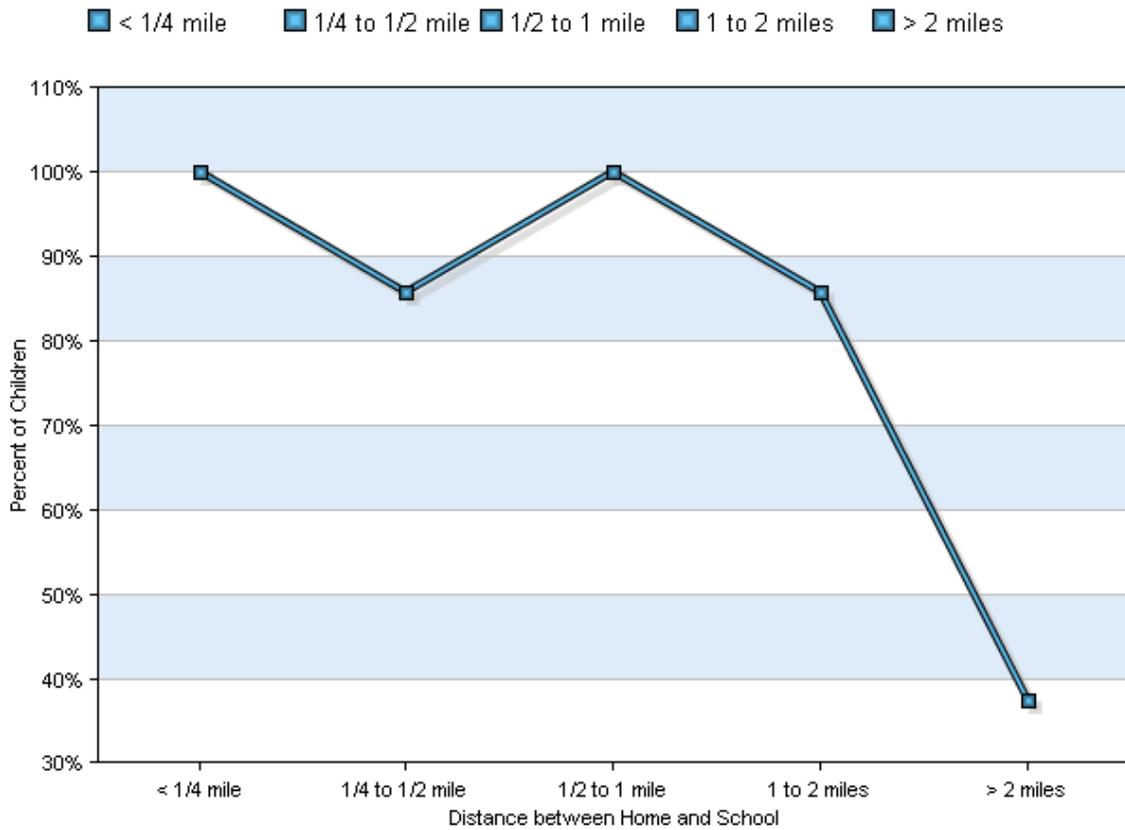
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	0%	33%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	9	44%	0%	22%	22%	11%	0%	0%
1/2 mile up to 1 mile	7	71%	0%	14%	0%	14%	0%	0%
1 mile up to 2 miles	8	13%	0%	75%	13%	0%	0%	0%
More than 2 miles	24	0%	0%	96%	4%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

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

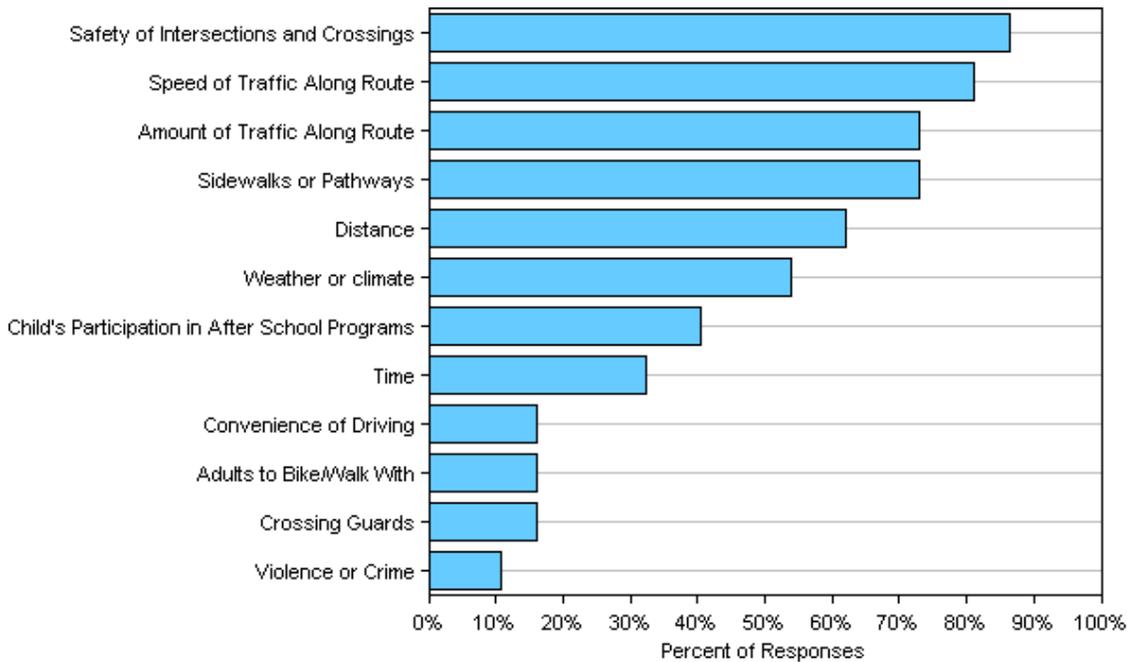


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

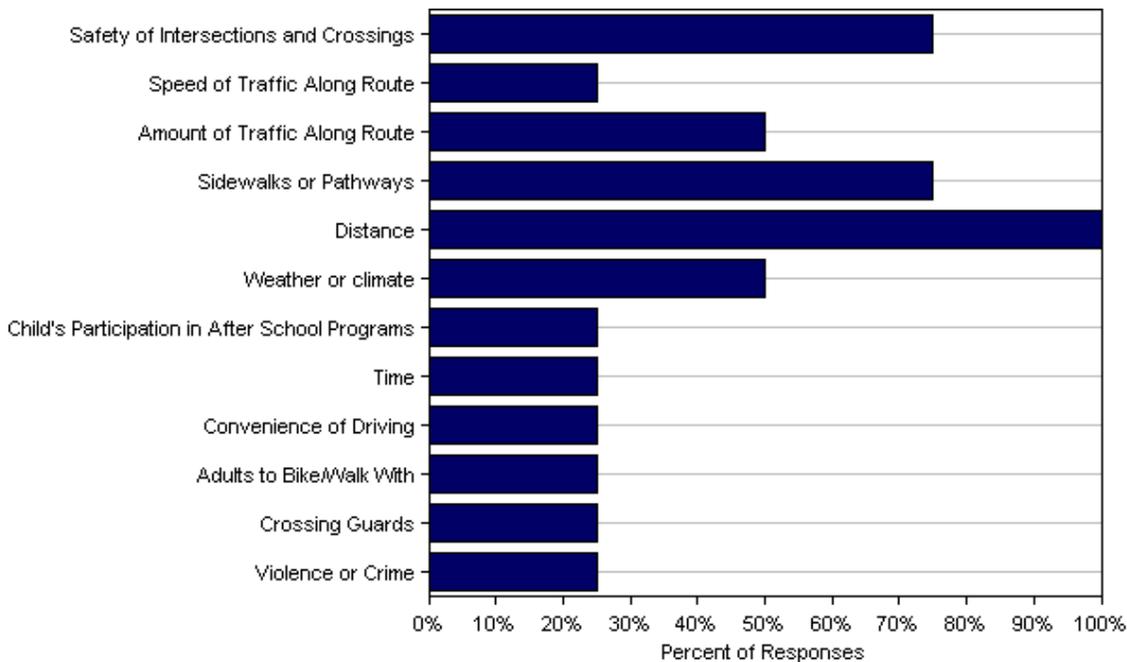
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	31	100%	86%	100%	86%	38%
No	17	0%	14%	0%	14%	63%

Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	86%	75%
Speed of Traffic Along Route	81%	25%
Amount of Traffic Along Route	73%	50%
Sidewalks or Pathways	73%	75%
Distance	62%	100%
Weather or climate	54%	50%
Child's Participation in After School Programs	41%	25%
Time	32%	25%
Convenience of Driving	16%	25%
Adults to Bike/Walk With	16%	25%
Crossing Guards	16%	25%
Violence or Crime	11%	25%
<b>Number of Respondents per Category</b>	<b>37</b>	<b>4</b>

No response: 12

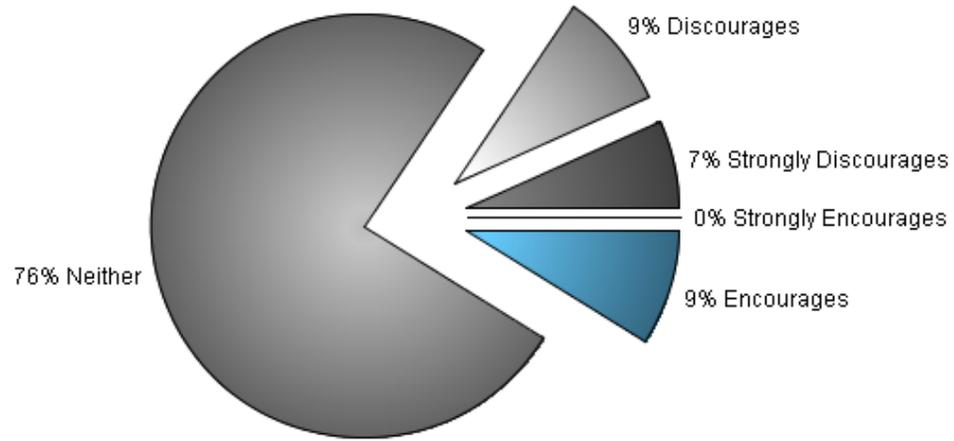
Note:

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

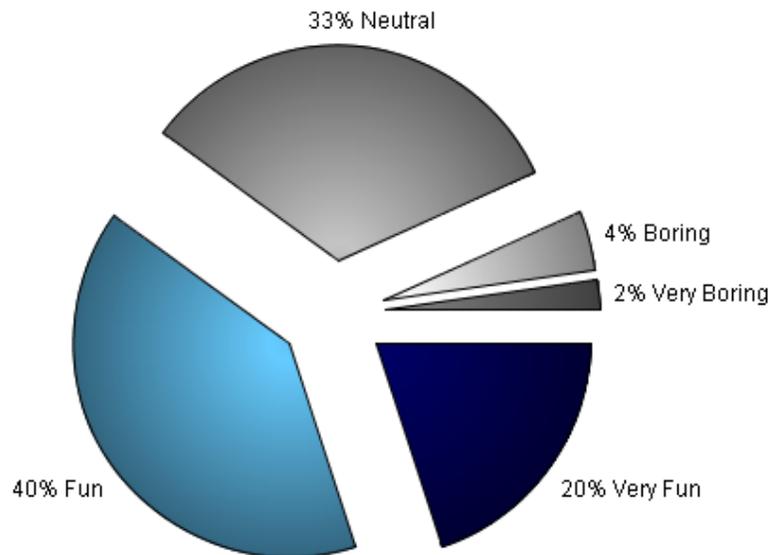
--Each column may sum to > 100% because respondent could select more than issue

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

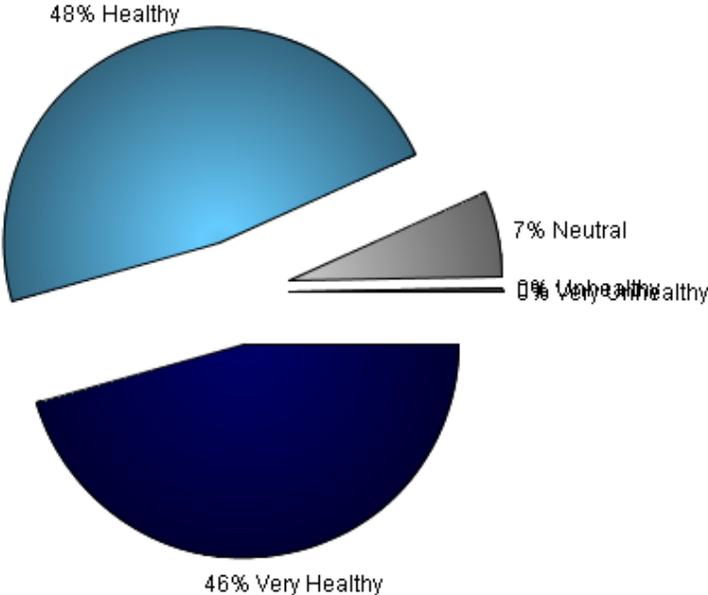
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



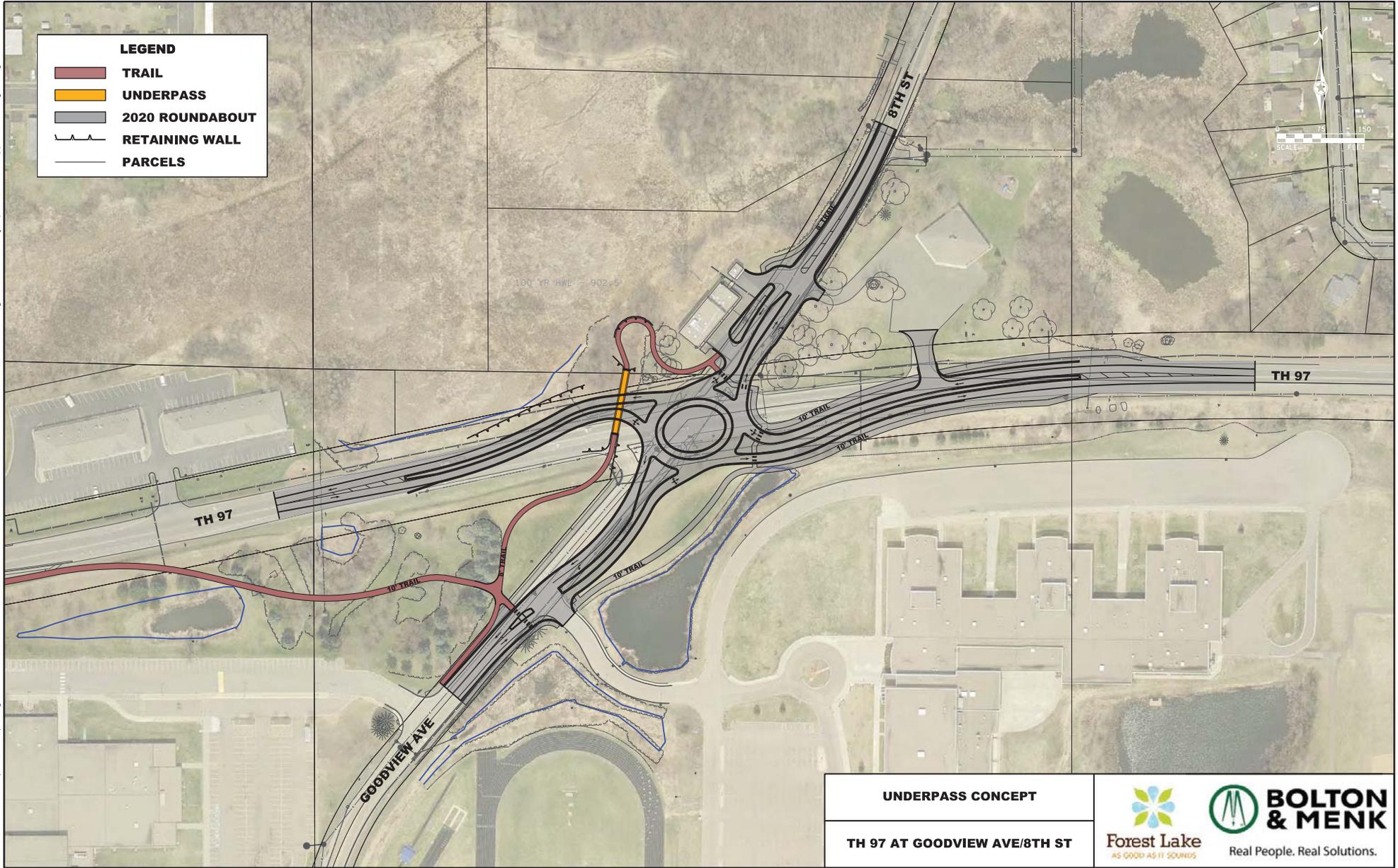
Parents' opinions about how healthy walking and biking to/from school is for their child



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**LEGEND**

-  **TRAIL**
-  **UNDERPASS**
-  **2020 ROUNDABOUT**
-  **RETAINING WALL**
-  **PARCELS**



**UNDERPASS CONCEPT**

**TH 97 AT GOODVIEW AVE/8TH ST**





# Forest Lake

AS GOOD AS IT SOUNDS

July 9, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

RE: Forest Lake Safe Routes to School Regional Solicitation Application  
TH 97 at Goodview Avenue

Dear Mr. Udem:

The City of Forest Lake supports the advancement of the Goodview Ave/8<sup>th</sup> Street SE Safe Routes to School improvements at MN Highway 97. While this intersection has been identified for upgrades, needed pedestrian and bicycle facilities to support the City's and the School District's Safe Routes to School Plan have not been identified. The documented safety deficiencies of this intersection, which serves as the main entrance to both Forest Lake High School and Century Junior High School, must be resolved.

As such, the City is applying to the Regional Solicitation program for federal transportation funding to construct a pedestrian underpass of Highway 97 and associated sidewalk/trail connections, all of which will be ADA compliant. These improvements are consistent with the City's Parks, Trails, and Open Space Master Plan, providing missing connections in the City's trail network that will facilitate connections between key community resources (i.e. schools), growing neighborhoods, and regional trails.

The proposed project improvements will greatly enhance safety for students walking or biking to and from the middle school and high school. The proposed project will also support projected population and traffic growth in the City. The City of Forest Lake will act as the legal sponsor for the Safe Routes to School improvements at the Highway 97 and Goodview Ave/8<sup>th</sup> Street SE intersection and will ensure matching funds and adequate construction of the proposed project.

Sincerely,

Ben Winnick  
Mayor, City of Forest Lake



**Board of Commissioners**

Fran Miron, District 1

Stan Karwoski, District 2

Gary Kriesel, Chair District 3

Jack Lavold, District 4

Lisa Weik, District 5

July 3, 2018

Ross B Tillman P.E.  
Transportation Project Engineer  
Bolton & Menk, Inc.  
12224 Nicollet Avenue  
Burnsville,

RE: Letter of Support for Regional Solicitation funding, Safe Routes to Schools (SRTS), for a pedestrian underpass at Trunk Highway (TH) 97 / Goodview Avenue in the City of Forest Lake

Dear Mr. Tillman,

Over the past decade, Washington County, Forest Lake Schools, the City of Forest Lake and MnDOT have been working to provide a trail network in the Forest Lake area. These efforts have included planning for safe access to the schools along TH 97, TH 61 and Goodview Avenue. We understand this project is an underpass for trail users to safely cross TH 97 under the west leg of the future round-about. The trail will close a gap in the existing trail network and will link to the Hardwood Creek Regional Trail. These improvements are consistent with the Washington County's plans and policies.

Washington County supports funding for this SRTS project. As traffic increases along the TH 97 corridor, trail connections to Forest Lake schools will become more important. This trail link will help promote active living by providing safe access to destinations for active transportation users.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Kriesel".

Gary Kriesel  
Washington County Commissioner, Chair  
District 3

A handwritten signature in black ink, appearing to read "Fran Miron".

Fran Miron  
Washington County Commissioner  
District 1



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

July 6, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

**Re: Letter of Support for City of Forest Lake  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for  
MN 97 Safe Routes to School Improvements Project at Goodview Av./8<sup>th</sup> St. SE**

Dear Mr. Udem,

This letter documents MnDOT Metro District's support for Forest Lake's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the MN 97 Safe Routes to School Improvements Project at Goodview Av./8<sup>th</sup> St. SE.

As proposed, this project would impact MnDOT right-of-way on MN 97. As the agency with jurisdiction over MN 97, MnDOT will support Forest Lake and will allow the improvements proposed in the application for the MN 97 Safe Routes to School Improvements Project. Details of a future maintenance agreement with the City of Forest Lake will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

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

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

If you have questions or require additional information at this time, please reach out to your Area Manager at Adam.Josephson@state.mn.us or 651-234-7719.

Sincerely,

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

Scott McBride  
Metro District Engineer

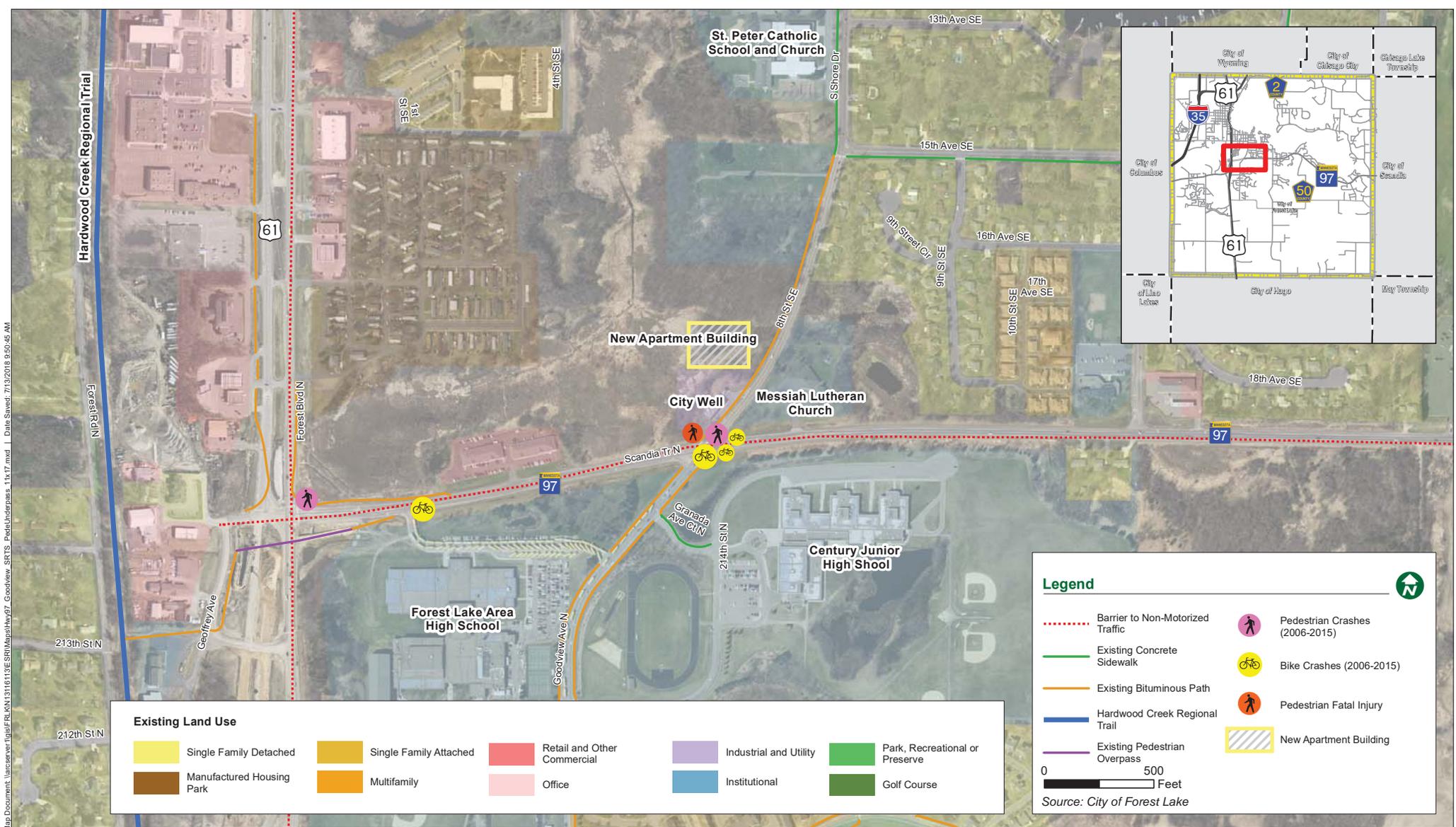
CC: Adam Josephson, Metro District East Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer



# Highway 97 / Goodview Ave SRTS Pedestrian Underpass

Forest Lake City of Forest Lake, MN  
AS GOOD AS IT SOUNDS

Current Conditions  
July 2018



Map Document: \arcserver\img\FRL\K11131151\DESIGN\Map\Highway97\_Goodview\_SRTS\_PedUnderpass\_1kx17.mxd | Date Saved: 7/13/2018 8:50:45 AM

Existing Land Use					
	Single Family Detached		Single Family Attached		Retail and Other Commercial
	Manufactured Housing Park		Multifamily		Office
	Industrial and Utility		Institutional		Park, Recreational or Preserve
	Golf Course				

**Legend**

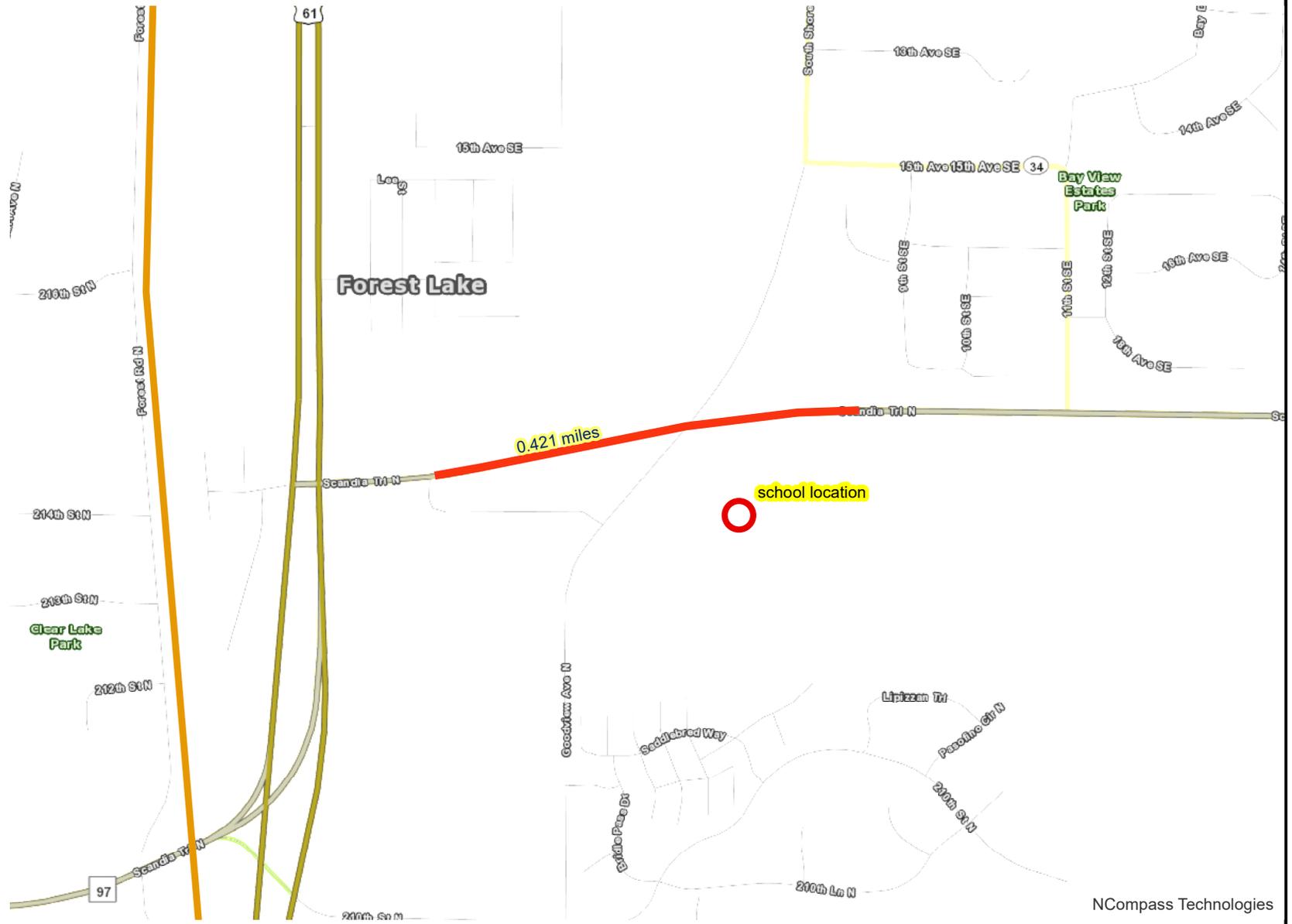
- Barrier to Non-Motorized Traffic
- Existing Concrete Sidewalk
- Existing Bituminous Path
- Hardwood Creek Regional Trail
- Existing Pedestrian Overpass
- Pedestrian Crashes (2006-2015)
- Bike Crashes (2006-2015)
- Pedestrian Fatal Injury
- New Apartment Building

0 500 Feet

Source: City of Forest Lake

# Project to RBTN Orientation

Safe Routes to Schools Project: Forest Lake SRTS TH 97 Goodview/8th Seg 1 | Map ID: 1530112644471



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



Created: 6/27/2018  
LandscapeRSA6



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



NCompass Technologies

# Socio-Economic Conditions

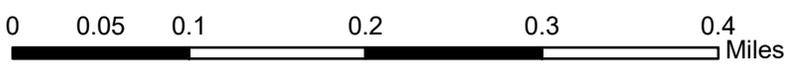
## Results

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



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/27/2018  
LandscapeRSA2



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



Compass Technologies

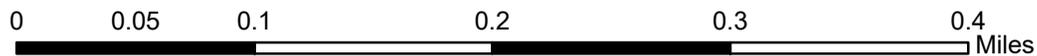
# Project to RBTN Orientation

Safe Routes to Schools Project: Forest Lake SRTS TH 97 Goodview/8th Seg 2 | Map ID: 1530112900141



NCompass Technologies

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



Created: 6/27/2018  
LandscapeRSA6



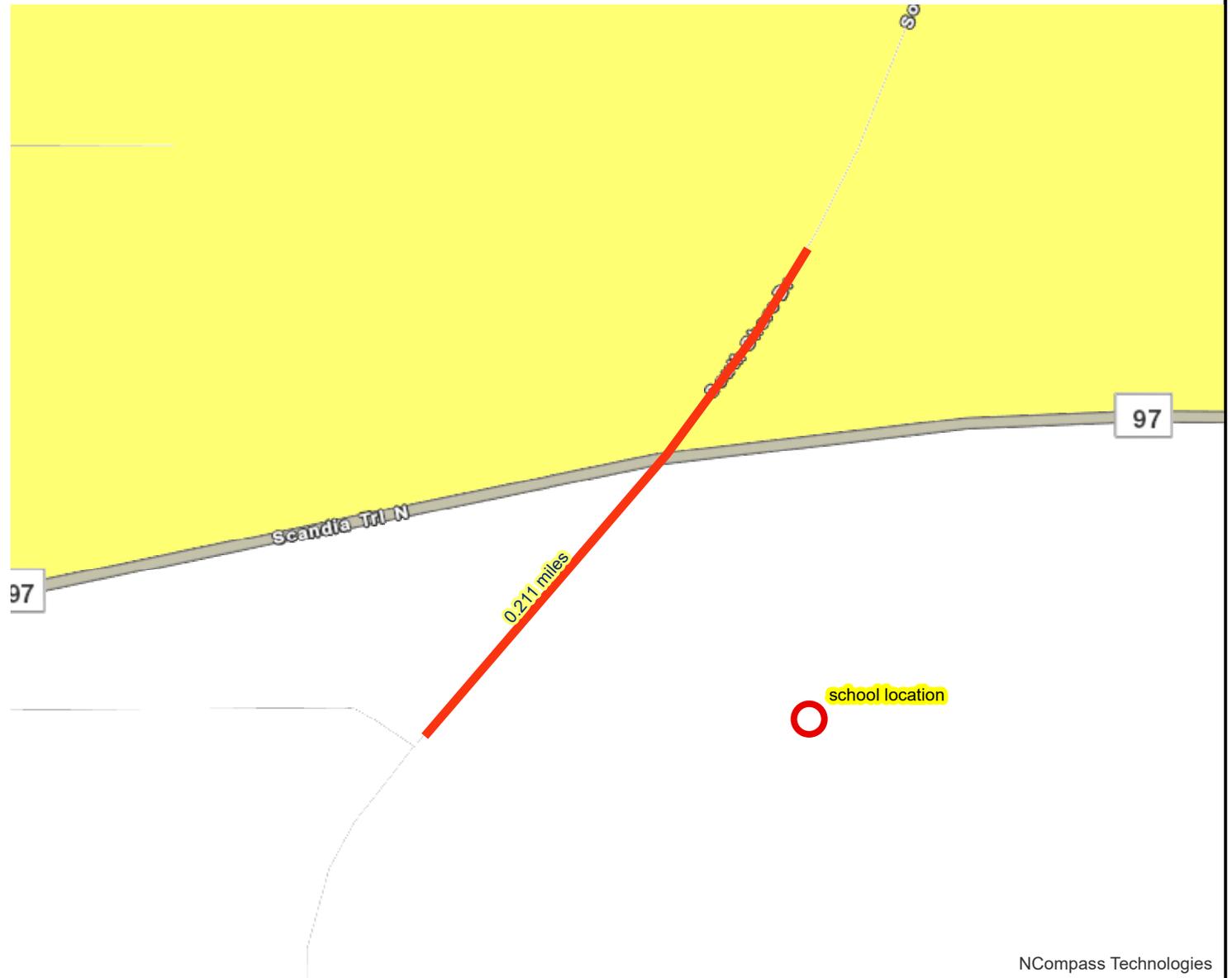
For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Socio-Economic Conditions

## Results

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



- Project Points
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- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/27/2018  
LandscapeRSA2



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

NCompass Technologies



# Forest Lake Safe Routes to School (SRTS)



## Project Location:

City of Forest Lake in Washington County at Hwy 97 and Goodview Ave/8<sup>th</sup> Street intersection



## Application Category:

Bicycle and Pedestrian Facilities – Safe Routes to School



## Funding Information:

**STP Requested Award Amt:**

\$1,000,000

**Local Match:** \$260,000

**Project Total:** \$1,260,000



## Project Benefits:

- Addresses many deficiencies and safety issues in an area serving several school facilities
- ADA compliance
- Direct connection to designated RBTN Tier 1 Alignment and Hardwood Creek Regional Trail
- Integrates and extends existing and planned infrastructure
- Reduces conflict points and crash potential at key intersection

## Project Description

Forest Lake is a growing community in northern Washington County with several major roadways intersecting the City, including I-35, TH 8, TH 61 and TH 97. Forest Lake Area High School and Century Junior High School are located along the south side of TH 97, on the west and east sides of Goodview Avenue. Together, these schools serve over 2,700 students. Currently, there are no continuous sidewalks or trails connecting these schools to the surrounding neighborhoods. Children must walk and bike on the shoulders of TH 97 and wait for a gap in traffic to use the crosswalk on TH 97 between Goodview Ave and 8<sup>th</sup> Street segments.

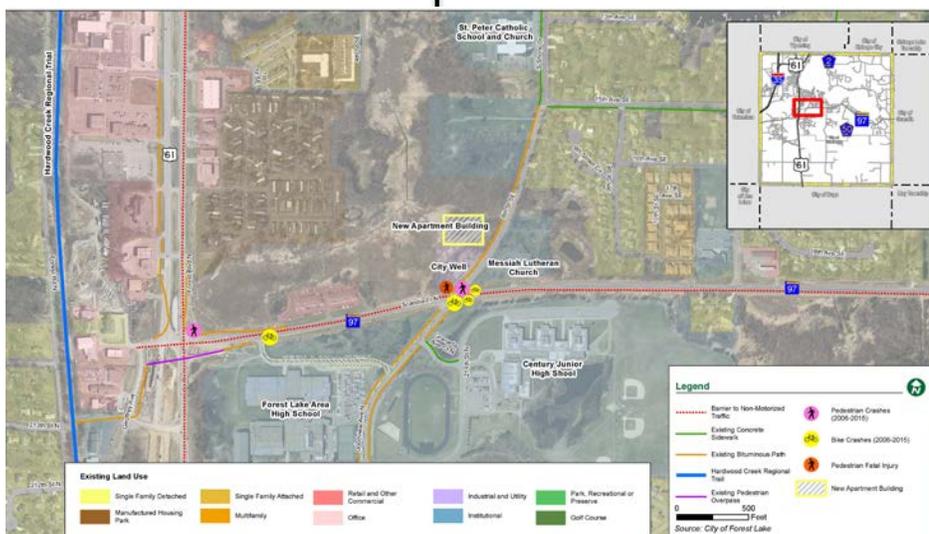
## Deficiencies and Safety

The Hwy 97/Goodview Ave intersection has several challenges for pedestrians and bicyclists: long crossing distance (120' to 135'), high speed traffic, heavily skewed intersecting roadways limiting driver sight lines, and distracted drivers who fail to yield to pedestrians in the marked crosswalk. These conditions result in an unsafe environment for students; there is a relatively low volume of students walking or biking to school despite the proximity of neighborhoods. There have been three bicycle and two pedestrian crashes at this intersection since 2013, including one fatal crash and one possible injury crash. *In 2016, a student was fatally hit by a car at this intersection while walking home from school, highlighting the deficiencies and need for improvements at this intersection.*

## Project Benefits

The project includes the following improvements:

- Grade-separated pedestrian underpass along the west side of the intersection.
- Trail along the west side of 8<sup>th</sup> Street from the intersection/underpass to existing sidewalk connection.
- Trail along the south side of TH 97 west of the intersection/underpass, connecting to existing regional trail facilities at Hwy 61.



In addition to providing a safe, grade separated crossing of Hwy 97 for students, this project will provide direct access to Hardwood Creek Regional Trail via the Hwy 61 overpass. Upon completion of this project, trail users will be able to cross both Hwy 97 and 61, the two busiest roads in Forest Lake, without interacting with vehicle traffic, providing access to neighborhoods, Forest Lake Area High School and Century Junior High School, businesses, and several community resources.

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

**School Name:** Century Junior High

**Set ID:** 14170

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1000

**Date Report Generated:** 01/28/2014

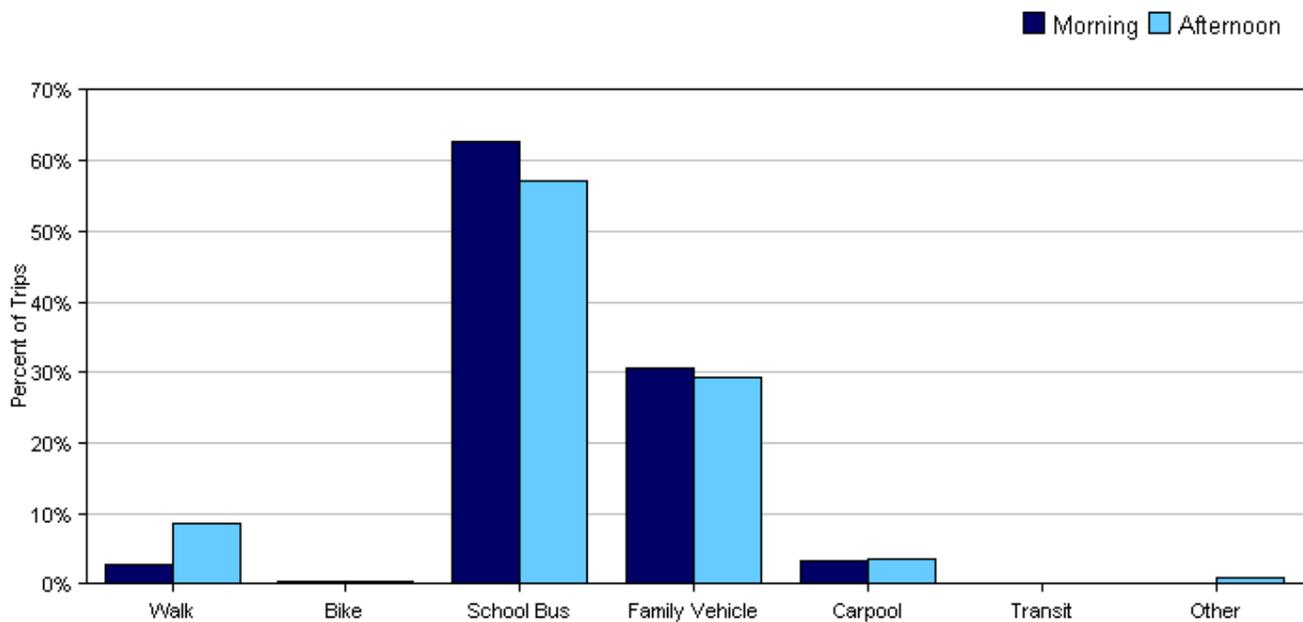
**% of Students reached by SRTS activities:** Not Applicable

**Tags:** Off-road paths - construct or improve

**Number of Classrooms  
Included in Report:** 30

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

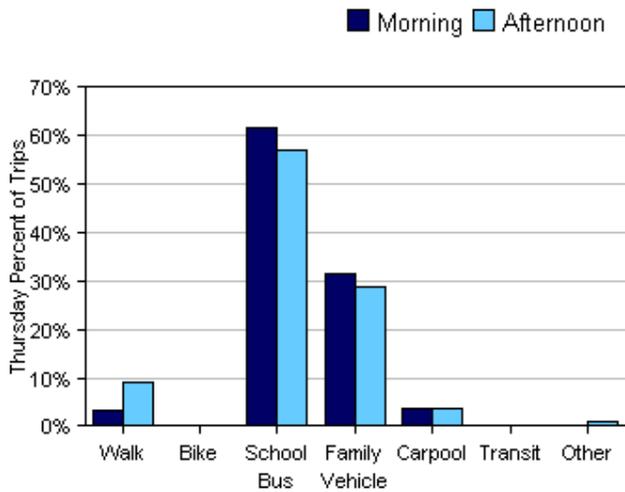
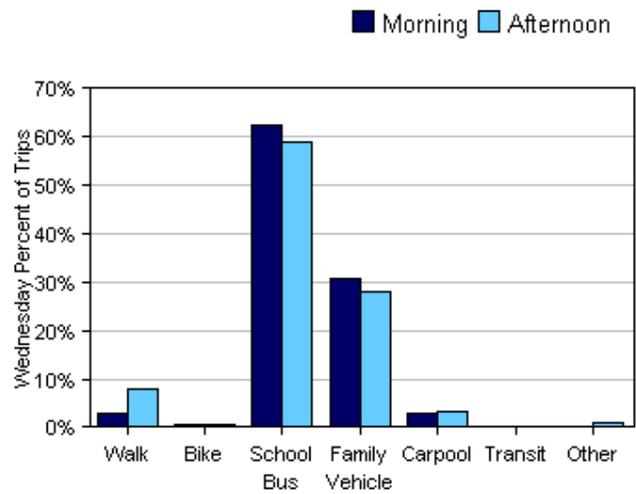
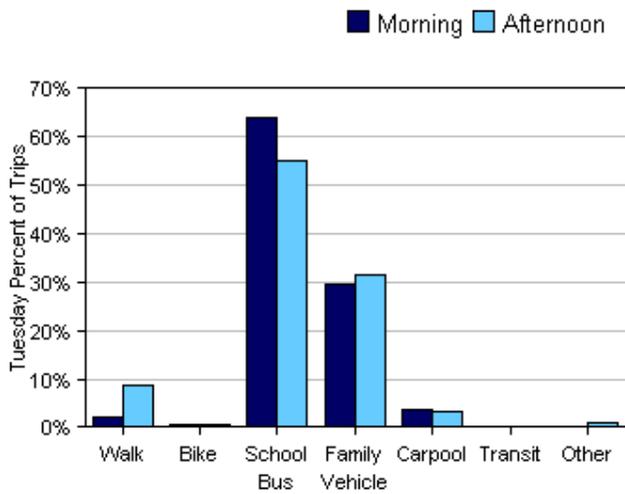


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1310	3%	0.4%	63%	31%	3%	0.1%	0%
Afternoon	1276	9%	0.4%	57%	29%	3%	0.2%	0.9%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

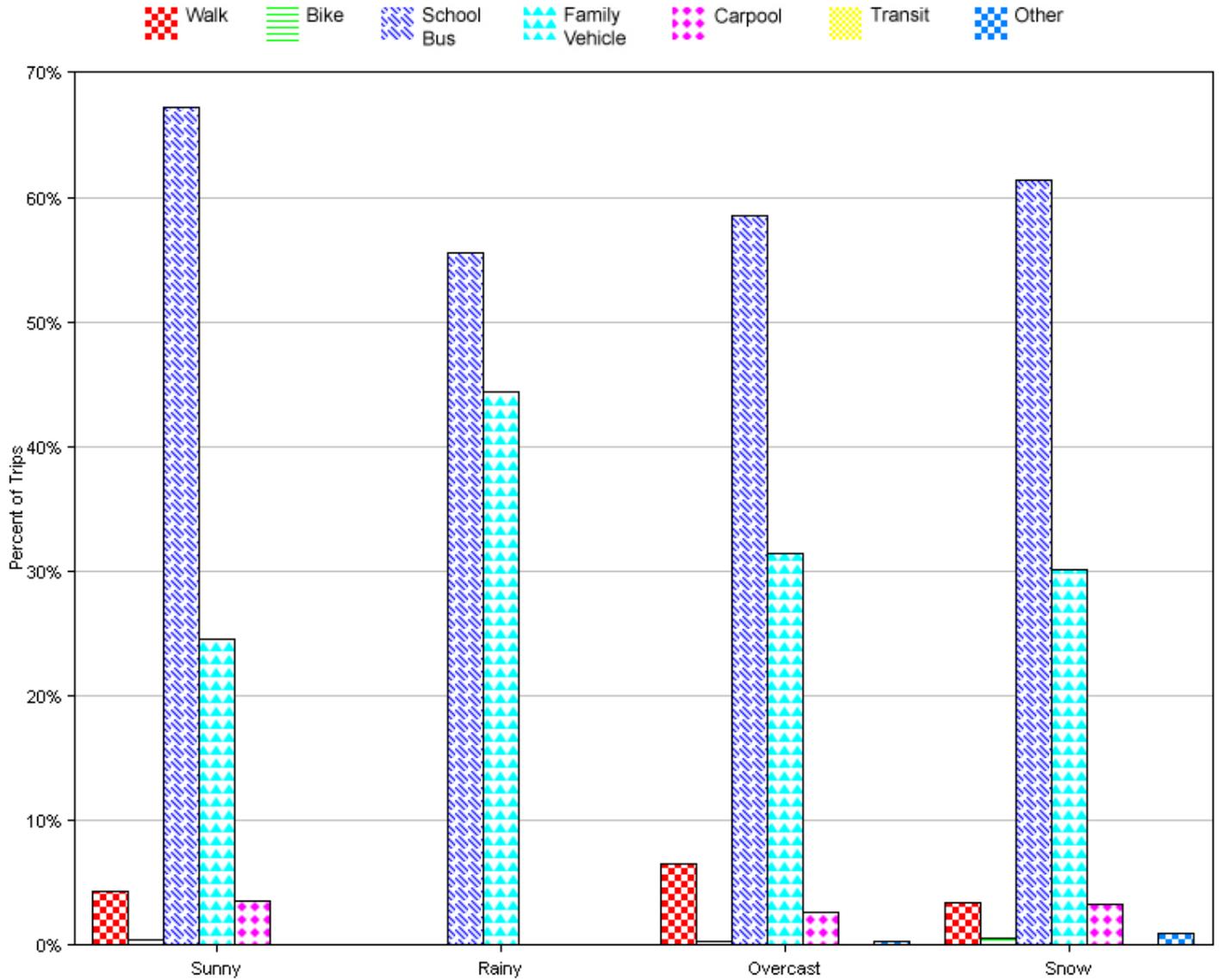


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	400	2%	0.5%	64%	30%	4%	0%	0%
Tuesday PM	399	9%	0.5%	55%	31%	3%	0%	1%
Wednesday AM	460	3%	0.4%	63%	31%	3%	0.2%	0%
Wednesday PM	462	8%	0.4%	59%	28%	3%	0.2%	0.9%
Thursday AM	450	3%	0.2%	62%	32%	4%	0%	0%
Thursday PM	415	9%	0.2%	57%	29%	4%	0.2%	1.0%

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	256	4%	0.4%	67%	25%	4%	0%	0%
Rainy	18	0%	0%	56%	44%	0%	0%	0%
Overcast	1170	7%	0.3%	59%	31%	3%	0.1%	0.3%
Snow	805	3%	0.6%	61%	30%	3%	0%	1.0%

Percentages may not total 100% due to rounding.

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

**School Name:** Forest Lake Area High School

**Set ID:** 14171

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1770

**Date Report Generated:** 01/28/2014

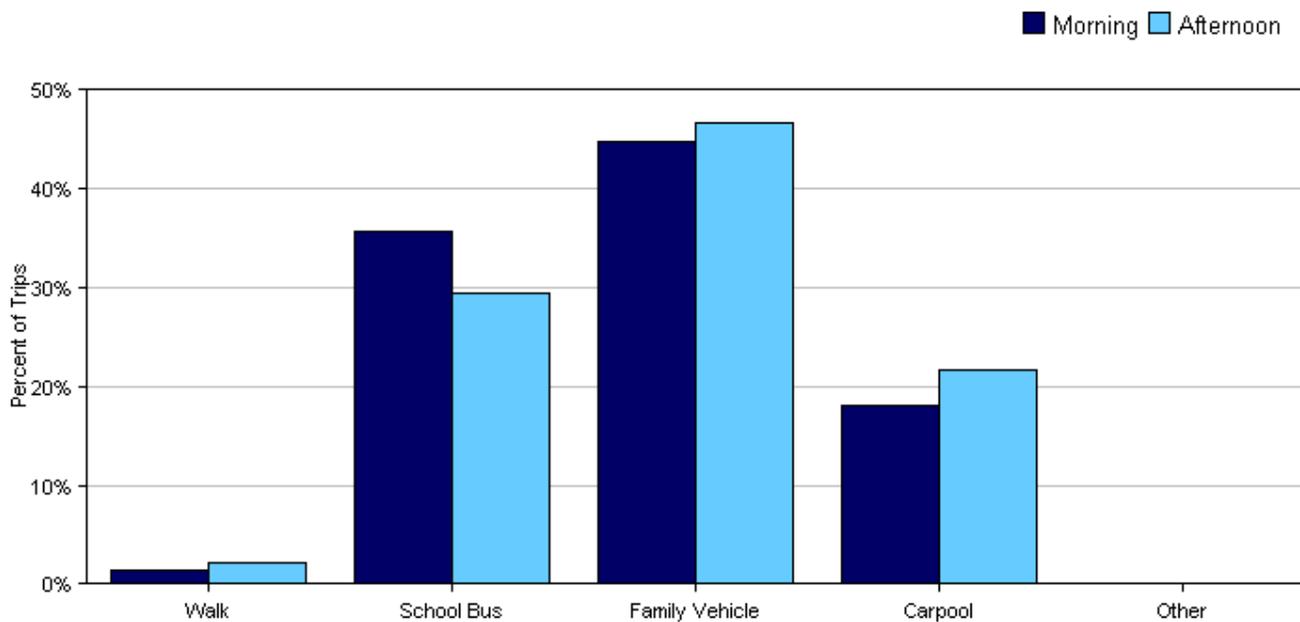
**% of Students reached by SRTS activities:** Don't Know

**Tags:** Off-road paths - construct or improve

**Number of Classrooms  
Included in Report:** 44

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

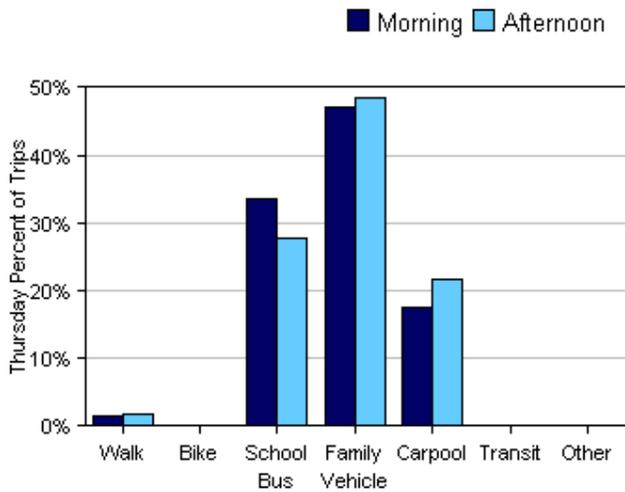
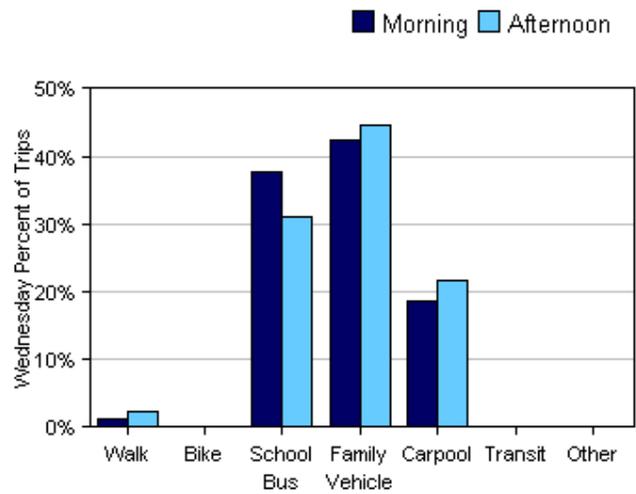
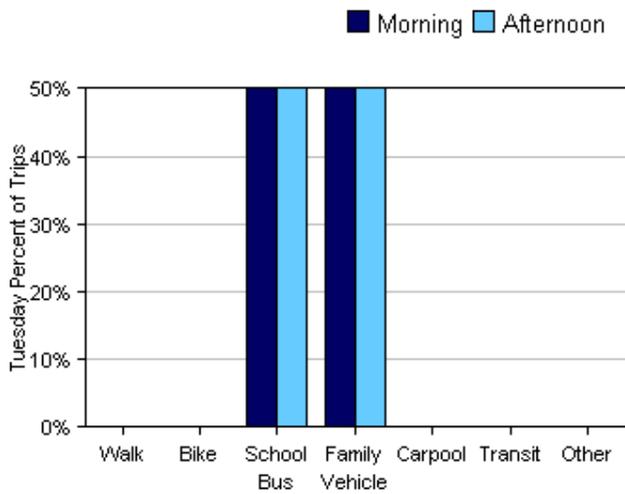


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1836	1%	0%	36%	45%	18%	0%	0.1%
Afternoon	1589	2%	0%	29%	47%	22%	0%	0.2%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

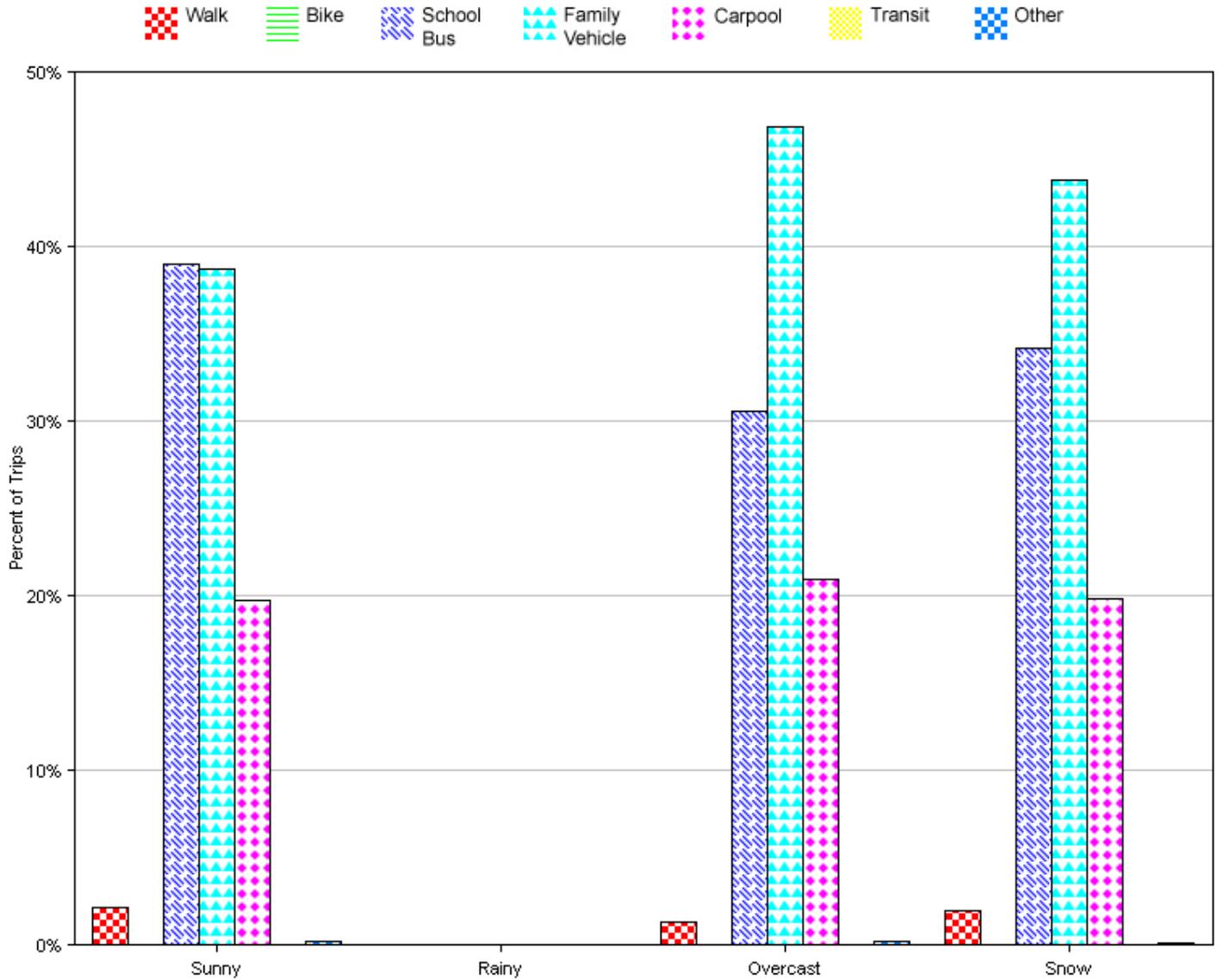


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	2	0%	0%	50%	50%	0%	0%	0%
Tuesday PM	2	0%	0%	50%	50%	0%	0%	0%
Wednesday AM	949	1%	0%	38%	42%	19%	0%	0.1%
Wednesday PM	790	2%	0%	31%	45%	22%	0%	0.3%
Thursday AM	885	2%	0%	34%	47%	18%	0%	0.1%
Thursday PM	797	2%	0%	28%	49%	22%	0%	0.1%

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	369	2%	0%	39%	39%	20%	0%	0.3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	977	1%	0%	31%	47%	21%	0%	0.2%
Snow	1022	2%	0%	34%	44%	20%	0%	0.1%

Percentages may not total 100% due to rounding.

## Comments Section

SurveyID	Comment
1127408	it is the most un safe walk there is i think for anybody to walk to century or the highschool
1127436	We live between 1-2 miles from school across highway 97. This past summer, my child rode her bike to Century for extra cirricular activities. I was very concerned for her safety at the intersection of HWY 97. If the district installed an overhead bike path, or provided crossing guards or police officers, it would increase safety tremendously. If that were accomplished you would most likely see an increased number of students from adjacent neighborhoods riding bikes. I would encourage my child to ride to school during warm months if it were safer to cross HWY 97.
1127439	If there were a dedicated, safe, walking path my daughter would absolutely walk home from school. In the early fall and late spring she would most likely bike to and from school.
1127460	I think that there should be sidewalks, and bike paths as part of the school campuses. Currently the campus at Century Jr High is not walking/bike friendly from all directions.
1127699	Too far for my child to walk or bike to school
1127719	the drop off at Century is poor with relationship to busses. There should be a traffic cop in the am. Dangerous!!
1127427	If there was a safe way for my children to walk to Century or the Highschool I would love for them to walk. They do not like riding the bus because of the long route. With HWY 97 so busy, we do not like the kids walking.
1127509	Walking to school is good and healthy as long as it is safe.
1127620	Walking/biking path along highway 97 would make a huge difference. My child would walk often if it existed and we would not worry as much when he is walking.
1127716	Both of my sons have strongly expressed the amount of noise on the bus as one of the reasons they prefer to walk. Another reason is having friends to walk home with that are allowed to walk vs riding the bus. Finally walking is quicker than riding the bus.
1127409	It would be nice if the path along goodview was plowed more frequently.
1127418	Grandparents are within walking distance, so she could go now.
1127435	My daughter was hit by a car while biking home from school while in a crosswalk at an intersection by Belz Park.
1127467	I think there needs to be a safer way for students to walk from the middle school to the high school after school. The road they need to cross is very busy with high school students leaving school. I know there is a bus but have been told by my student that often this bus is too full for her to get on. I also think that the sidewalks need to be kept clear. I've been told by my student that snow is cleared up to a certain point on the sidewalk she needs to take to get home and then they just start piling the snow there. This may be the point where the city/townhouse community starts plowing but there should never be snow piled up on the sidewalks.
1127410	My child walks when the weather permits or when others are walking and then buses when the weather is bad or he doesn't feel like walking or if no one else is walking.
1127414	Would let the kids bike if there was a walking bridge over 97 and over the road between the HS and the junior high for safe crossing. Otherwise no. There also needs to be a sidewalk on South Shore between 97 and cemetery and St. Pete's. This is where children are walking on the busy street after school, also the runners from sports travel this path. Thank you for letting us give our opinions
1127430	Bike path along Hwy 97 (toward Scandia) would be HELPFUL!!!
1127621	Sidewalk snow removal in winter could be more timely and improved. Trails on both sides of Goodview would help so kids are not hopping back and forth. Century could connect sidewalk system from rear of the school to townhouse sidewalk and help to maintain this link to Bridle Pass Neighborhood. While not a factor for us, serious consideration should be given to putting pedestrian bridges over 61 and 97. There should also be a sidewalk along 8th street so kids are not out in the street.
1127633	The mining in Scandia and the subsequent truck traffic has me terrified of kids biking on Hwy 97.
1127641	I would love for my kids to walk from school if there was more control/visibility at hwy 97 and if there was a sidewalk down South Shore Drive/ 8th Street. I like that there is bussing in the morning because it is so dark in the winter.

1127669	Not only is it unsafe to pick up and stop on Hwy 97, The times are inconsistent and they have to wait sometimes 7-10 minutes on the edge of the Hwy(unsafe and cold). transportation is inflexible about coming down our street(dead end). walking to other school to get on bus a hassle and drive times are way to long.
1127741	I think it would be more comfortable for me if there were crossing guards. I worry everyday about safety. Even though he has a cell phone and friends my main concern is strangers and cars. I don't have the means to pick him up in the afternoon and I would appreciate any improvement.
1127756	We would LOVE a bike/walk path along HWY 97 to the east of the school. I would even bike to work!
1127674	This does not pertain to our situation. We live too far from the school for my child to ever walk or bike to school. If we were closer I would maybe look into this more. But the intersection near us, Broadway and Notre Dame, had a death of a student walking to school when we were kids and it has always been a scary subject to me. Drivers are not careful enough, and with cell phone use I feel it is worse now than ever. If there were not busy roads, I would allow my child to walk or bike to school.
1127731	The intersection at Hwy 97 is terrible. Morning traffic getting out of Century is miserable and dangerous. There is no sidewalk and a terrible crossing at 97 on the in road that runs to St. Peters.
1127751	Really doesn't apply we live 13 miles from the school

## Comments Section

SurveyID	Comment
1124325	I would love for my child to bike to school. There is just too many unsafe roads and no bike paths for me to feel good about this decision.
1124330	Funny Survey - Forest Lake is one of the largest school districts in the state. Most children are bussed from over 8 local communities. On the elementary school level - this survey to track if we are willing to allow our children to walk or bike to school makes sense. But, from Junior High to High school - It does not. My child lived 9 miles from her elementary, 16 miles from Jr High and now 20 miles from the High School. At no time would I want my child to walk or bike to school due to distance, high traffic concerns, weather etc. The Federal funds available to construct safer paths and routes to schools would most likely help the elementaries due to the facts that they are closer to neighborhoods and towns. Our Jr Highs and High Schools bus children too far to make a safe bike path to school.
1124336	My daughter participates in a before school activity at the High School. I have to drive her from the high school to the junior high school in the morning. It's just across the street! I have to drive her because it's too dangerous for her to walk across the street.
1124344	We currently live about 20 miles from school so that would be way too far for her to walk, also the main hwy she would be walking/biking would be hwy 97 for 18 miles and it is a very busy hwy. and 18 miles is quite a distance.
1124354	My children have always lived too far from school to consider walking or biking. I think it is very healthy for kids to walk/bike; however, I am very concerned when I see students walking and biking in Forest Lake by any of the schools. The children are typically not following safety rules and the traffic is horrible. I do see that a better system would make school and related activities more accessible for children and families as well as decrease on the traffic of those that transport their children each day.
1124359	We are too far from jr. high to walk, but it would have been possible in elementary school, however, we did not allow it; few sidewalks, and no good crossing areas
1124362	My children live too far away from their schools to bike or walk. If the school was closer for sure they would take advantage of walking or riding bike. I rode my bike when I attended Linwood Elementary, and that started in 4th grade. I believe that choice stopped once traffic became busier on Viking and kids didn't follow the rules.
1124375	Child would have to travel hwy 97 which is very busy - I doubt very much you will run bike paths towards my house before she turns 16 and can drive. Although, it would be nice!!!
1124380	a walking and bike bridge that links Century and the H.S. , eliminating the need for kids to cross that busy road, would be wonderful!
1124383	The most dangerous areas for kids walking and on bikes is crossing the street and being on the shoulders. The worst traffic area is between the high school and middle school it's almost impossible at the beginning or end of the school day.
1124403	We live out in Columbus, 5 miles west of the western edge of Forest Lake. I would never let my children walk or bike to school. The distance is too long (15 miles) and would take them too long. If we lived within walking distance to school, and the route there were safe, I would allow it. The roads around Century and the HS are very busy. I would only allow them to walk if I lived to the North or South of the schools, not if I lived East or West.
1124425	I had a hard time answering this. Wyoming to Forest Lake, SWJH is not an easy trek. To cross hwy 61 and bike almost six miles to school doesn't seem practical. And to do it in the winter, not possible
1124428	The last 3 questions should not be included in this survey. 13 and 14 are completely irrelevant and 15 is just plain inappropriate. The decision of how my child gets to school, whether out of convenience or necessity, has nothing to do with my level of education.
1124461	My child lives too far away to bike or walk, but enjoyed biking when in grade school.
1124480	I would think if we could have more kids able to walk/bike to their schools, we would help save money in the district. We would need less busses and spend less for gas and maintenance.
1124545	I feel that we live too far away from the high school for my daughter to walk or ride bike no matter what
1124594	I have been wanting a path down Scandinavia trail or highway 97 for years
1124659	We live 4 miles from Columbus yet we get Bused 7 miles the opposite direction to Linwood? Makes no sense at all

1124665	My high school daughter usually has to pick up her brothers because of the traffic on the roads and the fact that there are no paths for walking except for on the trail which runs along highway 61 which isnt very safe for the younger kids
1124672	We live in East Bethel so walking is never an option. It would however be fair if the district would bus to Century Jr. High.
1124674	We would allow our high school children to bike to school if there was a safe way to cross from the bike trail to the high school. I have watched many mornings when students walking, or biking struggle to get across Highway 61. It is even worse if they are trying to get to the Jr. High. Once they get across 61, then they have to wait forever for traffic to get across to the Jr. High. I love the idea of promoting walking and riding bikes to school, but right now I feel that it isn't safe.
1124682	It seems to me that most parents in this area are very protective of their children and would not allow it.
1124685	there are no sidewalks for anyone to use , not just school kids, this is ridiculous, worst town I have ever lived in for sidewalks
1124709	Student has biked the MS 150 several times and bikes roads & trails with us in good weather. My decision to allow her to bike is based on her biking experience. Her basic route is Hwy 97 (high speeds, heavy traffic, lousy intersections, but wide shoulders), the new bridge at Howard Lake provides an alternate route.
1124745	We feel that from century to HS is an accident waiting to happened. Our HS daughter runs for Cc and track and it is a scary thought of those girls on the sidewalks because of the blind spots and unsafe crossings. The bus system in am at century is the worst system I have ever seen when it comes to dropping our daughter off One can sit for 20 minutes or more. Also there is a one way at the HS that is never ever followed!!
1124768	When we lived in Forest Lake my children frequently walked or rode bike to school. As they went to St. Peter's, and we were only 1/2 mile from the school, with sidewalks along the entire route, they walked/rode from kindergarten on. When we moved to Scandia, it was not an option for them to walk the 12 miles along TH 97. I allowed my children to ride the 2 1/2 miles to Scandia Elementary, as long as they were riding with another student, when they were in 5th grade
1124781	I think its a great idea and strongly encourage the district and city to pursue Safe Routes to School
1124784	Forest Lake ABSOLUTELY needs bike paths for students -- and the rest of us, too. I would LOVE to see a bike path around the lake, especially along North Shore. This is a very dangerous place to ride, yet it is the major route for us to get to town. There is not a good way to get to the Hardwood Creek Trail for a bicyclist coming from North Shore Drive, making riding through town treacherous.
1124826	Stop wasting tax dollars for stupid projects and ideas.
1124919	I am always worried about the kids I see walking along Highway 61 to and from school. It is very dangerous and I feel like the bike path is completely out of the way for them to use. That is my main concern even though it does not affect my children.
1124921	Hardest part is crossing GoodView to get to the High School. Too much traffic and people do not stop for kids crossing there.
1124923	In the winter the paths between Century and Bridal Pass development are not always plowed or shoveled. That makes it more difficult for my child to walk safely.
1125092	There should have been trails/sidewalk provided years ago. It's a no brainer. City is terrible about plowing curb to curb to allow pedestrian traffic a safe route along 8th Ave. Also, the Junior High sidewalk along the pond leading to the school is an accident waiting to happen, especially the way the bus drivers drive so aggressively. The sidewalk per ADA laws needs to be cleared of snow and isn't always clear. A person in a wheel chair could not safely navigate that route leading up to Century all of which I pointed out to the Principal who didn't respond to my e-mail a few years back
1126611	I am glad you sent this survey. It is long overdue. I have lived in Forest Lake for 15 years. I have Freshman in college and junior in high school. The conditions for walking or biking to Century Junior high and the High School from our house ( which is just North of the high school) is unsafe. South Shore Drive/8th ave doesn't have walking paths but for a short time by St Peters. My son James did get hit by a car on this road after school one day. There are a lot of kids that cross hwy 97 to get go North on South Shore/8th and then have to walk on the street with no shoulder. This is a thorough fair for busses and high school student drivers and is very dangerous before and after school for students walking or biking. Crossing highway 97 is also very dangerous both in the morning and afternoon due to the high volume of traffic passing through and the speed. Additionally speed limits on the road between both schools is 35 mph. This is too fast during school hours. My suggestions. 2 walking bridges - 1 from century to high school - Currently, for after school sports the schools busses kids from century to the high school which is 1/8th of mile away&to keep the kids safe. 2nd walking bridge at the stoplight of 97 and 8th st/south shore drive (Just north of the schools) 2 -Walking paths/lanes for bikers and walkers on south shore drive/8th street just north of high school. As a parent when my children were in junior high either walking or biking to school&l would be praying for there safety as it was such a dangerous route. Thank you for considering. Janel Moeller 956 10th Ave Se Forest Lake, MN 55022

1126647	Our daughter's high school is about 7 miles from our home, so walking/biking isn't really an option.
1124307	While we live 5 miles from school, our church is only about a quarter mile away. If there was a sidewalk, we'd have had our kids walk to church some afternoons from school, but we never felt safe about them walking along Hwy. 97.
1124309	We do not live within walking distance to our Elementary school. I think that walking is a great option if we lived closer we would as long as it was safe with patrols and safe sidewalks. Lino Lakes is on a busy road.
1124358	My 9th grader who is no longer a FL student would walk 5 miles from southwest home because otherwise it would take him an hour with the transfer to the HS It's quote dangerous with all the hwy in the area. I worry about the kids safety.
1124385	We live too far for walking or biking to school to even be an option for our children. An issue I believe needs to be addressed however is when the kids walk to/from the high school to Century Junior Hlgh. It is very dangerous.
1124398	We simply live to far away to consider letting our son walk or bike to/from school
1124516	A bike/pedestrian path between Century and the high school would be great.
1124520	The only bus that will take my son to school in the morning goes to Southwest Jr High...not Century and the school district doesn't allow a bus between the two. So all residents in our area have to drive their middle school child to school. It's costly and time consuming for us as parents. Especially when a bus takes him home but won't take him to his school.
1124525	crossing hwy 97 to jr and sr high is poorly marked. Also heading across 97 to the north is not a safe road to walk on. Sidewalks are good by schools then get bad across 97 towards St. Peter's church
1124531	When our children were in elementary school at Wyoming they started walking/riding bike in 3rd grade. We were about a mile from school. all neighborhoods and a park to go through to get there. Now in Jr High at SW. When weather cooperates they enjoy riding bike/skateboarding the 4 miles when not activities after school.
1124543	It has always concerned me that there are not appropriate routes for the children walking or biking to school, particularly those attending Century Jr. or the high school. Sidewalks are few and far between, and if a child lives on the west side of Hwy 61, and walks/bikes, crossing is a dangerous venture. There should be walking bridges from the bike path over hwy 61 to safely arrive at the schools. It escapes me as to why this was not considered when the school was built and especially with the new housing in that area up and coming.
1124551	Goodview Avenue in Wyoming near park and along whole road is in desperate need of a sidewalk. There is plenty of easement area for building. The road has NO shoulders for the busy neighborhood kids.
1124579	I hope your not planning on dropping busing kids need this.
1124596	We lived approximately 10 miles from the kids elementary school and about 8 miles from the high school...too far to walk at any circumstance.
1124598	We live too far to allow our kids go to all the schools. Will continue to take the bus, it's the most convenient way. Even driving to school on occasion is a traffic jam.
1124675	giving a child independence and responsibility are important to ones personal growth and self confidence sure can help too
1124803	Our city is not a place that allows for safe walking and biking in many areas. Making changes to this would be good not only for students, but for the community as well.
1124878	We live 15 miles from school, to far to bike.
1124880	I live in Scandia not Forest Lake, but wish Forest Lake would collaborate with the other cities within the District to provide a trail to connect Scandia Elementary with Forest Lake High school along Highway 97. That would provide a very safe route to both schools for a lot of kids. It would be very impressive.
1124884	For my family it is to far to do either. My high schooler pays for parking in H.S. lot. this lot is terrible. The price for parking is a higher amount than any school of ever heard of. He drives to go to work after school. He would be late for work otherwise.
1124960	My children are walking to and from school buildings often because of after school activities. I transport them to and from school very often due to after school activities and health care appointments as well as our family school involvement.

1124996	We live in Scandia, so biking to Forest Lake High School would only happen if there was a bike trail along the distance of Hwy 97. I would love to see better biking conditions so that kids could bike to school and to friends houses. I hesitantly allowed my kids to bike to Scandia Elementary when they were younger, but I always worried about the traffic on Hwy 97. The east side of Forest Lake and all of Scandia provide extremely unfriendly conditions for bikers. The speed along Hwy 97 is too fast for safe biking in the shoulder, plus the shoulder disappears in many areas to become a passing lane -- very dangerous, particularly after sundown or during bright sun. I would love to see improvements made to encourage more kids to bike to school.
1125015	Intersection needs to be fixed absolutely
1126621	My son is probably too old to bike to school. He drives daily. It's much faster and more convenient for him.
1126649	Intersections are my biggest concern when considering biking to school. My second concern would be bike safety/security at school along with bikes being stolen or vandalized.
1127660	This survey is kind of confusing. I'm not sure if I'm supposed to fill this out for my Sr High student or for my kids who are under 8th grade. I filled it out from the perspective of my Sr High student.
1127709	You did not cover the issue of proper/safe lighting along routes. This is important should a student stay after school during the time of year when there is less daylight. For secondary students it's often dark during the morning commute, too.
1124713	this is not confidential when asking where i leave - what my education status is?! insulting! comes down to my childs saftey is the bottom line!!
1124310	We live in Lino and our daughter goes to school in FL. Walking/Biking is not an option due to distance. We did let her bike to and from Lino Elementary in 5th and 6th grade.
1124326	Many Forest Lake students walk or bike along and/or have to cross a busy highway (97 or 61) to get to our public schools. It is very dangerous! I hope the funding is granted for the safety of our kids.
1124346	We live too far for our children to bike/walk to school. If we lived in the area, I probably would feel more comfortable with dropping and picking them up.
1124463	While we agreed our kids can walk to school, the intersection of 61 & 97 provides an unsafe route so anything that can be done to fix this is appreciated. Although our kids graduate in 2015 & 2017.
1124584	a pedestrian bridge over hwy 61 is needed to connect the school with the biking trails west of Hwy 61
1124605	The issue I have is with how they do transportation in this town. Shuttle bussing is ridiculous and no kid should be walking from one school to the next for the bus. The busses need to be right in front of the school the child goes to. I remember a child that went missing because of this confusion.
1124663	We generally live too far to walk or bike from SWJH but school to home isn't the only route important to us. One parent in our family works in Forest Lake so our daughter walked and/or bikes from SWJH to that location on 11th AV SE more frequently that going home. Improving the safety of the routes within town will serve those of us who live outside of town too.
1124666	We generally live too far to walk or bike from SWJH but school to home isn't the only route important to us. One parent in our family works in Forest Lake so our daughter walked and/or bikes from SWJH to that location on 11th AV SE more frequently that going home. Improving the safety of the routes within town will serve those of us who live outside of town too.
1124668	We generally live too far to walk or bike from SWJH but school to home isn't the only route important to us. One parent in our family works in Forest Lake so our daughter walked and/or bikes from SWJH to that location on 11th AV SE more frequently that going home. Improving the safety of the routes within town will serve those of us who live outside of town too.
1124711	We live 25 minutes by car to school, so it is hard to answer this for my child. If we lived within a mile of school, I feel walking or biking would be a great healthy option if safe paths were available to the school.
1124809	Other reasons my daughter drives to school -- to transport other siblings and persistent back pain from too much walking.
1124999	Ability to cross Goodview between the Century Jr High and the High School would be a great improvement.
1126627	My children walk through a yard to the parking lot at school, which they have to walk through to get to the door. My concerns are that they may get hit by a car in the lot or face the possibility of abduction. I currently have two children in elementary school who can walk together, but next year only one will be, and I wouldn't allow her to walk alone under any circumstance.

1124320	Given my location to the school and the roads my child would need to travel, I would be VERY uncomfortable allowing him to walk or ride a bike. When he gets his license, I would allow him to drive - but never walk or bike from our house. The roads are too heavily traveled at high speeds.
1124334	The only time he asked to walk from school is when he is going over to a friends house which is close to school.
1124348	Asking what the highest level of education that I have is ridiculous. The parents' education does not effect their answers or the way in which they answered the survey.
1124349	A connection from the Hardwood Creek Trail to Forest Lake High School would greatly improve safety. Students currently need to cross US-61 at MN-97. While this is a controlled intersection, there have been accidents, injuries and deaths at this intersect.
1124437	The traffic between CJH and FLAHS is the scariest part of their commute - even in a car.
1124485	The road leading north from the high school is used frequently by students. Once they cross over highway 97, there are no sidewalks or trails. This is a very dangerous stretch if road for the students.
1124507	We have great frustration with the inability for kids to walk safely between the High School and Century Jr High School. Also, for kids that walk to the High School from our neighborhood, the crosswalks do not have crossing lights or crossing guards and there is multiple lanes of traffic on Goodview.
1124569	Both of my kids will be in the high school soon. My son will drive and won't have access to parking yet due to availability of parking passes. He will have to walk from a parking lot and cross either Hwy 61 or 97 -- both are very busy and do not have very safe crosswalks especially with the volume of traffic in the area at that time or after school activities.
1124680	I do not let any of my children walk alone. They either need to be in a group or at a minimum with someone.
1124699	Hwy 97 is a danger road to cross for students. A sidewalk is missing on 8th Street by the water center. Kids are walking in the street which makes it dangerous for students and drivers. Would love to see that improvement.
1124702	Our children attended Linwood Elementary and it wouldn't be possible from Linwood to the junior high or high school. Linwood used to allow students to bike to school when we fist moved here, but County Road 22 is very busy for bikers and walkers.
1124705	There needs to be a safer route for people walking or biking along Highway 97. People speed too much on this road.
1124728	Because of the distance to the high school, walking or biking is not realistic therefore not relevant to our family
1124783	Thank you for this survey, I now have a new perspective on this issue and am more clear on "why" I did not feel comfortable with my son riding his bike to school. Love the idea of promoting improved health and wellbeing with walking and biking, not to mention better for the environment!
1124817	We live far enough away from school that walking is not an option. The bus ride takes over 45 min. for a 10 min. commute, which is frustrating for my kids. One of the most difficult and cumbersome issues is how the students have to get from Century to FLHS, or vice versa, for after-school activities. I love that you are paying attention to safety. When our kids were in elem. school, we were able to get our bus stop changed from being on North Shore Drive, which is dangerous and busy, to a safer stop. That was very important.
1125101	unfortunately the distance we live away from the schools limits the opportunity for bike/walk. If we lived closer we would have considered this option with improved safety measures along Hwy 97 (sidewalks, crossings etc)
1124323	hwy 97 is far too busy throughtout the day. there are not enough stop lights, safe crossing areas or walking areas along the road to allow for walking of biking to school
1124341	Our elementary school is about 6 miles away. Our Jr. High is about 11 miles away and our Sr. High is about 12 miles away. Biking is not an option. The bus ride is long enough the way it is. Would be better to have smaller busses that can stop less to pick up kids so they can get to school earlier. The bus rides are way to long from our home or the school boundary's should be modified.
1124678	My daughter is intellectually disabled and gets about in aotor chair
1124808	She goes to ALC and the High School. Bus is unreliable and she had to walk many times before she got her license. I did not approve of this.
1124909	We live 15 miles away from Forest Lake, so walking or biking to school is not pratical.
1124332	We live on the edge of the school district border so I don't feel as though this survey was pertinent to my children

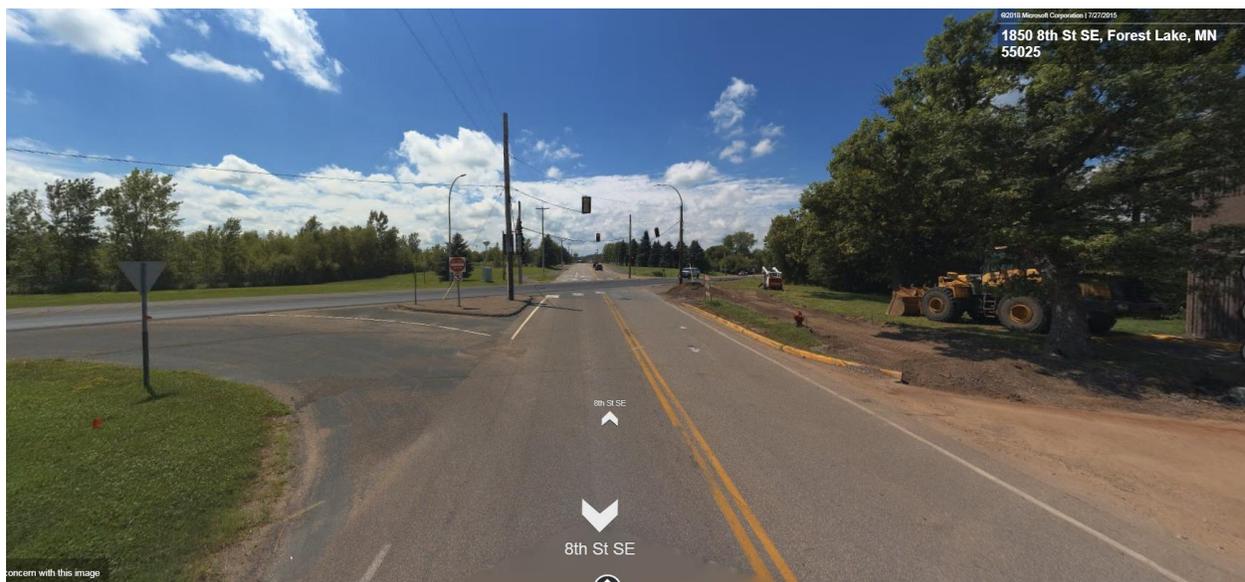
1124456	What the hell does the last question have to do with anything - this is why people hate surveys. Who needs to know this sh&?!!!!
1124500	My son would have to cross hwy 97 and 61 to get to the high school, there is no way to change that unless you make a walking bridge over those roads and I don't see that happening anytime soon,
1124566	It would be very beneficial if the walk path between the High School and Jr. High were improved to make it safer for students to go back and forth. We simply live too far to consider walking but if we did live closer, my children would love to walk to and from school.
1124592	We currently live 23 miles away from the junior and high school and 4 miles from the elementary so my children will never be walking to the school. At this point the traffic and weather in the vicinity of the schools provides an extremely dangerous setting so even if we lived closer I would not allow them to walk.
1124593	We live over 20 miles from the school and are not in any position to have our children walk there under any circumstances at this point.
1124770	This survey does not make sense when you live 6 miles from school. Biking or walking would not suffice in this case so this is not relevant to those who live too far away from the high school. Dumb, I would not pay for this to occur.
1124819	This does not really pertain to my child's transportation and the reasons we transport him ourselves.
1126626	The intersection of 97 by the HS and JR HS is very unsafe! There should be a walk path over the road. It would be used and possibly save a life a lot more than other walk paths in our town
1124328	Safe Routes to School Program is a Co.Oberstar idea to reduce childhood obesity that does not work. The issue is not lack of facilities but safety from crime. The program needs to go away.
1124419	We live in the boonies, so are not able to walk or bike to school easily. The traffic is heavy and fast and the kids would not be safe because there are no sidewalks. They would have to share the road with the vehicles.
1124357	We have always lived too far away for the kids to walk or ride a bike. My son drives, my biggest worry has been traffic at high school - all the teen age drivers and the roads crossing 61.
1124842	To bike 7 miles each way is out of the question. The time involved and the major highways involved would make it dangerous.
1124372	If we lived closer to school, I would not allow my child to walk/bike because of the dangerous intersections, lack of secure drop off sites, the congestion from all the buses and other cars dropping off their children. We have a poorly designed flow. I hold my breath when I see the kids trying to cross the street from Century to the High School or even the intersections around the schools -- very dangerous!
1124378	Our "child" is an exchange student who is only here for one year, though we do have 2 young children that will begin in the district starting next year. Unfortunately, we live 5 miles from the elementary school and 15 miles from the high school so bus or ride will probably be the only viable option unless we move.
1124599	In regards to sidewalks on 61 near the high school, I believe it would be much safer due to the inexperience of the new drivers vs. kids walking from the gas station to the school, crossing the hwy. Another possible solution - a covered overpass?
1124655	As it may be a want and need for some families this does not apply to our family. We live too far away.
1124879	My daughter and son drive to school daily so these questions do not pertain to me
1124930	I would not let my child walk to or from the high school or jr. high because it is not safe. Safe being the amount of traffic and in the winter months the City of Forest Lake doesn't keep our roads clean enough for someone to walk through.
1125095	Associate Degree
1124321	#9 ---it would depend on the distance to school We are too far away for either of them to walk to school
1124322	Way too far to consider walking or biking 15 miles to school
1124462	I feel this would be a great addition to the FL area, I have always worried about the kids walking and biking around the 61/97 intersection, along 61 or 97. I am nice to see proactivity, not wait until someone gets hurt then act.
1124482	Walking/biking is fine for less than 2 miles with safe walkways and traffic patterns. Question 12 above was really a "don't know" and questions 13-15 were N/A since my child lives too far to walk.
1124494	Our child always rides the bus, so the walking or biking questions do not apply here.

1124502	We live to far from school to walk or bike so this is a non issue for our family.
1124503	We live to far from school to walk or bike so this is a non issue for our family.
1124514	We really live too far away from the high school to consider this as an option.
1124515	We really live too far away from the high school to consider this as an option.
1124575	Waste of money. The majority of the kids in the Forest Lake school district are bussed. Quit wasting our money and raising taxes.
1124648	We live close to Century School & FLHS. My son need to cross 97 which is bot save to cross, have son starting 7th grade at Century next year would be nice for path/biking trail to be added on north side of 97 so children /parents feel save for their child to walk/ride their bike.
1124754	Difficult to answer several questions as we live on a county highway, too far for kids to walk/bike even in best of conditions
1124785	Too far for him to walk, so the survey doesn't help.
1124870	We live at least 12 miles away from our son's school so walking or biking would not be an option.
1124883	living in Marine on St Croix - 20 miles to High school most of these questions do not apply to us.
1124970	we have been very protective of this issue. So hard to cross between century and the high school and hwy 61.
1124979	With the # of people/vehicles that travel to/from Century Jr. High & the High School daily, I don't ever see walking and/or biking during those times of the day to be safe ones for anyone on foot or bike in that area. I cringe when I see those kids walking or biking out there @ those times. It's not an environment of safety for those doing so, in my opinion. They are trusting those behind the wheel that they will be seen & will know what those on foot are doing. I would never put my kids in that situation on a daily basis. Not because I don't trust my kids, it's those behind the wheel that you put your trust in & you can't do that when it comes to your child's life.

## Highway 97 and Goodview Ave Existing Conditions



Goodview Ave N traveling north. <https://binged.it/2usnnHP>



8<sup>th</sup> Street SE traveling south. <https://binged.it/2uvUNoN>

# Highway 97/Goodview Ave Intersection

View from Highway 97, traveling east

Legend





### Scandia Trail N

Highway 97 traveling east. There are no crosswalks on the east side of the intersection, which connects to Century Junior High School.

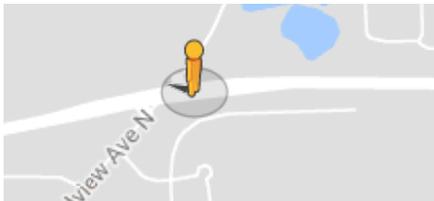


Image capture: Sep 2011 © 2018 Google

Forest Lake, Minnesota



Street View - Sep 2011





### Scandia Trail N

Pedestrians and bicyclists frequently cross at Highway 97/Goodview Ave, the only controlled intersection east of Highway 61

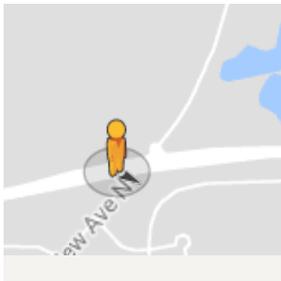


Image capture: Sep 2011 © 2018 Google

Forest Lake, Minnesota



Street View - Sep 2011





# Forest Lake

AS GOOD AS IT SOUNDS

July 9, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

RE: Forest Lake Safe Routes to School Regional Solicitation Application  
TH 97 at Goodview Avenue

Dear Mr. Udem:

The City of Forest Lake supports the advancement of the Goodview Ave/8<sup>th</sup> Street SE Safe Routes to School improvements at MN Highway 97. While this intersection has been identified for upgrades, needed pedestrian and bicycle facilities to support the City's and the School District's Safe Routes to School Plan have not been identified. The documented safety deficiencies of this intersection, which serves as the main entrance to both Forest Lake High School and Century Junior High School, must be resolved.

As such, the City is applying to the Regional Solicitation program for federal transportation funding to construct a pedestrian underpass of Highway 97 and associated sidewalk/trail connections, all of which will be ADA compliant. These improvements are consistent with the City's Parks, Trails, and Open Space Master Plan, providing missing connections in the City's trail network that will facilitate connections between key community resources (i.e. schools), growing neighborhoods, and regional trails.

The proposed project improvements will greatly enhance safety for students walking or biking to and from the middle school and high school. The proposed project will also support projected population and traffic growth in the City. The City of Forest Lake will act as the legal sponsor for the Safe Routes to School improvements at the Highway 97 and Goodview Ave/8<sup>th</sup> Street SE intersection and will ensure matching funds and adequate construction of the proposed project.

Sincerely,

Ben Winnick  
Mayor, City of Forest Lake



**Board of Commissioners**

Fran Miron, District 1  
Stan Karwoski, District 2  
Gary Kriesel, Chair District 3  
Jack Lavold, District 4  
Lisa Weik, District 5

July 3, 2018

Ross B Tillman P.E.  
Transportation Project Engineer  
Bolton & Menk, Inc.  
12224 Nicollet Avenue  
Burnsville,

RE: Letter of Support for Regional Solicitation funding, Safe Routes to Schools (SRTS), for a pedestrian underpass at Trunk Highway (TH) 97 / Goodview Avenue in the City of Forest Lake

Dear Mr. Tillman,

Over the past decade, Washington County, Forest Lake Schools, the City of Forest Lake and MnDOT have been working to provide a trail network in the Forest Lake area. These efforts have included planning for safe access to the schools along TH 97, TH 61 and Goodview Avenue. We understand this project is an underpass for trail users to safely cross TH 97 under the west leg of the future round-about. The trail will close a gap in the existing trail network and will link to the Hardwood Creek Regional Trail. These improvements are consistent with the Washington County's plans and policies.

Washington County supports funding for this SRTS project. As traffic increases along the TH 97 corridor, trail connections to Forest Lake schools will become more important. This trail link will help promote active living by providing safe access to destinations for active transportation users.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Gary Kriesel".

Gary Kriesel  
Washington County Commissioner, Chair  
District 3

A handwritten signature in black ink that reads "Fran Miron".

Fran Miron  
Washington County Commissioner  
District 1



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

July 6, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

**Re: Letter of Support for City of Forest Lake  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for  
MN 97 Safe Routes to School Improvements Project at Goodview Av./8<sup>th</sup> St. SE**

Dear Mr. Udem,

This letter documents MnDOT Metro District's support for Forest Lake's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the MN 97 Safe Routes to School Improvements Project at Goodview Av./8<sup>th</sup> St. SE.

As proposed, this project would impact MnDOT right-of-way on MN 97. As the agency with jurisdiction over MN 97, MnDOT will support Forest Lake and will allow the improvements proposed in the application for the MN 97 Safe Routes to School Improvements Project. Details of a future maintenance agreement with the City of Forest Lake will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

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

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

If you have questions or require additional information at this time, please reach out to your Area Manager at Adam.Josephson@state.mn.us or 651-234-7719.

Sincerely,

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

Scott McBride  
Metro District Engineer

CC: Adam Josephson, Metro District East Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer



**Forest Lake**

AS GOOD AS IT SOUNDS

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**Forest Lake**

**Police Department**

1408 South Lake Street

Forest Lake, MN 55025

651.464.5877

651.464.8653 fax

www.flpd.com

July 2, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 South Lake Street  
Forest Lake, MN 55025

RE: Highway 97 Forest Lake Safe Routes to School Regional Solicitation Application

Dear Mr. Udem:

The Forest Lake Police Department supports the Safe Routes to School Grant being submitted by the City of Forest Lake. The improvements at the Highway 97/Goodview Ave/8<sup>th</sup> Street intersection will enhance community walking and biking facilities and address the safety concerns that have been raised by several members of the community.

The proposed project will provide key trail/sidewalk connections, separated pedestrian crossing, and ADA improvements at this busy intersection. This will result in safer pedestrian and bicycle routes for students to travel to and from school both the middle school and the high school as well as between growing neighborhoods currently separated by Highway 97.

Sincerely,

Richard R. Peterson  
Chief of Police



**FOREST LAKE AREA SCHOOLS**  
6100 N 210th St • Forest Lake MN 55025  
(651) 982-8100 [www.flaschools.org](http://www.flaschools.org)

*Superintendent Dr. Steven D. Massey*  
*Administration & Human Resources Donna M. Friedmann*  
*Business Services Lawrence A. Martini*  
*Community Education Corey J. McKinnon*  
*Special Education Kelly J. Lessman*  
*Teaching & Learning Diane E. Giorgi*

July 9, 2018

Dan Udem  
Interim City Administrator  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

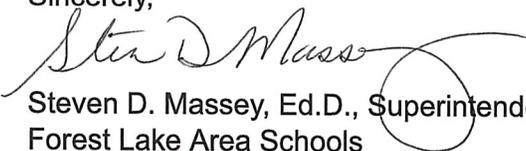
RE: Hwy 97 Forest Lake Safe Routes to School Regional Solicitation Application

Dear Mr. Udem,

On behalf of Forest Lake Area Schools, ISD 831, I am happy to express my support for the 2018 Regional Solicitation Safe Routes to School application being submitted by the City of Forest Lake. The project improvements will enhance our pedestrian facilities and address safety concerns that have been raised by parents and community members.

Thank you for your consideration of this application.  
Sincerely,

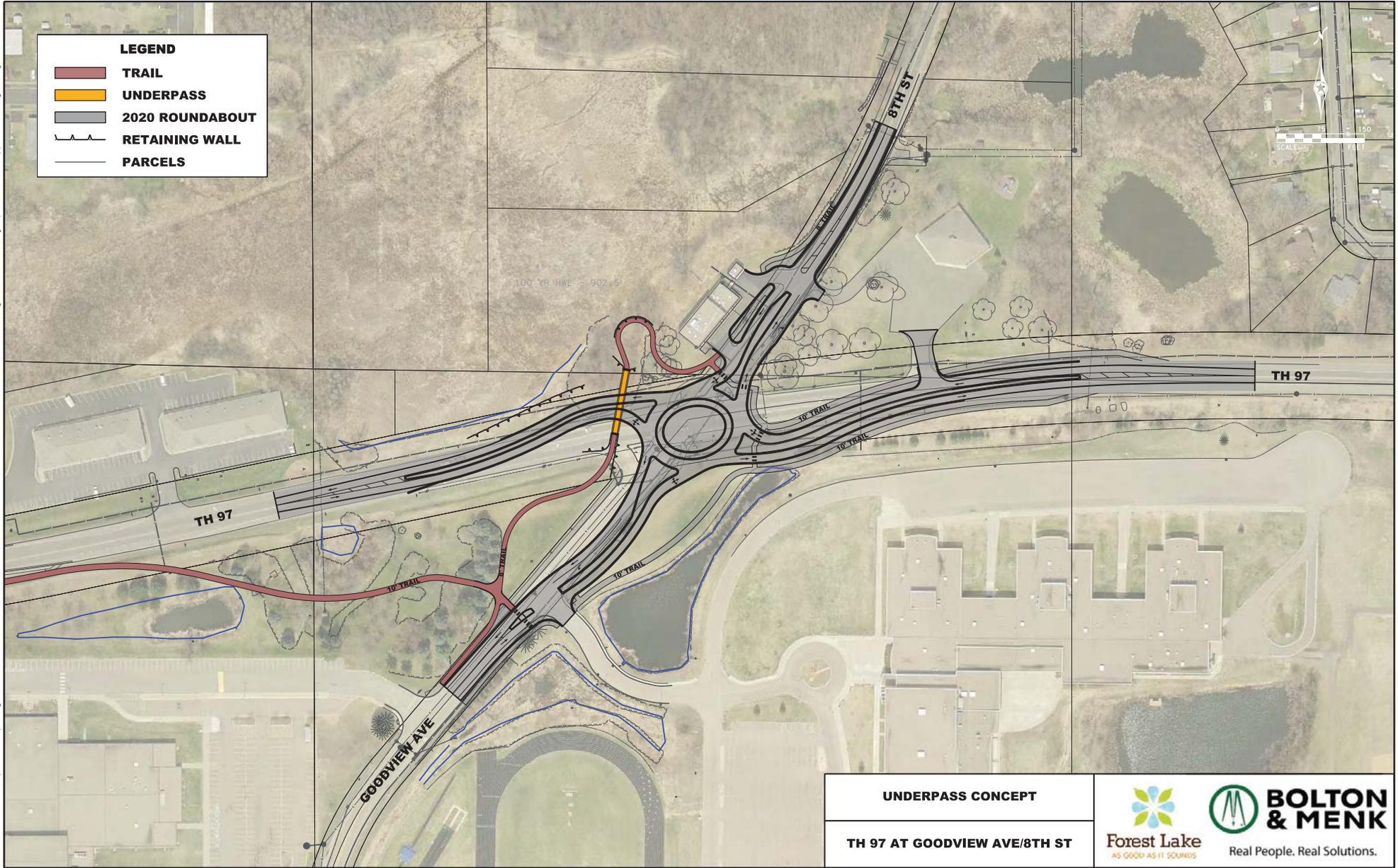
Sincerely,

  
Steven D. Massey, Ed.D., Superintendent  
Forest Lake Area Schools

crossht pdf-color.plt:cfg bmi.tbl 7/13/2018 10:54:03 AM H:\FR\K\31316113\CAD\M5\Figures\Preliminary Options\SRIS - Application Figure.dgn

**LEGEND**

-  **TRAIL**
-  **UNDERPASS**
-  **2020 ROUNDABOUT**
-  **RETAINING WALL**
-  **PARCELS**



**UNDERPASS CONCEPT**

**TH 97 AT GOODVIEW AVE/8TH ST**



# Parent Survey Report: One School in One Data Collection Period

**School Name:** Century Junior High

**Set ID:** 10976

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1000

**Date Report Generated:** 01/28/2014

**% Range of Students Involved in SRTS:** Don't Know

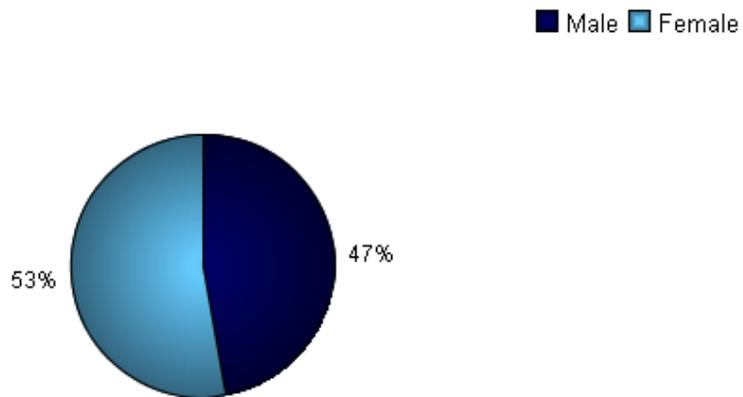
**Tags:** Off-road paths - construct or improve

**Number of Questionnaires Distributed:** 0

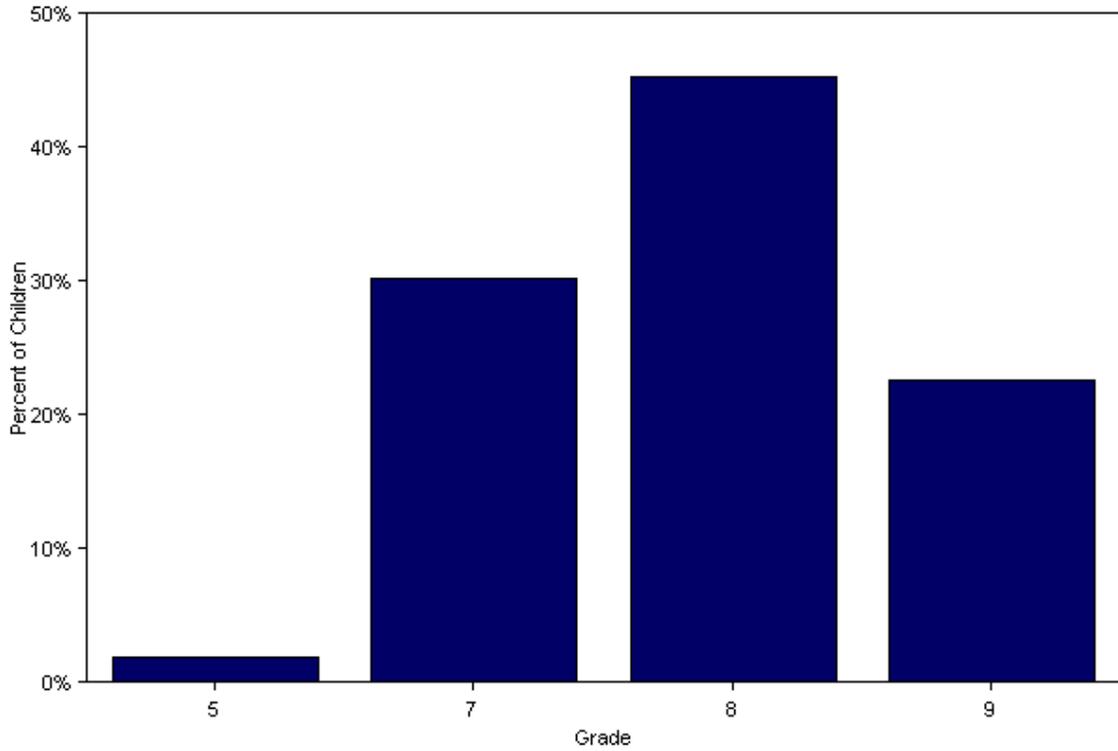
**Number of Questionnaires Analyzed for Report:** 53

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

## Sex of children for parents that provided information



### Grade levels of children represented in survey



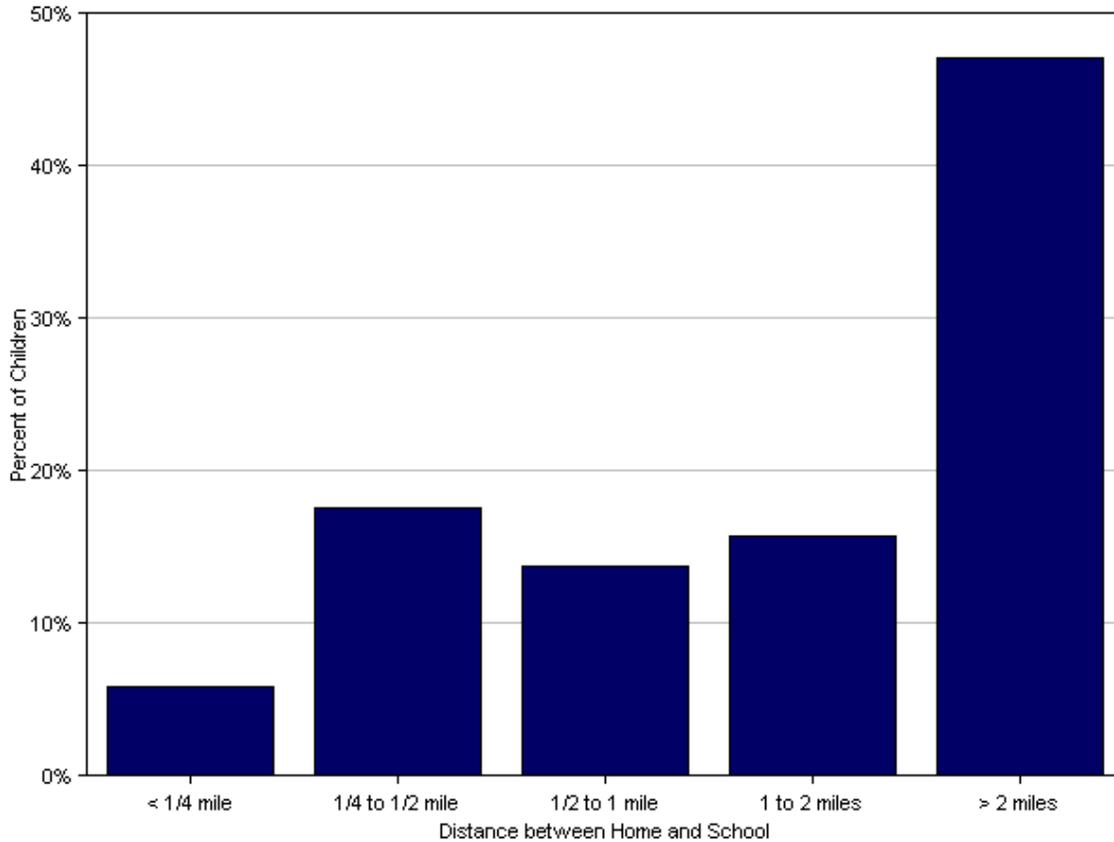
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	1	2%
7	16	30%
8	24	45%
9	12	23%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school



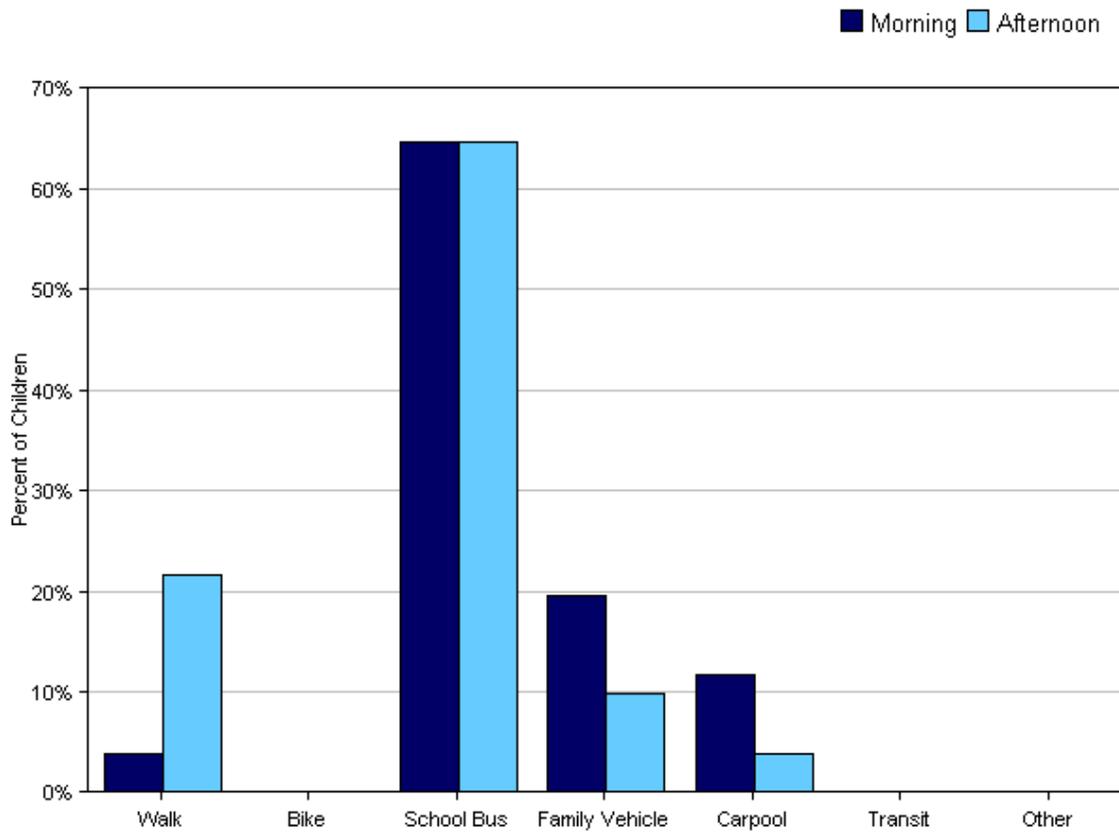
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	6%
1/4 mile up to 1/2 mile	9	18%
1/2 mile up to 1 mile	7	14%
1 mile up to 2 miles	8	16%
More than 2 miles	24	47%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

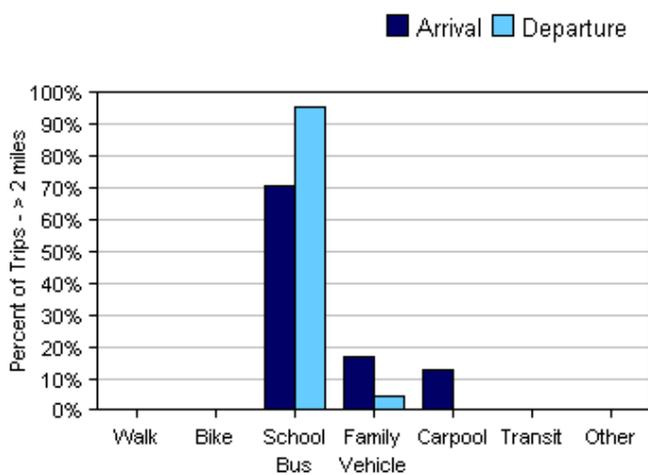
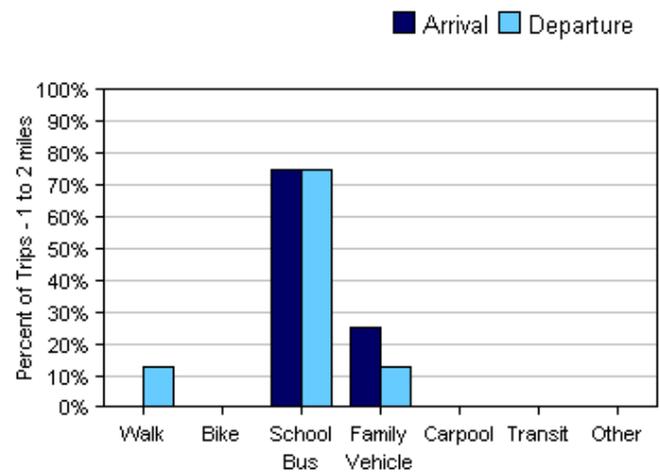
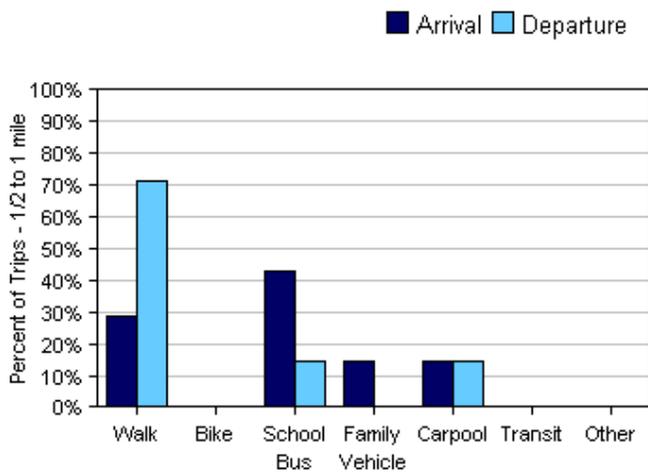
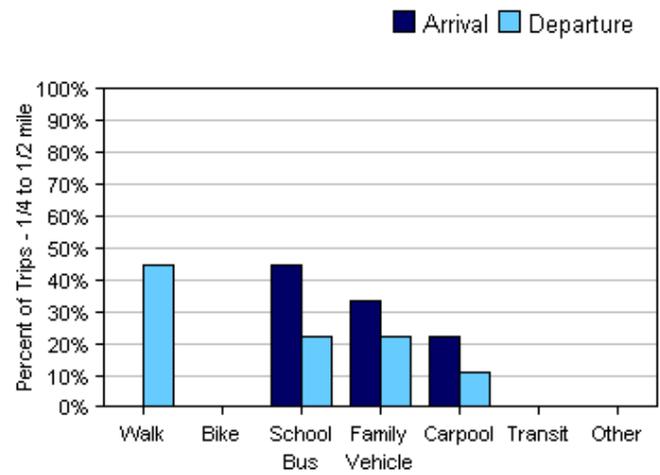
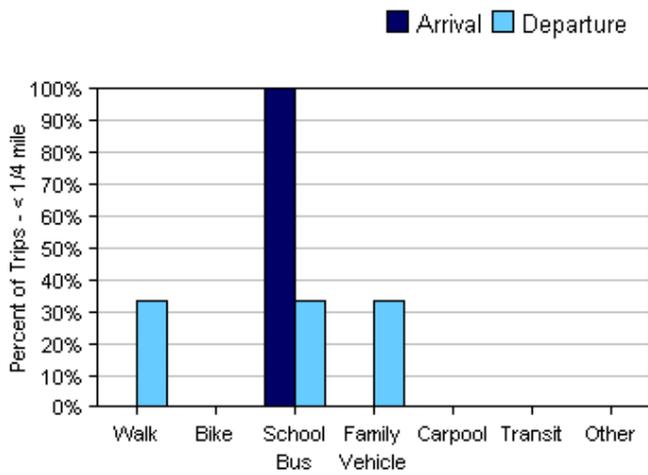
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	51	4%	0%	65%	20%	12%	0%	0%
Afternoon	51	22%	0%	65%	10%	4%	0%	0%

No Response Morning: 2

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

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



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	100%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	9	0%	0%	44%	33%	22%	0%	0%
1/2 mile up to 1 mile	7	29%	0%	43%	14%	14%	0%	0%
1 mile up to 2 miles	8	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	24	0%	0%	71%	17%	13%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

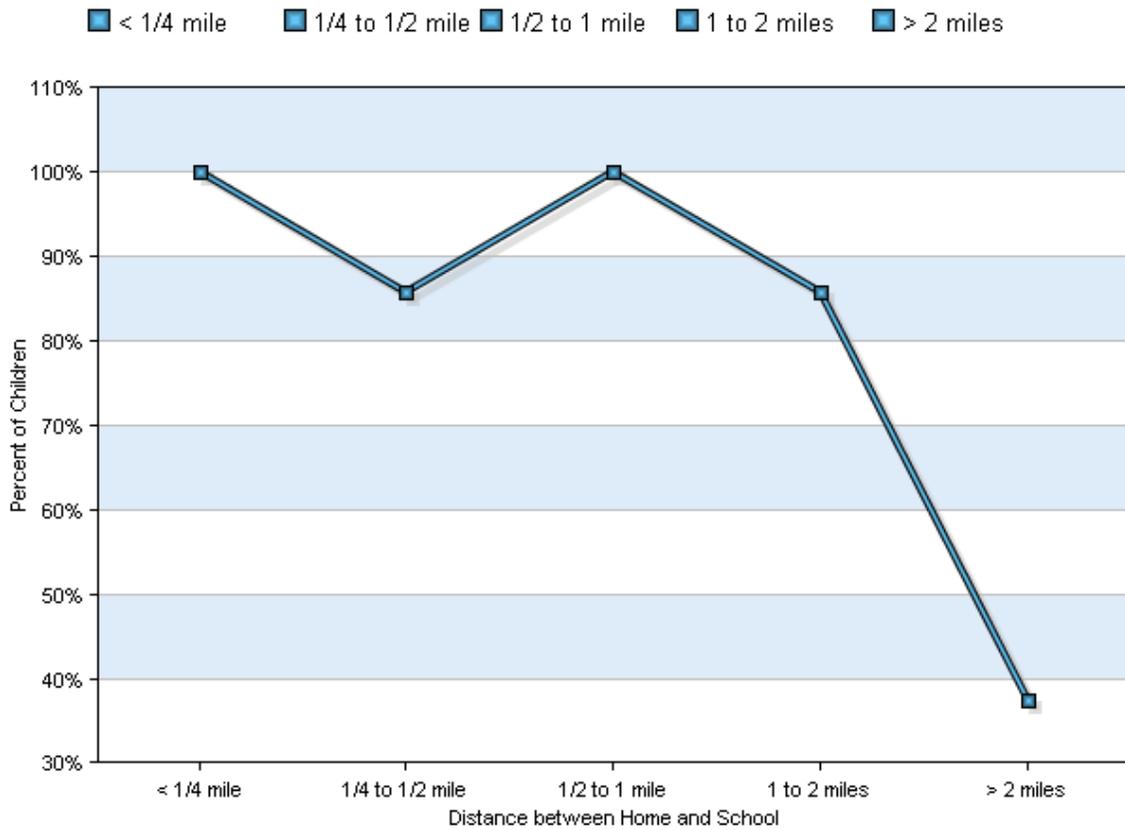
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	0%	33%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	9	44%	0%	22%	22%	11%	0%	0%
1/2 mile up to 1 mile	7	71%	0%	14%	0%	14%	0%	0%
1 mile up to 2 miles	8	13%	0%	75%	13%	0%	0%	0%
More than 2 miles	24	0%	0%	96%	4%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

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

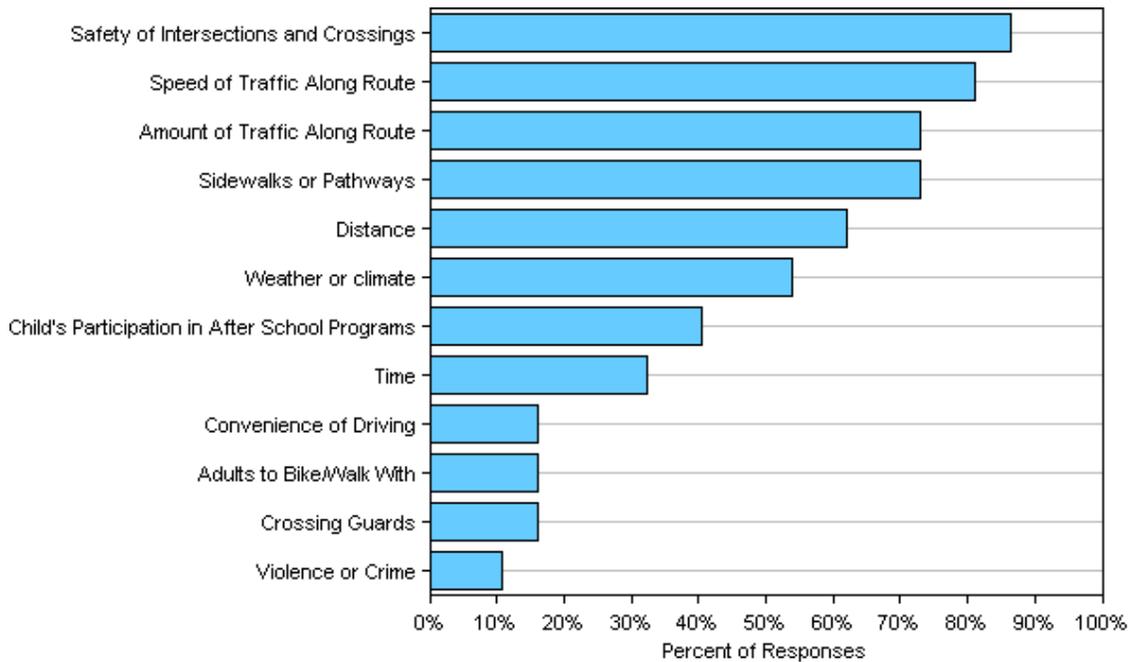


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

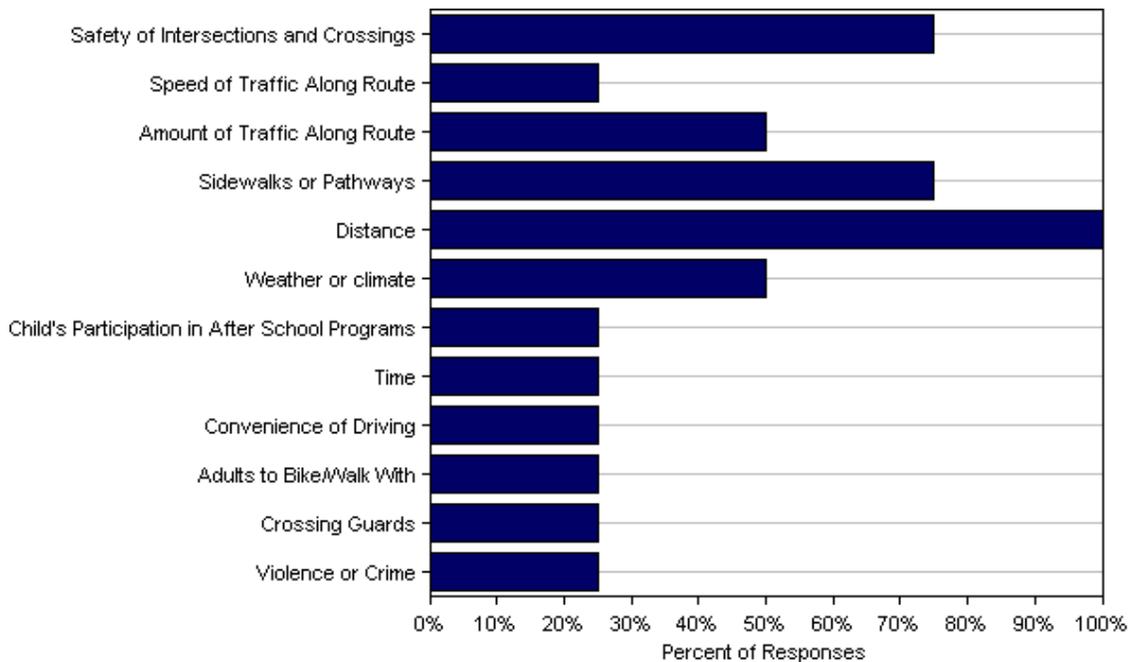
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	31	100%	86%	100%	86%	38%
No	17	0%	14%	0%	14%	63%

Don't know or No response: 5  
 Percentages may not total 100% due to rounding.

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



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



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

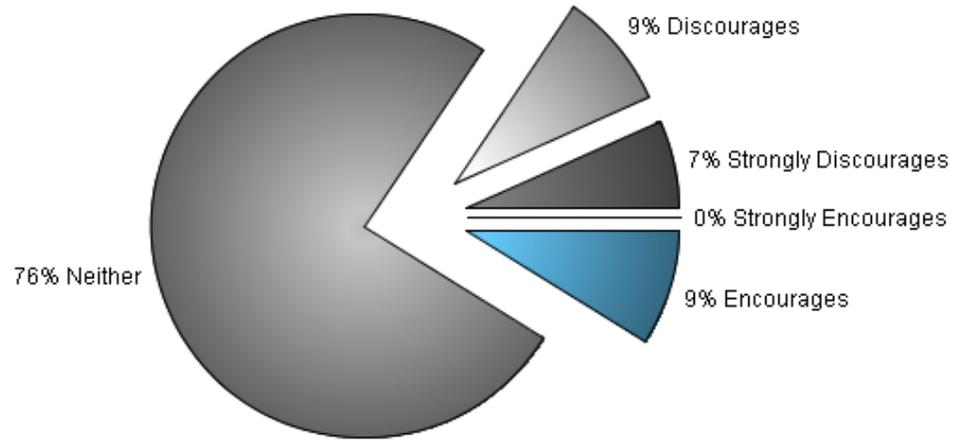
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	86%	75%
Speed of Traffic Along Route	81%	25%
Amount of Traffic Along Route	73%	50%
Sidewalks or Pathways	73%	75%
Distance	62%	100%
Weather or climate	54%	50%
Child's Participation in After School Programs	41%	25%
Time	32%	25%
Convenience of Driving	16%	25%
Adults to Bike/Walk With	16%	25%
Crossing Guards	16%	25%
Violence or Crime	11%	25%
<b>Number of Respondents per Category</b>	<b>37</b>	<b>4</b>

No response: 12

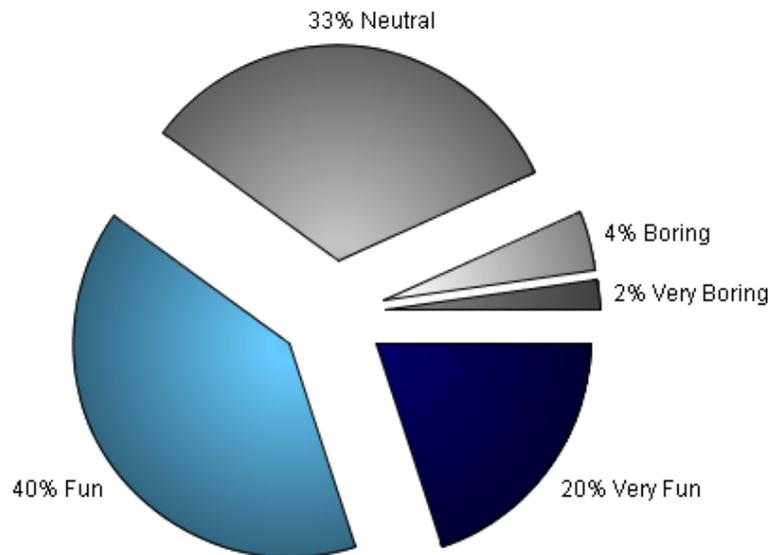
Note:

- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

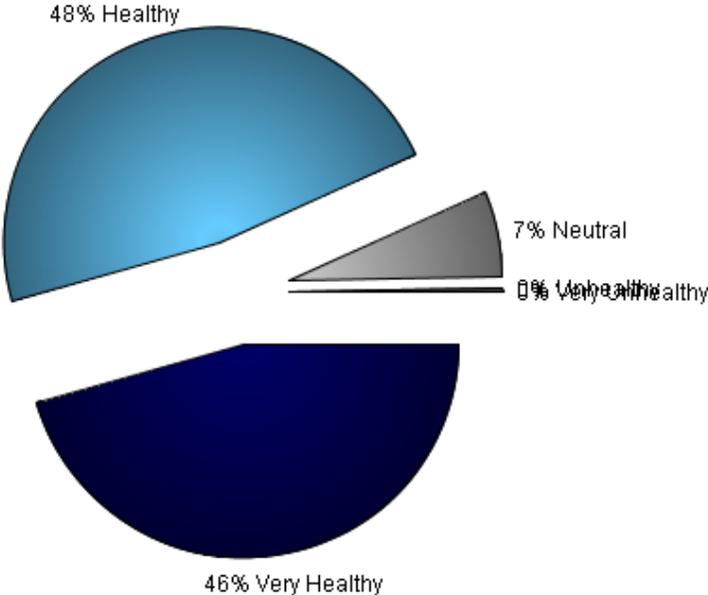
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



# Parent Survey Report: One School in One Data Collection Period

**School Name:** Forest Lake Area High School

**Set ID:** 10977

**School Group:** Forest Lake Schools

**Month and Year Collected:** January 2014

**School Enrollment:** 1770

**Date Report Generated:** 01/28/2014

**% Range of Students Involved in SRTS:** Not Applicable

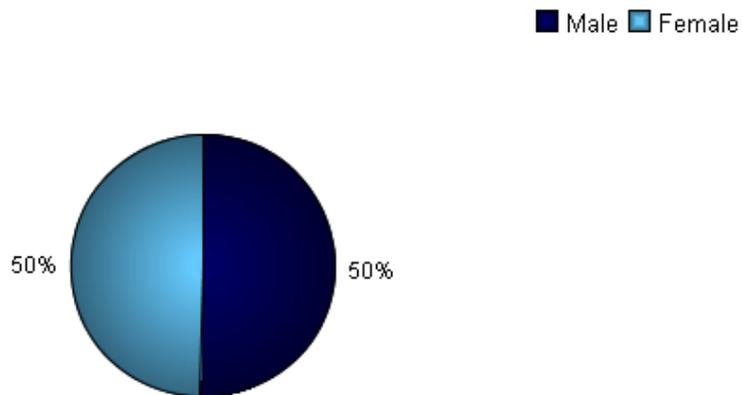
**Tags:** Off-road paths - construct or improve

**Number of Questionnaires Distributed:** 0

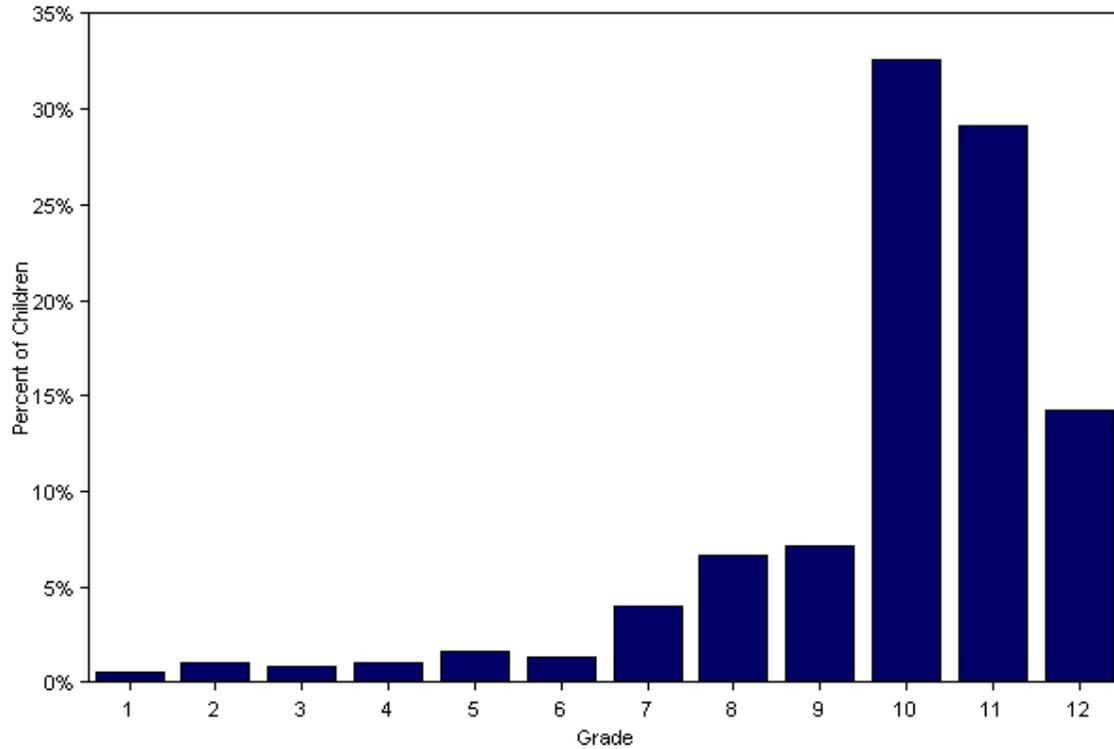
**Number of Questionnaires Analyzed for Report:** 379

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

## Sex of children for parents that provided information



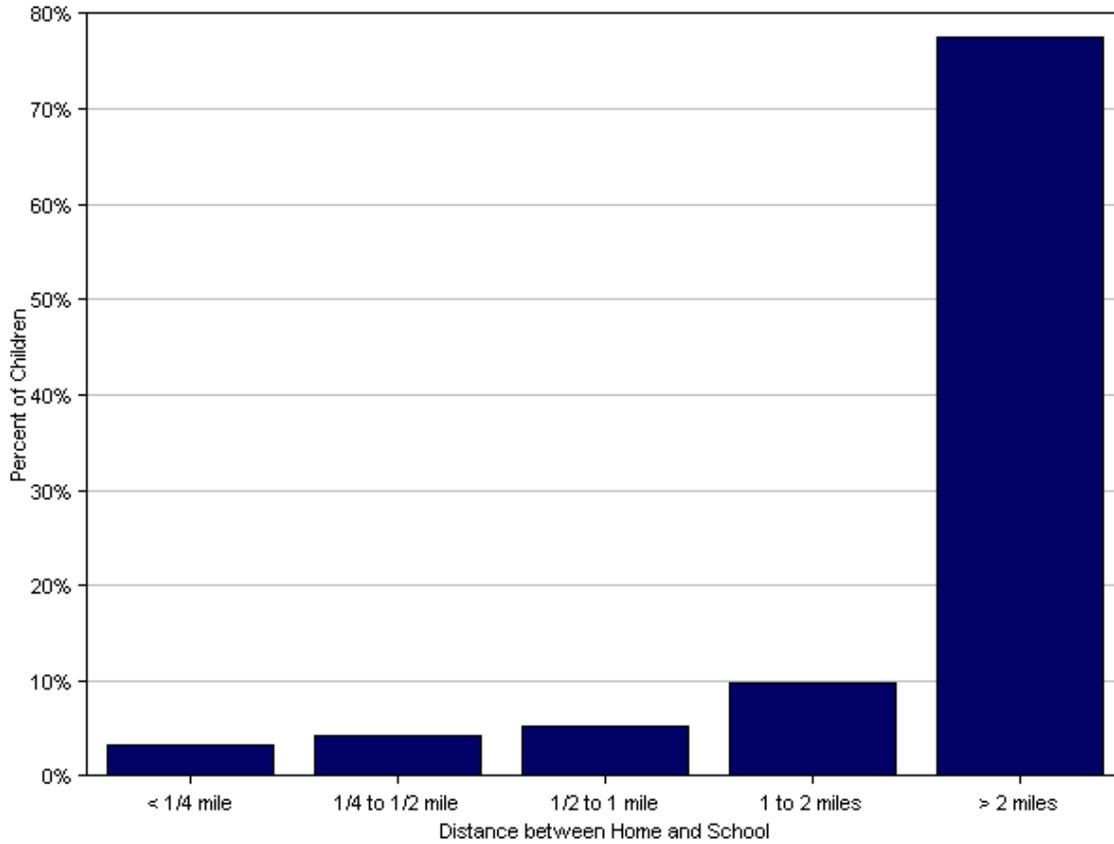
### Grade levels of children represented in survey



### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	2	1%
2	4	1%
3	3	1%
4	4	1%
5	6	2%
6	5	1%
7	15	4%
8	25	7%
9	27	7%
10	123	33%
11	110	29%
12	54	14%

### Parent estimate of distance from child's home to school



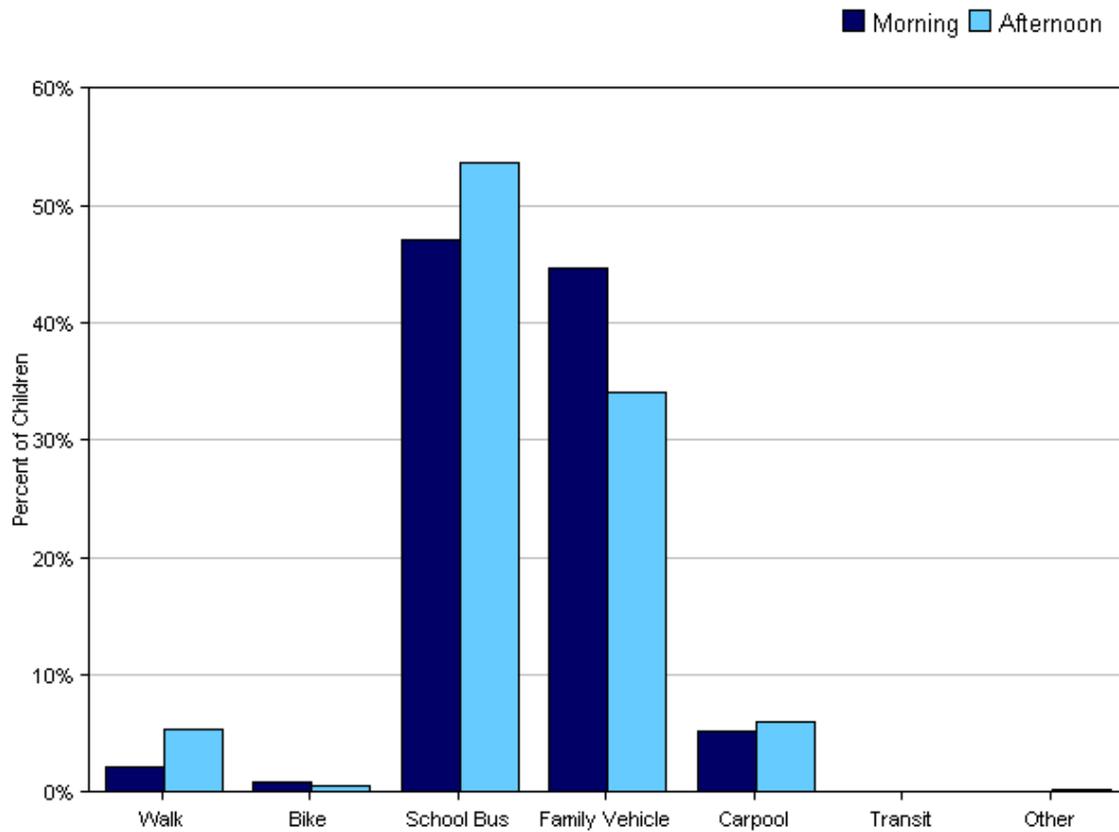
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	3%
1/4 mile up to 1/2 mile	16	4%
1/2 mile up to 1 mile	19	5%
1 mile up to 2 miles	36	10%
More than 2 miles	286	78%

Don't know or No response: 10

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

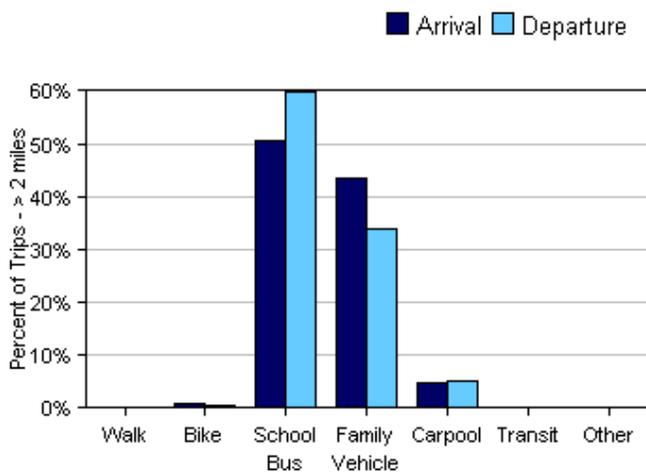
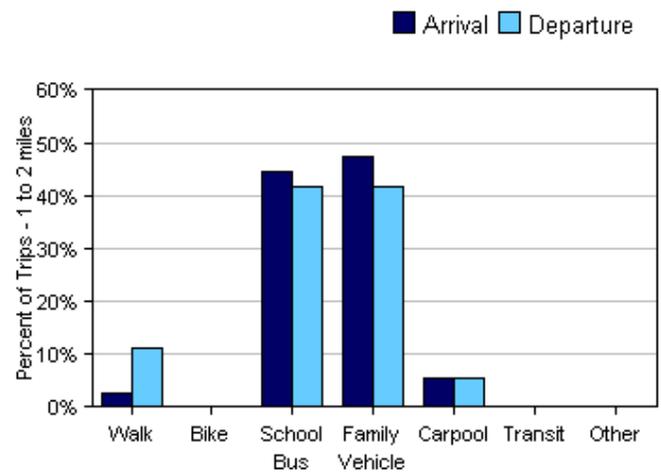
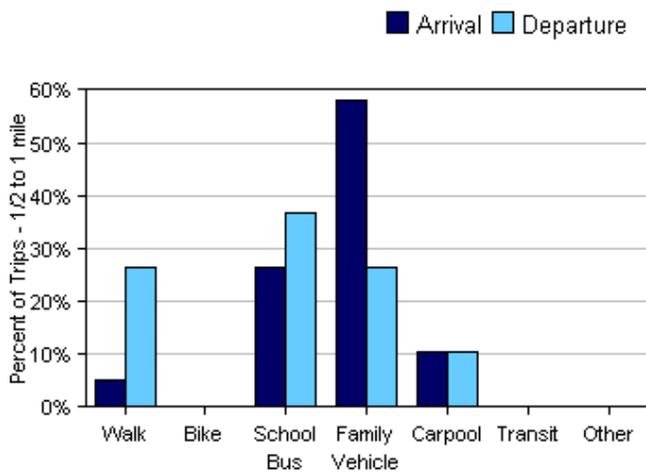
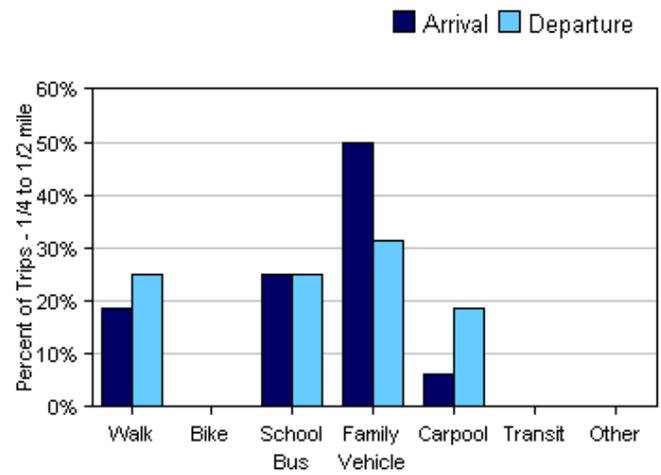
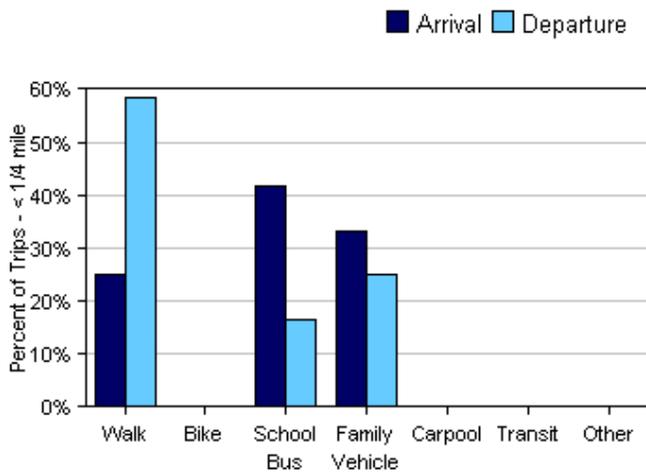
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	369	2%	0.8%	47%	45%	5%	0%	0%
Afternoon	369	5%	0.5%	54%	34%	6%	0%	0.3%

No Response Morning: 10

No Response Afternoon: 10

Percentages may not total 100% due to rounding.

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



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	25%	0%	42%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	16	19%	0%	25%	50%	6%	0%	0%
1/2 mile up to 1 mile	19	5%	0%	26%	58%	11%	0%	0%
1 mile up to 2 miles	36	3%	0%	44%	47%	6%	0%	0%
More than 2 miles	285	0%	1%	51%	44%	5%	0%	0%

Don't know or No response: 11

Percentages may not total 100% due to rounding.

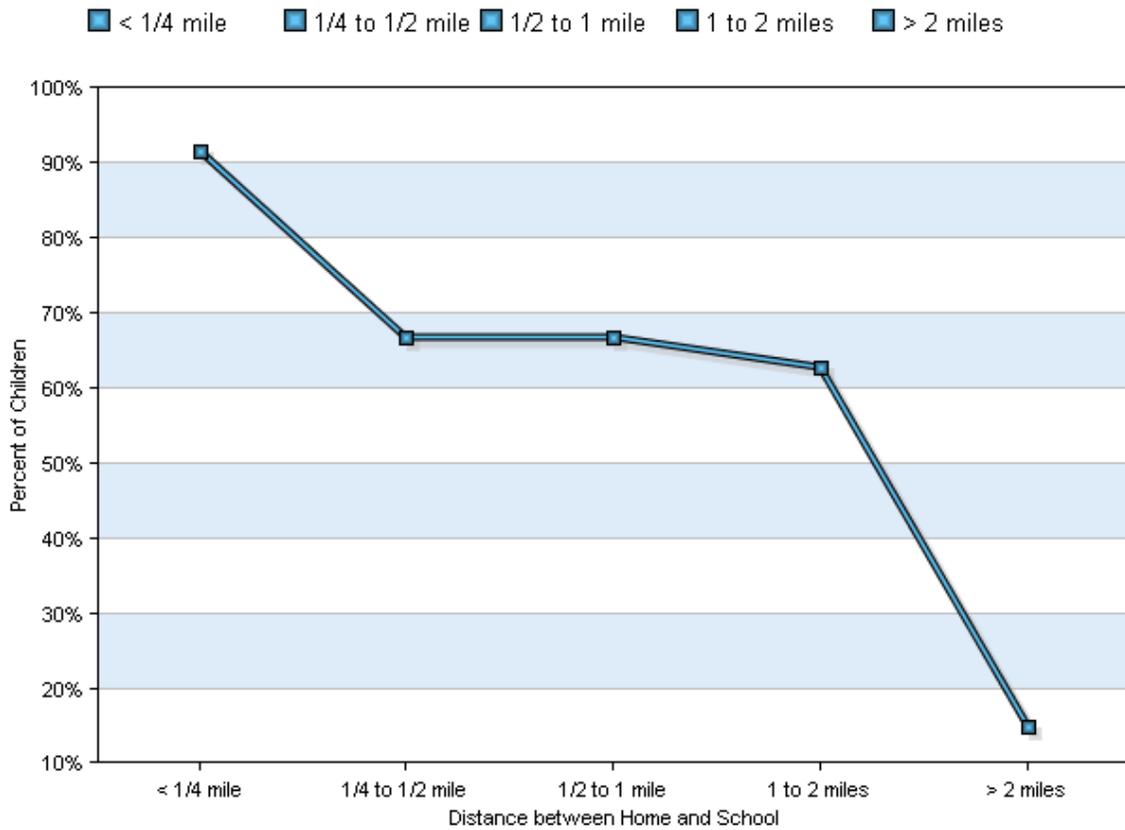
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	58%	0%	17%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	16	25%	0%	25%	31%	19%	0%	0%
1/2 mile up to 1 mile	19	26%	0%	37%	26%	11%	0%	0%
1 mile up to 2 miles	36	11%	0%	42%	42%	6%	0%	0%
More than 2 miles	285	0%	1%	60%	34%	5%	0%	0%

Don't know or No response: 11

Percentages may not total 100% due to rounding.

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

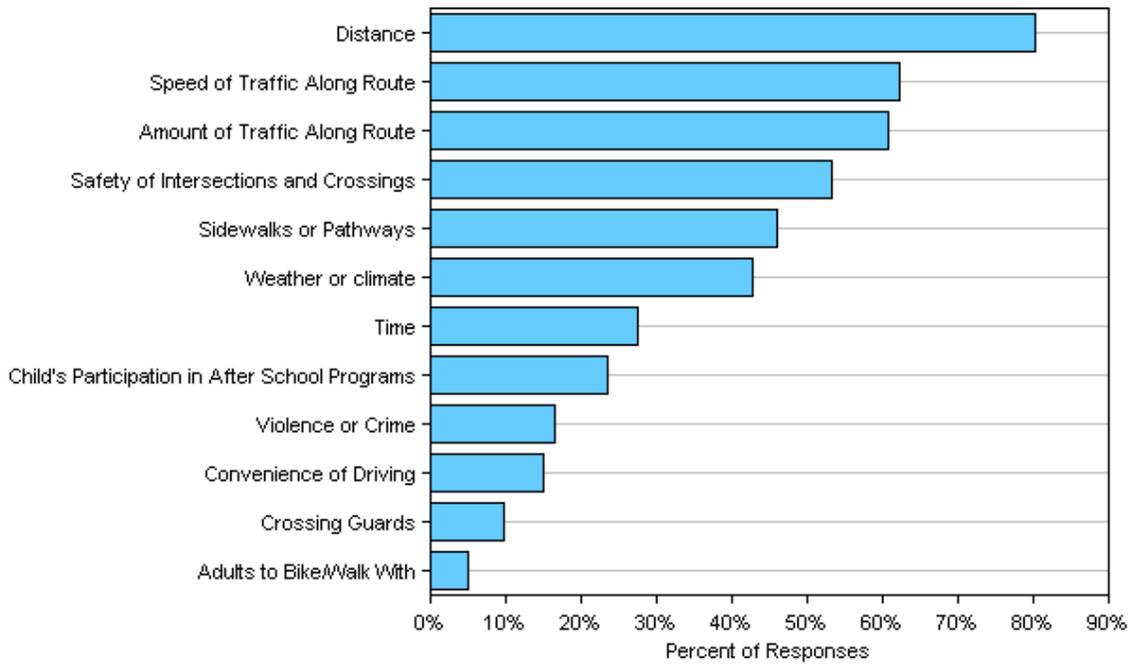


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

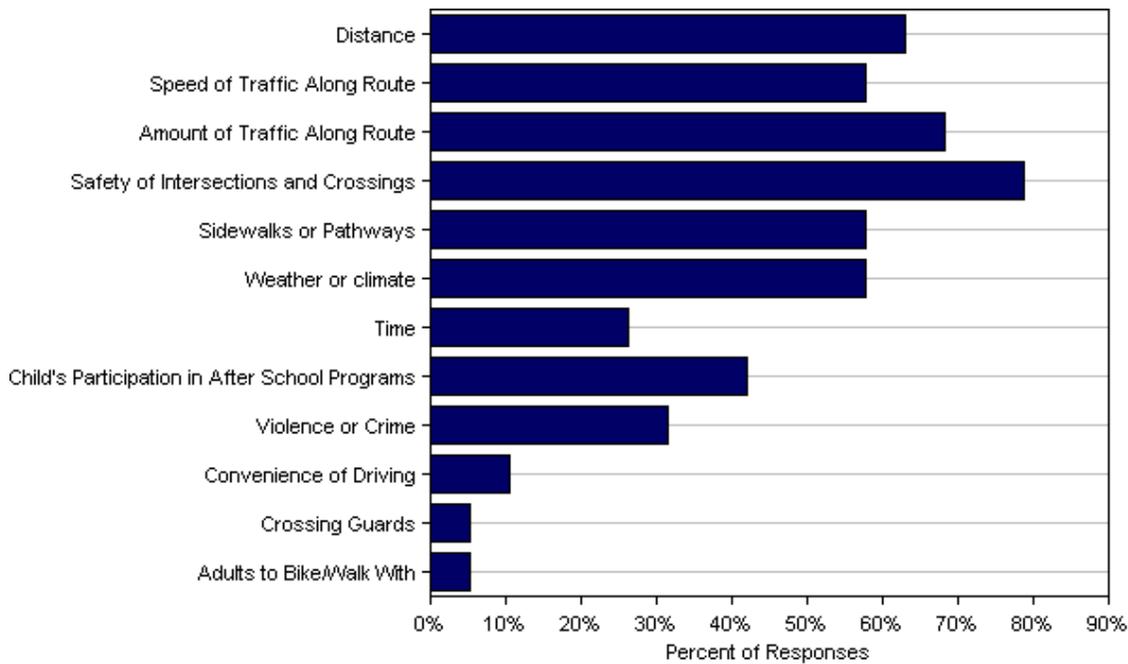
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	97	92%	67%	67%	63%	15%
No	265	8%	33%	33%	37%	85%

Don't know or No response: 17  
 Percentages may not total 100% due to rounding.

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



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



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

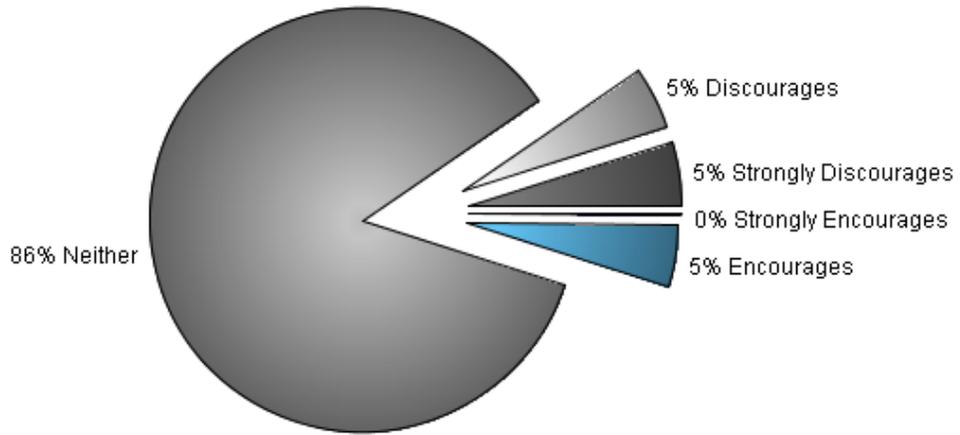
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	80%	63%
Speed of Traffic Along Route	62%	58%
Amount of Traffic Along Route	61%	68%
Safety of Intersections and Crossings	53%	79%
Sidewalks or Pathways	46%	58%
Weather or climate	43%	58%
Time	28%	26%
Child's Participation in After School Programs	24%	42%
Violence or Crime	17%	32%
Convenience of Driving	15%	11%
Crossing Guards	10%	5%
Adults to Bike/Walk With	5%	5%
<b>Number of Respondents per Category</b>	<b>276</b>	<b>19</b>

No response: 84

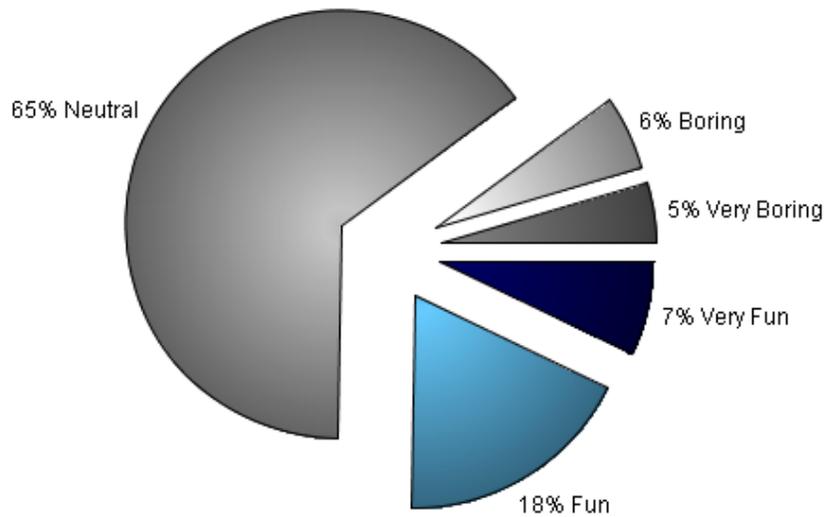
Note:

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

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



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



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

